

NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :
 :
THE ACCIDENT OF PIPER PA-30 : NTSB Accident No.
TWIN COMANCHE N7409Y NEAR : CEN16FA276
PLAINFIELD, ILLINOIS ON :
JULY 21, 2016 :
 :
-----:

July 21, 2016

Recorded Communications at Position 57R from
153432 UTC to 160958 UTC.

This transcript was produced from audio
provided by the National Transportation Safety Board.

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1 P-R-O-C-E-E-D-I-N-G-S

2 (10:11 a.m.)

3 MS. SAM (phonetic): This copy is being
4 prepared by Chicago Air Route Traffic Control Center.
5 The subject concerns the national Transportation Safety
6 Board request involving November 7409 Yankee on July
7 21st, 2016, at approximately 1614 Coordinated Universal
8 Time.

9 The facility involved in this request is
10 Chicago Air Route Traffic Control Center. This portion
11 of the copy concerns the communications at the Danville
12 radar position during the period 153432 to 160958
13 Coordinated Universal Time on July 21st, 2016.

14 CONTROLLER: Yes. Epic (phonetic) 5 Charlie
15 Delta, turn into a 270 heading. And then you're in
16 control for (inaudible).

17 PILOT: Thanks.

18 PILOT: Good morning. Cirrus 725 Charlie
19 Delta heading 270 on level 6,000.

20 CONTROLLER: Cirrus 725 Charlie Delta,
21 Chicago Center, Roger.

22 Number 61287, contacting Indianapolis
23 approach, 121.1. Good day.

24 PILOT: Good morning. 121. 287, good day,
25 sir.

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1 PILOT: Southwest 961, (inaudible) 210.

2 CONTROLLER: Southwest 961, Chicago Center,
3 Roger.

4 PILOT: Any short cuts today?

5 CONTROLLER: Southwest 961, you can make the
6 request with the next controller.

7 CONTROLLER: Danville (inaudible).

8 CONTROLLER: Danville on.

9 PILOT: (Inaudible) Norfolk National Air
10 Papa Uniform, climbing to eight.

11 CONTROLLER: Approved.

12 PILOT: Heavy (phonetic).

13 CONTROLLER: Heavy.

14 PILOT: Ellison Airway (phonetic) 3333,
15 we're out of 19, qualify (phonetic) over 210. Good
16 morning.

17 CONTROLLER: Good morning, 3333, Chicago
18 Center, Roger. Envoy (phonetic) 3333, amend your
19 altitude. Climb to 190. That will be your final.

20 PILOT: Final, 190. We just cross directly,
21 like to be a little bit high. But we'll go back down
22 to 190 for Envoy 3333.

23 CONTROLLER: No problem.

24 PILOT: Chicago Center, this is 595 Papa
25 Uniform to 6,400 climbing to 8,000.

1 CONTROLLER: Number 595 Papa Uniform,
2 Chicago Center, Roger. Midway off about 300.

3 PILOT: (Inaudible).

4 CONTROLLER: Danville (inaudible) 826 Tango
5 (inaudible).

6 PILOT: (Inaudible).

7 CONTROLLER: Southwest 961, contact
8 Indianapolis Center, 119.55. Good day.

9 CONTROLLER: Southwest 961, Chicago?

10 PILOT: Southwest, go ahead.

11 CONTROLLER: Contact Chicago Center on, I
12 actually meant I think it's Indianapolis Center, on
13 119.55.

14 PILOT: Nineteen fifty-five. Good day.
15 Southwest 961.

16 CONTROLLER: Chicago, Hawker 986 Juliett,
17 charge Level 240.

18 CONTROLLER: Hawker 986 Juliett, charge
19 Chicago center. Roger. Descend and maintain Level
20 220.

21 PILOT: Descend to 220, 628 (phonetic)
22 Charlie.

23 CONTROLLER: Envoy 3333, descend and
24 maintain
25 13,000. Lafayette altimeter 3012.

1 PILOT: I'll descend to one, three, 13,000.
2 Envoy 3333.
3 CONTROLLER: Can you tell?
4 CONTROLLER: (Inaudible).
5 CONTROLLER: This is Danville. This is
6 Danville to point out South boiler (phonetic) Number 6
7 Juliatt Charlie descending.
8 CONTROLLER: Is he on course or --
9 CONTROLLER: Yes, he should be.
10 CONTROLLER: Yes. Point out approved.
11 CONTROLLER: Okay.
12 CONTROLLER: Number 6 Juliatt Charlie,
13 descend and maintain Level 200.
14 PILOT: Continue all the way to 200. Six
15 Juliatt Charlie.
16 CONTROLLER: Roger. And increase your rate
17 of descent all the way down.
18 PILOT: I'll pick it up all the way down. 6
19 Juliatt Charlie.
20 CONTROLLER: Mercury 3673, contact the
21 Indianapolis Center on 119.55. Good day.
22 PILOT: 1955, 3673, good day.
23 CONTROLLER: Number 6 Juliatt Charlie,
24 descend and maintain Level 190.
25 PILOT: Descending 190, 6 Juliatt Charlie.

1 CONTROLLER: Number 5 Charlie Delta, fly
2 heading of 280.

3 PILOT: 280, 280, 5 Charlie Delta.

4 CONTROLLER: We have (inaudible).

5 PILOT: Center, Twin Comanche 7409, 7409
6 Yankee with you.

7 CONTROLLER: Number 7409 Yankee, Chicago
8 Center, Roger. Midway altimeter 3007. And Danville --

9 CONTROLLER: Your name?

10 PILOT: Sure, Mercury 3673. Am I in control
11 for descent?

12 CONTROLLER: Mercury 3673 --

13 PILOT: Chicago, this is Husky 859 Delta
14 here. We're with you at 8,000.

15 CONTROLLER: Number 859 Delta Sierra,
16 Chicago Center. Roger. At Lafayette altimeter 3012.

17 PILOT: 3012.

18 CONTROLLER: Number 6 Juliett Charlie,
19 descend and maintain to level, actually, descend and
20 maintain one 1,000. And give me your best rate down to
21 one 1,000. Otherwise, I'm going to have to turn you
22 out.

23 PILOT: Okay. We'll give you a best rate
24 down to 11,000. Six Juliett Charlie.

25 (Prolonged silence)

1 CONTROLLER: Number 6 Juliett Charlie,
2 descend and maintain one zero thousand, 10,000.

3 PILOT: Descend on one zero, 10,000. Six
4 Juliett Charlie.

5 CONTROLLER: Number 187 Charlie Bravo,
6 contact Chicago Center on 123.75.

7 PILOT: 123.75. 187 Charlie Bravo.

8 CONTROLLER: Hello, Chicago. Correction.
9 Turn to 1616 Hotel, 6,000.

10 CONTROLLER: Number 1616 Hotel. Chicago
11 Center, Roger. Midway altimeter, 3007.

12 PILOT: Chicago Center, thank you.

13 CONTROLLER: And I have you routing to go
14 around Chicago's air space. Just be ready to copy.

15 PILOT: I'm ready.

16 CONTROLLER: There are some approaches,
17 Danville.

18 PILOT: Correction.

19 CONTROLLER: If Mike Sierra Number 16 pulls
20 out (phonetic) --

21 PILOT: Affirmative. LN (phonetic).

22 CONTROLLER: Number 16 Hotel, for right now,
23 just fly a heading of 300.

24 PILOT: Okay. Heading of 300. Do I, if I
25 can make an altitude change would that help?

1 CONTROLLER: Can you climb up to 15,000?

2 PILOT: Negative. So we're in the left hand
3 turn now to 300.

4 CONTROLLER: Affirmative. That's to go
5 around Chicago approach's air space.

6 Envoy 3333, contact Indianapolis approach
7 121.1. Good day.

8 PILOT: 21.1. Envoy 333. Good day.

9 CONTROLLER: Number 6 Juliett Charlie,
10 change my frequency on 132.5.

11 PILOT: 132.5, Juliett Charlie. Juliett
12 Charlie's up on 32.5.

13 CONTROLLER: Roger.

14 (Prolonged silence)

15 CONTROLLER: Number 6 Juliett Charlie, you
16 can expect 15 south of Gary at four. For now, descend
17 and maintain 7,000.

18 PILOT: I'm at seven now. Expect 15 south
19 of Gary at four. Six Juliet Charlie.

20 CONTROLLER: Affirmative.

21 CONTROLLER: Danville.

22 CONTROLLER: Danville on.

23 CONTROLLER: (Inaudible) Grissom (phonetic)
24 actually one in India 82 climbing.

25 CONTROLLER: (Inaudible) one, India 82,

1 (phonetic).

2 CONTROLLER: Thank you, sir.

3 CONTROLLER: Number 6 Juliett Charlie, go
4 direct to Gary.

5 PILOT: All right. Direct to Gary. 6
6 Juliet Charlie.

7 PILOT: Chicago, Spartan 17613 with you at
8 10.5.

9 CONTROLLER: Number 17613, Chicago Center.
10 Roger. Midway altimeter 3007.

11 PILOT: 07. Thank you, 613.

12 (Prolonged silence)

13 PILOT: (Inaudible).

14 CONTROLLER: Thanks. Okay. Number 1616
15 Hotel, are you ready to copy your routing?

16 PILOT: Yes, sir. Go ahead.

17 CONTROLLER: Number 1616 Hotel, you're
18 cleared to the Uniform, over Uniform air for now. Be a
19 direct Mike intersection. That's Mike Echo India Tango
20 Zulu. Then direct to start. It's Sierra Tango Alpha
21 Romeo Tango. Then direct.

22 PILOT: Okay. Direct to present position,
23 Mike, and then start, and then destination. 1616
24 Hotel.

25 CONTROLLER: Affirmative. This is Danville.

1 PILOT: EP 10 (phonetic) point out north off
2 of Wheeler (phonetic) American 2068 climbing outside of
3 the core.

4 CONTROLLER: American 2068, point out
5 (inaudible).

6 PILOT: Thank you.

7 CONTROLLER: Number 6 Zulu Charlie, descend
8 and maintain. Actually cross one five miles south of
9 Gary and maintain 4,000.

10 PILOT: One five south of Gary at 4,000.
11 Six zero Charlie.

12 CONTROLLER: Number 102 Juliett Mike, you're
13 leaving Chicago Center's air space. Radar services are
14 to remain squawk VFR, and you can attempt to contact
15 Chicago approach on 119.35.

16 PILOT: 1935, Juliett Mike.

17 CONTROLLER: Number 6 Juliett Charlie,
18 contact Chicago approach on 128.2. Good day.

19 PILOT: 28.2. Have a good day. Six Juliet
20 Charlie.

21 CONTROLLER: Good day.

22 PILOT: Come in, Chicago Center.
23 (Inaudible).

24 CONTROLLER: Who is that?

25 PILOT: Zulu (phonetic) 725 Charlie Delta.

1 Inbound, almost on course (inaudible). You want us to
2 go back there (inaudible)?

3 CONTROLLER: Number 5 Charlie Delta, clear
4 direct (inaudible).

5 PILOT: (Inaudible) Charlie Delta.

6 (Prolonged silence)

7 PILOT: Chicago Center, Turkey (phonetic)
8 6234 Whiskey. With you at 6,000.

9 CONTROLLER: Number 6234 Whiskey, Chicago
10 Center. Roger. Midway altimeter is 3007.

11 PILOT: 3007. 34 Whiskey.

12 (Prolonged Silence)

13 PILOT: Danville, (inaudible) 51
14 (inaudible).

15 CONTROLLER: Danville.

16 CONTROLLER: I've got 570 Charlie Whiskey
17 (inaudible) air. I'll just keep them if you'd like for
18 a visual approach, probably with cancellations.

19 CONTROLLER: Sure, Number 8 Charlie Whiskey
20 (inaudible).

21 CONTROLLER: Thanks. So long.

22 (Prolonged silence)

23 CONTROLLER: Number 16 Hotel, I don't think
24 I told you the reason for the routing. But it's to go
25 around Chicago approach's air space.

1 PILOT: Yes. I understand that. I thought
2 when IFR -- last time I was IFR, we went right over the
3 airport. It was the safest place to put us. But we'll
4 fly your route.

5 CONTROLLER: I don't know how long ago that
6 was. But they definitely aren't taking IFRs to cut
7 across their air space.

8 PILOT: Roger that.

9 CONTROLLER: Number 725 Charlie Delta,
10 contact Chicago Center 123.75. Good day.

11 PILOT: Have a good day, 23.75, Charlie
12 Delta.

13 PILOT: Have Chicago skyline, 238 Mike,
14 Level 8,000.

15 CONTROLLER: 238 Mike, Chicago Center.
16 Roger. The Midway altimeter 3007.

17 PILOT: 07. Thank you, 38 Mike.

18 PILOT: Chicago, this is Husky 859 Delta
19 Sierra. We'd like permission to go to a flight service
20 center for a short time.

21 CONTROLLER: Number 9 Delta Sierra, Roger.
22 And before you go, you know, for crossing traffic,
23 descend and maintain 7,000.

24 PILOT: Okay. So 859 Delta Sierra, we're
25 going to descend to 7,000 feet. We'll maintain seven,

1 and we'll get back to you as soon as we're done with
2 flight service.

3 CONTROLLER: Roger.

4 PILOT: (Inaudible).

5 CONTROLLER: This is (inaudible? I mean --

6 PILOT: Down to four in your control.

7 CONTROLLER: Okay. Roger, MB (phonetic).

8 Number 725 Charlie Delta, contact Chicago Center
9 135415. Good day.

10 Number 725 Charlie Delta?

11 (No audible response)

12 CONTROLLER: Number 238 Mike? Chicago.

13 PILOT: 238 Mike. Go ahead.

14 CONTROLLER: Number 238 Mike, I have a
15 Number 2 routing advisory ready to copy. It's to go
16 around Chicago approach's air space.

17 PILOT: Okay. Hold on a moment. Just a
18 minute. 38 Mike.

19 CONTROLLER: Roger.

20 PILOT: Okay, 38 Mike, go ahead.

21 CONTROLLER: Number 238 Mike, you're cleared
22 to the AIG Airport via direct AHMED intersection.
23 That's Alpha Hotel Mike Echo Delta, then direct.

24 PILOT: We could do AIG via Alpha Hotel Mike
25 Echo Delta and then direct. 38 Mike.

1 CONTROLLER: Affirmative. That's to go
2 around Chicago approach's air space.

3 PILOT: Okay. Thank you. 38 Mike.

4 PILOT: Chicago, is there (inaudible) back
5 5,900 descending 4,000.

6 CONTROLLER: Number 959 Papa Uniform,
7 contact Chicago Center, 123.75.

8 PILOT: 123.75. Sierra (phonetic) 959 Papa
9 Uniform. Good day.

10 CONTROLLER: Number 6023 Quebec, Chicago
11 Center. For some reason, I don't have Yankee
12 altimeter. But Midway altimeter is 3007. Advise when
13 you have the Kankakee weather and the type approach
14 you're requesting there.

15 PILOT: Sierra 23 Quebec, that was the
16 weather, and I'll be using a visual. And I'm out of
17 5,500 for 4,000.

18 CONTROLLER: Number 23 Quebec, Roger.
19 Descend at pilot's discretion, maintain 3,000.

20 PILOT: Down to 3,000. 23 Quebec.

21 PILOT: (Inaudible) request.

22 CONTROLLER: Chicago approach, Whiskey 1
23 Tango Charlie.

24 CONTROLLER: Yes. 528 Charlie Whiskey, he
25 can't take the visual. He needs to of the MAPS

1 (phonetic) for the RNAV Runway 18 approach. Can you
2 see him down there at 3,000?

3 CONTROLLER: I can. I can see him.

4 CONTROLLER: All right. Hand off. You said
5 can or can't?

6 CONTROLLER: I can, yes.

7 CONTROLLER: All right.

8 CONTROLLER: I have radar contact.

9 CONTROLLER: Come to you.

10 PILOT: Chicago Center, Cherokee 121 Tango
11 Charlie, approach, then flight follow-up.

12 CONTROLLER: Number 121, was there a call
13 sign?

14 PILOT: 121 Tango Charlie requesting radar
15 follow-up.

16 CONTROLLER: Number 121 Tango Charlie,
17 Chicago Center. Roger. Stand by. I'll have a squawk
18 for you, Squawk Code 7215.

19 PILOT: One Tango Charlie, Squawk 7215.

20 PILOT: Chicago Center, 528 Charlie Whiskey
21 is level at 3,000, direct MAPS.

22 CONTROLLER: Number 5228 Charlie Whiskey,
23 Chicago Center. Roger. And advise me again what type
24 of approach you're requesting?

25 PILOT: We're going to do the RNAV GPS

1 Runway 18 into (inaudible). Romeo Zulu link
2 (phonetic).

3 CONTROLLER: Roger. And you need to go all
4 the way up to MAPS?

5 PILOT: No. I could go past Zitbe
6 (phonetic) and come back in that way.

7 CONTROLLER: RNAV, what runway again?

8 PILOT: RNAV GPS Runway 18, and then we're
9 clear.

10 PILOT: Chicago, this is Husky 859 Delta
11 Sierra.

12 CONTROLLER: Number 859 Delta Sierra,
13 Chicago Center. The Midway altimeter 3007.

14 PILOT: 3007. And we have a request. We'd
15 like to change our destination from Kankakee to
16 Rockford, Mobile (inaudible), Delta.

17 CONTROLLER: Number 9 Delta Sierra, Roger.
18 You're cleared to the Rockford Airport now via present
19 position, actually via radar vectors. And fly heading
20 of 270.

21 PILOT: Okay, I'm with you on my current
22 heading, 270.

23 CONTROLLER: Number 9 Delta Sierra, Roger.
24 Fly heading of 270 then.

25 PILOT: You got it, 270.

1 CONTROLLER: And Number 8 Charlie Whiskey,
2 did you want to go direct, what was it, Zitbe?

3 PILOT: I can do direct Zitbe. Eight
4 Charlie Whiskey.

5 PILOT: Chicago Center, 23 Quebec, field in
6 sight. Cancel IFR.

7 CONTROLLER: Number 23 Quebec, Roger.
8 Cancellation received. Squawk VFR. You have a good
9 day.

10 PILOT: 23 Quebec, we'll see you.

11 CONTROLLER: Number 8 Charlie Whiskey,
12 Roger. You're cleared direct Zitbe.

13 PILOT: Direct Zitbe. Eight Charlie
14 Whiskey.

15 CONTROLLER: And Number 9 Delta Sierra, what
16 was the reason for the change of destination?

17 PILOT: My eventual destination is Oshkosh.
18 But with the weather, I've had to proceed south and
19 then back north to get in behind the weather. The
20 weather has now cleared in the Rockford area. So I'd
21 like to proceed direct Rockford.

22 CONTROLLER: Okay, Roger.

23 PILOT: And Chicago, we'd like 8,000 feet
24 when you get a chance to, for fuel.

25 CONTROLLER: Who is that, 9 Delta Sierra?

1 PILOT: Yes, sorry.

2 CONTROLLER: Yes. Number 9 Delta Sierra,
3 unable for 8,000. I can give you 6,000, and that's the
4 best I can do.

5 Number 121 Tango Charlie, say your type of
6 aircraft and destination.

7 PILOT: Number 121 Tango Charlie, PA32 at
8 300, equipment suffix G (phonetic), flying at altitude
9 8,500 for Foxtrot Oscar Delta.

10 CONTROLLER: Foxtrot Alpha Delta you said?

11 PILOT: Foxtrot Oscar Delta.

12 CONTROLLER: 404, Roger Delta.

13 CONTROLLER: And Number HR Whiskey, report
14 established on a segment approach.

15 PILOT: Okay. We'll report established.
16 Roger, HR Whiskey.

17 PILOT: Chicago Center, bearing 3677
18 Uniform, one zero thousand, direct Chelsea (phonetic).

19 CONTROLLER: Number 3677 Uniform, Chicago
20 Center. Roger. Midway altimeter 3008.

21 PILOT: Roger, 77 out.

22 CONTROLLER: Number 9 Delta Sierra, flying
23 at 280.

24 PILOT: 280, 859 Delta Sierra.

25 CONTROLLER: Affirmative. Number 1616

1 Hotel, contact Chicago Center, 123.75. Good day.

2 PILOT: (Inaudible).

3 PILOT: Chicago, now 23.75. 1616 Hotel.

4 CONTROLLER: Danville.

5 PILOT: About 15 miles northwest of Danville

6 VOR, November 3214 Charlie, 1,000, direct to Kelsey

7 (phonetic).

8 CONTROLLER: Number 3214 Charlie is point R

9 (phonetic) approved.

10 PILOT: Thank you.

11 CONTROLLER: And Number 8145 Uniform --

12 PILOT: Would it help if I was at 8,000

13 feet?

14 (Simultaneous speaking)

15 CONTROLLER: I got it. Chicago Center, say

16 again.

17 PILOT: This is 859 Delta Sierra. Would it

18 help you if I was at 10,000?

19 CONTROLLER: No. It still doesn't help me.

20 I mean, I can give you -- no, actually it's your

21 airspeed that's not helping me at all.

22 PILOT: I'm going as fast as I can.

23 CONTROLLER: Yes, I'm sorry. It's just that

24 there's, I mean, I could -- yes. Right now, at this

25 point, I wouldn't even be able to give you 9,000. And

1 then there's a 10,000 behind you that's about 100 knots
2 faster than you are.

3 PILOT: I'm just a little bitty plane.

4 CONTROLLER: Yes. I'd say probably, I'd
5 probably give it another, I don't know, 12, 15 minutes.

6 PILOT: Delta Sierra, 7,000.

7 CONTROLLER: Roger.

8 PILOT: Sierra 09 Yankee just checking in
9 with you.

10 CONTROLLER: Number 09 Yankee, you're
11 leaving Chicago Center's air space. Radar services are
12 squawk VFR, and you can attempt to contact Chicago
13 approach 119.35.

14 PILOT: 119.35, very good. Good day.

15 CONTROLLER: Number 1 Tango Charlie, your
16 radar contact approximately 25 miles north of Danville.
17 And I show you at 8,700. Bloomington altimeter, 3012.

18 PILOT: 3012, 1 Tango Charlie.

19 PILOT: Sky to ground delivery, 8145 Uniform
20 checking in at 7,000.

21 CONTROLLER: Number 8145 Uniform, Chicago
22 Center, Roger. Okay, equipment outages --

23 (Simultaneous speaking)

24 CONTROLLER: -- or activity right now.

25 There's no (inaudible) flow. There's nothing specific

1 about it. No metering, no airport information, or no
2 FAMS, weather, and no complaints on the ride and your
3 traffic. On at 7,000 -- Oh, wow.

4 CONTROLLER: Keep it down.

5 CONTROLLER: This guy's at point out -- on
6 at 7,000 VFR, on at 8,000.

7 CONTROLLER: NORTRAD (phonetic) point out?

8 CONTROLLER: This guy's doing the RNAV GPS,
9 Runway 18 approach. I don't know technically if you
10 could do this. But that's what he's doing. There's
11 going to be turns. Anyway, it's 10,000, 6,000, he's
12 going to be at point out --

13 CONTROLLER: (Inaudible) 643, you've got
14 traffic at your 11 o'clock in about one mile northeast-
15 bound out to the unknown, type of known (phonetic) as
16 well.

17 PILOT: 643, (inaudible). Thank you.

18 CONTROLLER: All right. This guy's gone.
19 You heard about this guy eventually wanting 8,000.
20 This guy's at 8,000 VFR, and that's it.

21 CONTROLLER: Nine double zero -
22 (Simultaneous speaking)

23 CONTROLLER: -- on the floor.

24 CONTROLLER: Yes. He wants the 8,000 --

25 CONTROLLER: Oh, okay.

1 CONTROLLER: -- landing at Rockford.

2 CONTROLLER: You took him down to 7,000?

3 CONTROLLER: Yes, I took him down to 7,000

4 to get him --

5 CONTROLLER: Oh, yes. Yes, good. I got you

6 now.

7 CONTROLLER: (Inaudible) 17613, leaving

8 Chicago Center air space. Your traffic's no factor.

9 There's a ten minute squawk, 1200 for pivot (phonetic)

10 flight following. Contact Chicago approach, 119.35.

11 Good day.

12 PILOT: 119.35, 613 out.

13 CONTROLLER: Number 8145 Uniform,

14 (inaudible) reading go to Alpha Victor Bravo airport

15 via direct, max OR (phonetic), that's Oscar X-Ray

16 India, then direct Victor Papa. The rest of the route

17 had changed.

18 PILOT: All right, Oscar Victor Bravo and

19 then from there to (inaudible).

20 CONTROLLER: 8145 Uniform, just verify it

21 was direct to (inaudible) Oscar X-Ray India, OXI. And

22 then I was showing you direct to Victor Papa. I guess

23 it's a NDB. And then the rest of the route had

24 changed.

25 PILOT: Affirmative. Oscar X-Ray India,

1 then Victor Papa, and then as follows, 45 Uniform.

2 CONTROLLER: Thank you.

3 PILOT: Chicago, 528 Charlie Whiskey's
4 inbound for Runway 18 and we're clear.

5 CONTROLLER: November 528 Charlie Whiskey,
6 put out for cancellation this frequency. If I need,
7 we'll certify service, change your advisory. Frequency
8 is approved.

9 PILOT: All right. Going to VFR over 1,200.
10 By the way, it's appreciated.

11 CONTROLLER: 528 Charlie Whiskey, are you
12 cancelling that far? You could stay on the same
13 squawk, but if you're cancelling IFR let me know.
14 Otherwise they cancel on the ground or through flight
15 service.

16 PILOT: Can I go ahead and cancel with you?
17 Eight Charlie Whiskey.

18 CONTROLLER: Affirmative. Number 528
19 Charlie Whiskey, no traffic depicted between you and
20 the Rockford Airport at this time. I have your
21 cancellation as received. Squawk 1200. Frequency
22 change approved.

23 PILOT: All right. Squawk in the VFR and
24 frequency change approved. Thank you, Charlie Whiskey.

25 CONTROLLER: Chicago Center, CP2 (phonetic)

1 88, that's 184 (phonetic) climbing 230 --

2 CONTROLLER: Holding at Logan, Springfield -
3 -

4 CONTROLLER: CP2 88, Chicago Center, no
5 complaints.

6 PILOT: Thank you.

7 PILOT: And Chicago 45 Uniform, (inaudible)?

8 CONTROLLER: 45 Uniform, go ahead.

9 PILOT: Could you eliminate the Victor Papa
10 flight plan? It's going to take me -- it's got a weird
11 routing. Thanks.

12 CONTROLLER: 8145 Uniform, affirmative. I
13 cleared you. Can I direct your destination after Knox
14 (phonetic)?

15 PILOT: Yes. And I'm going to change the
16 destination here in just a second. Give me just a
17 minute.

18 CONTROLLER: Why don't you just give me your
19 destination change when you're ready. Just proceed on
20 course direct to Knox. Let me know what your new
21 destination is, and you'll be Knox direct.

22 PILOT: Okay, Roger. 45 Uniform, Knox now.

23 CONTROLLER: 859 Delta Sierra, I have a fix
24 to navigate.

25 CONTROLLER: This is the end of the copy

1 concerning the National Transportation Safety Board
2 request involving November 7409 Yankee. I certify that
3 the following is a true copy of the originally recorded
4 transmissions pertaining to the request. My name is
5 Pate Sam (phonetic), and I am employee support
6 specialist at Chicago Air Traffic Control Center.

7 (Whereupon, the above-entitled matter went
8 off the record at 10:47 a.m.)

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C E R T I F I C A T E

MATTER: Accident of Piper PA-30 N7409Y
Near Plainfield, IL, July 21, 2016
Accident No. CEN16FA276
Position 57R 153432 UTC to 160958 UTC

DATE: 07-21-16

I hereby certify that the attached transcription of page 1 to 26 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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