

## UNIT 8

„Need to return to the field immediately!“

A Cessna Citation C56X (Callsign N5F09UP) flying from San Francisco air port (KSFO) declared an emergency due to a technical malfunction while climbing out of KSFO. The crew requested to stay as low as possible and returned to KSFO.



**TASK 1 : Describe what you can see in the picture and speculate about the possible causes and outcomes of the situation. Use the words below.**

depressurisation / breathing masks / asphyxiate / panic / descend / climb

**TASK 2: Listen to the real life ATC recording and write down the answers to these questions.**

1. What is the nature of the emergency?
2. What problems do the Cessna crew have concerning the localizer?
3. How many people are there on board of the aircraft?
4. What is the misunderstanding concerning the N5F09UP landing gear?

**TASK 3: Listen again and complete the text below.**

KSFO TWR: Are you ready to go?

N509UP: Yeah, leady to go.

KSFO TWR: Citation 509UP, runway 28R, intersection (1) \_\_\_\_\_, cleared for takeoff.

N509UP: Cleared for takeoff 28R 509UP.

KSFO TWR: Citation 9UP, contact Norcal

N509UP: Good day, UP.

...

N509UP: Norcal Approach, 509UP climbing out 800 to 3000 on the (2) \_\_\_\_\_.

Norcal Departure: N509UP, Norcal Departure, radar contact. Maintain 3000 for (3) \_\_\_\_\_.

N509UP: UP, roger.

...

N509UP: 509UP, we need to level off here at 2000.

Norcal Departure: 9UP, for the minimum (4) \_\_\_\_\_ altitude 2600 approved.

...

Norcal Departure: 9UP, did you copy?

N509UP: 9UP (alarmed voices in the background)

N509UP: 509UP, (5) \_\_\_\_\_ emergency!

Norcal Departure: 509UP, Norcal Approach, how do you hear?

Norcal Departure: 9UP, Norcal Approach, if you receive squawk in IDENT. Maintain 3000.

N509UP: 509UP, declaring an emergency. Need to (6) \_\_\_\_\_ to the field immediately.

Norcal Departure: 9UP, Norcal Approach, understand you're declaring an emergency. Are you able to (7) \_\_\_\_\_ your own terrain/obstruction clearance?

N509UP: Negative. A door (8) \_\_\_\_\_ off the aircraft.

Norcal Departure: 9UP, climb and maintain 2600.

N509UP: 2600, UP.

Norcal Departure: 9UP, fly (9) \_\_\_\_\_ 260.

N509UP: 260, UP.

Norcal Departure: 9UP, report level 2600.

N509UP: UP, we're having a (10) \_\_\_\_\_ time climbing. Could you just send us back?

Norcal Departure: Roger sir. I'd just like you to climb to the minimum vector in altitude, (11)\_\_\_\_\_ you can maintain your own terrain/obstruction clearance.

N509UP: Well, there's clouds around now so we are trying to climb. It's not doing well.

Norcal Departure: 9UP, turn left heading of 100. Vectors for final (12)\_\_\_\_\_ course.

N509UP: Left turn, UP. We're not climbing.

Norcal Departure: N9UP, and are you (13)\_\_\_\_\_ to maintain your own terrain obstruction clearance?

N509UP: Cannot climb. I gotta hold the aircraft. We cannot climb and we cannot maintain (14)\_\_\_\_\_ because of the clouds.

Norcal Departure: N9UP, roger. Turn left heading of 090.

N509UP: 090, 509UP.

Norcal Departure: N9UP, and (15)\_\_\_\_\_ you have information Lima at San Francisco. Altimeter setting is 29.92.

N509UP: You want us to set a heading of 100, for UP?

Norcal Departure: 9UP, affirmative. Left turn, heading 090.

N509UP: Left turn 090, UP.

Norcal Departure: And N9UP, (16)\_\_\_\_\_ the airport in sight. Turn left heading 070.

N509UP: 070, UP. We're in the ... We're IMC.

Norcal Departure: N9UP, San Francisco altimeter setting 29.92.

N509UP: 29.92, UP ... give me the localizer frequency. I can't get anything here. My (17)\_\_\_\_\_ are full.

...

509UP: 509UP, requesting the localizer frequency for 10.

Norcal Departure: N9UP, roger, stand by. We're trying to get that set up.

...

Norcal Departure: N9UP, turn right heading 080. Join the localizer. Intercept inbound.

N509UP: Right turn 080. We need the (18)\_\_\_\_\_ please.

...

N509UP: The localizer frequency, 509UP?

Norcal Departure: N9UP, the localizer is not available for runway 10.

N509UP: Aight. What's the (19)\_\_\_\_\_? Do we get the visual?

Norcal Departure: You have the airport in sight, N9UP? The airport is 1 or 2 o'clock in 7 miles.

N509UP: UP, we're in the clouds, so looking.

Norcal Departure: 9UP turn right heading 100.

N509UP: ... rolling. This door is hanging and uh ... passengers, I think they're ok, but they're gonna be pretty (20)\_\_\_\_\_.

Norcal Departure: 9UP, the airport is still 1 o'clock in 4 miles.

N509UP: 9UP ... alright! We're just coming over the clouds for now

N509UP: UP, we have the airport in sight.

Norcal Departure: 9UP, roger. You're (21)\_\_\_\_\_ visual approach runway 28R.

N509UP: 28R, UP.

Norcal Departure: 9UP, request personnel on board.

N509UP: There's 7 souls and we have 3 ... 5,000 pounds of fuel.

Norcal Departure: N9UP, copied.

Norcal Departure: N9UP, contact San Francisco Tower 120.5.

N509UP: 20.5, UP.

OPS12: Tower, OPS12 will be standing by on the (22)\_\_\_\_\_ for the light aircraft.

KSFO TWR: OPS12, roger. Hold short of runway 28R. The Citation is on high right base right now. Just (23)\_\_\_\_\_ of the airport for runway 28R.

OPS12: Holding short 28R, OPS12.

KSFO TWR: Citation 509UP, San Francisco Tower. Runway 28R, cleared to land.

N509UP: Cleared to land 28R, UP.

KSFO TWR: Wind 290 at 10.

N509UP: 290/10, UP.

KSFO TWR: (24)\_\_\_\_\_ on Charlie, cross 28R and L.

KSFO TWR: 9UP, appears you have one gear down.

N509UP: UP, is everything down now?

KSFO TWR: OK, right now your (25)\_\_\_\_\_ is away from us, so as soon as you level up towards the airport, I'll let you know.

...

KSFO TWR: OPS12, can you see if he has full gear?

N509UP: We're showing three down now.

KSFO TWR: 9UP, appears that all your gear is down.

N509UP: UP, that was our (26)\_\_\_\_\_ hanging you saw

OPS12: OPS12, runway 28R.

KSFO TWR: OPS12, proceed on runway 28th at the approach end.

OPS12: OPS12, (27)\_\_\_\_\_ 28R.

N59UP: UP, were gonna try to make the high speed and stop right there.

KSFO: 9UP, ok. (28)\_\_\_\_\_ as requested.

...

KSFO: All vehicles that are there, you can proceed on runway 28R.

...

KSFO TWR: Citation 9UP, any chance you can make the right turn on Delta?

N509UP: Right here.

KSFO TWR: 9UP, ok. Turn right there and you can just make he turn onto (29)\_\_\_\_\_ and stop. And contact Ground.

N509UP: 21.8?

KSFO TWR: Affirmative.

...

KSFO TWR: OPS12, let me know when I can have the ones back please.

N509UP: 509UP is shut down right here. We're (30)\_\_\_\_\_ passengers.

KSFO GND: 509UP, roger.

**Okęcie Tower/Departure EPWA (ATC) BA 345 (Pilot)**

**KEY**

KSFO TWR: Are you ready to go

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N509UP: Yeah, leady to go.

KSFO TWR: Citation 509UP, runway 28R, intersection Echo, cleared for takeoff.

N509UP: Cleared for takeoff 28R 509UP.

KSFO TWR: Citation 9UP, contact Norcal

N509UP: Good day, UP.

...

N509UP: Norcal Approach, 509UP climbing out 800 to 3000 on the departure.

Norcal Departure: N509UP, Norcal Departure, radar contact. Maintain 3000 for traffic.

N509UP: UP, roger.

...

N509UP: 509UP, we need to level off here at 2000.

Norcal Departure: 9UP, for the minimum vectoring altitude 2600 approved.

...

N509UP: Yeah, I 9UP, did you copy?

N509UP: 9UP (alarmed voices in the background)

N509UP: 509UP, declaring emergency!

Norcal Departure: 509UP, Norcal Approach, how do you hear?

Norcal Departure: 9UP, Norcal Approach, if you receive squawk in IDENT. Maintain 3000.

N509UP: 509UP, declaring an emergency. Need to return to the field immediately.

Norcal Departure: 9UP, Norcal Approach, understand you're declaring an emergency. Are you able to maintain your own terrain/obstruction clearance?

N509UP: Negative. A door flew off the aircraft.

Norcal Departure: 9UP, climb and maintain 2600.

N509UP: 2600, UP.

Norcal Departure: 9UP, fly heading 260.

N509UP: 260, UP.

Norcal Departure: 9UP, report level 2600.

N509UP: UP, we're having a hard time climbing. Could you just send us back?

Norcal Departure: Roger sir. I'd just like you to climb to the minimum vector in altitude, unless you can maintain your own terrain/obstruction clearance.

N509UP: Well, there's clouds around now so we are trying to climb. It's not doing well.

Norcal Departure: 9UP, turn left heading of 100. Vectors for final approach course.

N509UP: Left turn, UP. Were not climbing.

Norcal Departure: N9UP, and are you able to maintain your own terrain obstruction clearance?

N509UP: Cannot climb. I gotta hold the aircraft. We cannot climb and we cannot maintain clearance because of the clouds.

Norcal Departure: N9UP, roger. Turn left heading of 090.

N509UP: 090, 509UP.

Norcal Departure: N9UP, and verify you have information Lima at San Francisco. Altimeter setting is 29.92.

N509UP: You want us to set a heading of 100, for UP?

Norcal Departure: 9UP, affirmative. Left turn, heading 090.

N509UP: Left turn 090, UP.

Norcal Departure: And N9UP, report the airport in sight. Turn left heading 070.

N509UP: 070, UP. We're in the ... We're IMC.

Norcal Departure: N9UP, San Francisco altimeter setting 29.92.

N509UP: 29.92, UP ... give me the localizer frequency. I can't get anything here. My hands are full.

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509UP: 509UP, requesting the localizer frequency for 10.

Norcal Departure: N9UP, roger, stand by. We're trying to get that set up.

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Norcal Departure: N9UP, turn right heading 080. Join the localizer. Intercept inbound.

N509UP: Right turn 080. We need the frequency please.

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N509UP: The localizer frequency, 509UP?

Norcal Departure: N9UP, the localizer is not available for runway 10.

N509UP: Aight. What's the weather? Do we get the visual?

Norcal Departure: You have the airport in sight, N9UP? The airport is 1 or 2 o'clock in 7 miles.

N509UP: UP, we're in the clouds, so looking.

Norcal Departure: 9UP turn right heading 100.

N509UP: ... rolling. This door is hanging and uh ... passengers, I think they're ok, but they're gonna be pretty upset.

Norcal Departure: 9UP, the airport is still 1 o'clock in 4 miles.

N509UP: 9UP ... alright! We're just coming over the clouds for now

N509UP: UP, we have the airport in sight.

Norcal Departure: 9UP, roger. You're cleared visual approach runway 28R.

N509UP: 28R, UP.

Norcal Departure: 9UP, request personnel on board.

N509UP: There's 7 souls and we have 3 ... 5,000 pounds of fuel.

Norcal Departure: N9UP, copied.

Norcal Departure: N9UP, contact San Francisco Tower 120.5.

N509UP: 20.5, UP.

OPS12: Tower, OPS12 will be standing by on the eastern for the light aircraft.

KSFO TWR: OPS12, roger. Hold short of runway 28R. The Citation is on high right base right now. Just right of the airport for runway 28R.

OPS12: Holding short 28R, OPS12.

KSFO TWR: Citation 509UP, San Francisco Tower. Runway 28R, cleared to land.

N509UP: Cleared to land 28R, UP.

KSFO TWR: Wind 290 at 10.

N509UP: 290/10, UP.

KSFO TWR: Rescue on Charlie, cross 28R and L.

KSFO TWR: 9UP, appears you have one gear down.

N509UP: UP, is everything down now?

KSFO TWR: OK, right now your belly is away from us, so as soon as you level up towards the airport, I'll let you know.

...



KSFO TWR: OPS12, can you see if he has full gear?

N509UP: Were showing three down now.

KSFO TWR: 9UP, appears that all your gear is down.

N509UP: UP, that was our door hanging you saw

OPS12: OPS12, runway 28R.

KSFO TWR: OPS12, proceed on runway 28th at the approach end.

OPS12: OPS12, entering 28R.

N59UP: UP, were gonna try to make the high speed and stop right there.

KSFO: 9UP, ok. Approved as requested.

...

KSFO: All vehicles that are there, you can proceed on runway 28R.

...

KSFO TWR: Citation 9UP, any chance you can make the right turn on Delta?

N509UP: Right here.

KSFO TWR: 9UP, ok. Turn right there and you can just make he turn onto Charlie and stop. And contact Ground.

N509UP: 21.8?

KSFO TWR: Affirmative.

...

KSFO TWR: OPS12, let me know when I can have the ones back please.

N509UP: 509UP is shut down right here. We're evacuating passengers.

KSFO GND: 509UP, roger.