



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** Full Transcript;
Aircraft Accident; N2BS;
Teterboro, NJ; March 9, 2002

Date: March 25, 2002

From: Teterboro ATCT

Reply to
Attn. of:

To: Aircraft Accident File TEB-ATCT-061

This transcription covers the Teterboro ATCT Local Control position for the time period from March 9, 2002, 1845 UTC, to March 9, 2002, 1906 UTC.

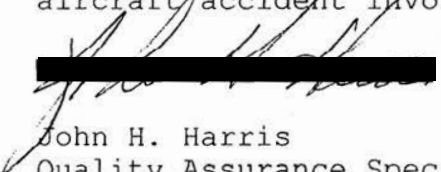
Agencies Making Transmissions

Unknown Source
Teterboro ATCT, Local Controller #1
Beech Super King Air N55FJ
New York TRACON, Newark Departure Controller
Cessna Skyhawk N65776
Corporate Wings Inc. Flight 184
Cessna Skylane N4468N
Gulfstream 4 N480QS
Cessna Centurion N2BS
Teterboro ATCT, Local Controller #2
Israel Aircraft N115BP
Gulfstream 4 N397JJ
Dassault Falcon 20 N120TF
Learjet N55GM
Piper Cherokee N28475
Airport Fire and Rescue Vehicle
Airport Operations Vehicle Teterboro99
Teterboro ATCT, Local Controller #3
Sikorsky Spirit N165ML

Abbreviations

UKN
LC-1
N55FJ
EWR
N65776
OPTIONS184
N4468N
N480QS
N2BS
LC-2
N115BP
N397JJ
N120TF
N55GM
N28475
RESCUE
TEB99
LC-3
N165ML

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N2BS.


John H. Harris
Quality Assurance Specialist
New York TRACON

1845
1845:29 UKN hey you guys have a wonderful night

1845:31 UKN you guys thanks

1845:34 UKN it's pretty to be out there

1845:37 UKN you guys do a wonderful job

1845:54 LC-1 and king air five five fox juliet you ready upon reaching

1845:59 N55FJ that's affirm

1846:00 LC-1 roger turn right on runway two four back taxi into position and hold

1846:04 N55FJ right on two four back taxi into position and hold two four five five fox juliet

1846:23 LC-1 newark uh teterboro question

1846:29 EWR go ahead

1846:30 LC-1 yeah i had a skyhawk uh wants to do a
 little statue of liberty tour kind of deal
 i know you guys got that that t f r around
 ground zero well he well he needs a touch
 will he touch that if he goes down the
 river uh i can't remember

1846:41 EWR eddie your vector will solve anything babe
 (unintelligible)

1846:43 LC-1 a vector wow damn i hate when you do that
 to me --- i'm gonna kick your butt

1847
1848
1848:21 N65776 teterboro tower good afternoon november six
 five seven seven six with you uh with
 sierra happy new year

1848:28 LC-1 seven seven six roger taxi to runway six at
 golf

1848:32 N65776 taxi six at golf seven seven six

1848:49 UKN checkmarks

1848:54 LC-1 and traffic holding in position gulfstream
 options one eighty four cross two four and
 one niner

1849
1849:03 OPTIONS184 options one eighty four crossing uh six two
 four and one nine

1849:11 N4468N teterboro tower teterboro tower skylane
 four four six eight november ready for
 departure at two four for v f r to the west

1849:12	UKN	(unintelligible)
1849:19	LC-1	six eight november roger hold short
1849:22	N480QS	teterboro tower gulfstream four eight zero quebec sierra about eight uh mile turning final for runway one nine
1849:23	UKN	(unintelligible)
1849:27	LC-1	gulfstream four eight zero quebec sierra teterboro tower runway one nine cleared to land
1849:32	N480QS	cleared to land one nine zero quebec sierra
1849:36	N4468N	six eight november hold short two four
1849:38	LC-1	and seven seven six i said taxi to six at golf and you crossed the runway you shouldn't have done that no problem make a one eighty hold short of six
1849:47	N65776	seven seven six i didn't uh receive any hold short instructions my apologies
1849:51	LC-1	you don't need it if you're taxiing to six at golf
1849:58	N65776	seven seven six
1850		
1850:01	N2BS	tower two bravo sierra at millionaire taxi take off

1850:09 LC-1 two bravo sierra where are you parked sir

1850:11 N2BS millionaire

1850:12 LC-1 i'm sorry i missed that roger taxi to
runway one nine uh correction taxi to
runway six intersection golf

1850:18 N2BS six golf great

1850:25 LC-1 king air five five foxtrot juliet
(unintelligible) cleared for takeoff

1850:30 N55FJ o k you were broken up on that cleared for
takeoff for five five foxtrot juliet
confirm

1850:33 LC-1 correct

1850:34 N55FJ cleared to go

1850:38 LC-1 six eight november runway two four taxi
into position and hold

1850:42 N4468N taxi into position and hold six eight
november

1850:45 LC-1 nineteen twenty four we're on the i l s
nineteen

1850:47 LC-2 check check

1850:48 LC-1 he's cleared to land

1850:49	LC-2	check
1850:50	LC-1	all these guys are just proposals
1850:51	LC-2	inbounds check
1850:52	LC-1	five five fox j's rolling
1850:54	LC-2	check check check
1850:55	LC-1	has not has not gotten a call i don't think i did the call
1850:57	LC-2	no position and hold
1850:58	LC-1	yeah (unintelligible) five five fox j there's the rolling call
1851		
1851:01	LC-2	(unintelligible) is on
1851:16	LC-2	king air five five foxtrot juliet contact new york departure
1851:19	N55FJ	have a good one fox juliet
1851:20	LC-2	you too
1851:22	LC-2	cessna six eight november runway two four cleared for takeoff right turn out's approved

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1851:27 N4468N cleared for takeoff on two four six eight
november right turn out approved

1851:30 LC-2 roger

1851:36 OPTIONS184 tower options one eighty four ready for
departure two four

1851:40 LC-2 options one eighty four roger hold short
sir

1851:42 OPTIONS184 holding short options one eighty four

1851:48 N2BS and tower it's uh two bravo sierra ready at
golf (unitelligible)

1851:52 LC-2 roger sir hold short

1851:53 N2BS hold short

1852
1852:08 N115BP tower westwind one one five bravo pop's
with you i l s one nine

1852:11 LC-2 westwind one one five bravo pop teterboro
tower runway one niner cleared to land

1852:16 N115BP cleared to land to one nine five bravo pop

1853
1853:24 N397JJ teterboro ground gulfstream three nine
seven juliet juliet

1853:29 LC-2 gulfstream four eighty quebec sierra say
your destination sir

1853:32 N480QS going to first today

1853:33 LC-2 roger uh turn right hold short of runway
two four remain this frequency

1853:37 N480QS uh frequency right turn short of two four
zero quebec sierra

1853:41 LC-2 and the aircraft that called for taxi say
again

1853:46 LC-2 options one uh eighty four runway two four
taxi in position and hold

1853:51 OPTIONS184 position and hold runway two four options
uh options one eighty four

1853:55 LC-2 roger

1854
1854:02 N115BP and uh confirm one five uh one one five
bravo papa cleared to land and the wind
check please

1854:08 LC-2 five bravo papa runway one nine cleared to
land wind one six zero at uh one five

1854:14 LC-2 five b p is cleared to land

1854:22 N120TF uh falcon one twenty tango foxtrot jet
aviation taxi with uh sierra

1854:28 LC-2 one two zero tango fox teterboro tow uh
tower runway two four hold short runway two
four

1854:34 N120TF runway two four hold short of two four zero
tango fox

1854:37 LC-2 roger the zero tango foxtrot uh change to
my frequency one nineteen five

1854:41 N120TF check

1854:46 LC-2 options one eighty four rolling two four

1854:47 UKN (unintelligible)

1854:49 L-2 and who was that calling

1854:51 N65776 uh seven seven six ready to go on six

1854:53 LC-2 roger sir hold short

1854:59 LC-2 cessna six eight november squawk v f r
frequency change approved altitude your
discretion remain outside the class bravo

1855
1855:06 N4468N squawk v f r six eight november

1855:09 LC-2 options one eighty four runway two four
cleared for takeoff

1855:13 OPTIONS184 cleared for takeoff runway two four options
one eighty four

1855:42 LC-2 options one eighty four two four eliot

1855:48 LC-2 westwind five bravo papa say destination on
the field

1855:51 N115BP roger jet aviation

1855:52 LC-2 roger sir taxi to the ramp with me

1855:55 N115BP to the ramp with you five bravo papa

1855:58 LC-2 and make that gulfstream zero quebec sierra
cross runway two four taxi to the ramp

1856
1856:03 N480QS cross two four cleared to the ramp zero
quebec sierra

1856:06 LC-2 options one eighty four contact new york
departure good day

1856:09 OPTIONS184 we'll see you options one eighty four

1856:12 LC-2 cessna seven uh make that two bravo sierra
runway six intersection golf taxi into
position and hold

1856:18 N2BS (unintelligible) and hold

1856:21 N55GM uh ground lear uh five five golf mike we're
at atlantic aviation ready to taxi

1856:26 LC-2 five five golf mike taxi to runway two four
cross runway one niner change to my
frequency one nineteen five

1856:36 N55GM o k one nineteen five on the frequency
we'll be right with you

1856:42 N55GM o k five five golf mike is with you on one
nineteen five

1856:45 LC-2 five five golf mike runway two four taxi to
runway two four sir

1856:49 N55GM o k we're going to runway two four five
five golf mike

1856:52 LC-2 roger

1057
1857:10 LC-2 two bravo sierra runway six intersection
golf cleared for takeoff on course heading
is approved

1857:16 N2BS two bravo sierra rolling

1857:21 LC-2 cessna seven seven six runway six
intersection golf taxi into position and
hold

1857:26 N65776 seven seven six

1857:32 LC-2 five five uh golf mike uh give way to the
gulfstream off your right

1857:36 N55GM o k we'll give way to the gulfstream off to
the right five five golf mike

1857:40 LC-2 cessna seven seven six runway six
intersection golf cleared for takeoff

maintain runway heading at or below one
thousand four hundred

1857:48 N65776 seven seven six we'll remain uh we'll
maintain runway heading at or below
fourteen hundred cleared for takeoff

1857:55 LC-2 roger

1858
1858:06 UKN hey mike

1858:09 UKN i got an airplane down here at the end of
the runway

1858:15 N28475 uh teterboro (unintelligible) two eight
four seven five

1858:19 N65776 seven seven six is aborting

1858:22 LC-2 cessna seven seven six say again

1858:24 N65776 said i'm aborting since a plane just went
down do you want me to continue

1858:27 LC-2 you're aborting sir

1858:29 N65776 since a plane went down did a plane just go
down or did i miss something

1858:32 LC-2 o k just just hold your position on the
field sir

1858:35 N65776 will do

1858:36 UKN (unintelligible) tower we got a plane down
north end of the field

1858:39 LC-2 yes you do

1858:40 UKN we're rolling out the trucks right out

1858:41 LC-2 alright thank you

1858:43 LC-2 cessna seven seven six uh just hold your
position there sir

1858:46 N65776 seven seven six roger

1858:49 UKN the plane is on fire

1859
1859:06 LC-2 and uh five five golf mike just hold your
position there sir

1859:10 N55GM golf mike is holding position

1859:13 LC-2 one twenty tango foxtrot i'll tell you what
just continue holding your position there

1859:16 N120TF o k and uh

1859:19 LC-2 cessna seven seven six can you make a one
eighty there sir and uh taxi back to the
ramp

1859:24 N65776 uh that's affirmative i can make a left on
charlie if you prefer

1859:26 LC-2 make a make a one eighty right there on the
runway sir and take it down to golf and
taxi right back to the ramp

1859:31 N65776 seven seven six roger

1900
1900:06 RESCUE (unintelligible) tower (unintelligible)
rescue vehicle (unintelligible)

1900:08 LC-2 uh rescue vehicle say again

1900:10 RESCUE (unintelligible)

1900:12 UKN (unintelligible) rescue vehicle
(unintelligible)

1900:17 LC-2 yes sir say again sir you're on papa

1900:20 RESCUE yes sir i'm going to go straight to the
fire

1900:23 LC-2 proceed straight as requested sir i have
all aircraft holding on their position

1900:28 RESCUE roger

1900:50 TEB99 hey teterboro tower teterboro nine nine

1900:52 LC-2 nine nine

1900:53 TEB99 yeah we're going to close the airport right
now locally

1900:56 LC-2 (unintelligible) consider it done

1900:58 TFR99 thanks

1901
1901:54 LC-2 you got uh five five golf mike he's over there it looks like he went into the first aviation ramp o k you got uh one twenty tango fox he's holding right here at his position uh the other cessna that was out there i took him back to the ramp he's just going back to millionaire right there right now

1902
1902:08 LC-3 what's this

1902:08 that's two bravo sierra that's the guy that's the aircraft that's down

1902:12 LC-3 o k

1902:13 LC-2 alright i'm putting him right there nothing else is moving the the emergency vehicles are moving going direct directly to the south

1902:20 N165ML uh teterboro sikorsky one six five mike lima

1902:23 LC-3 o k i got it

1902:24 LC-2 o k (unintelligible)

1902:26 LC-3 sikorsky one six five mike lima teterboro tower

1902:29 N165ML yes sir five mike lima sir lincoln tunnel
looking to land at juliet

1902:32 LC-3 six five mile lima teterboro is closed and
will be for quite some time make alternate
plans

1902:38 N165ML o k yeah i see that there thank you

1903
1904
1905
1905:06 LC-3 falcon two zero tango foxtrot turn right on
runway uh taxiway charlie then right on
runway one nine and then uh right at delta
and taxi back to jet aviation

1905:18 UKN o k

1905:20 N120TF uh would it make any more sense for us just
to wait right up here on the ramp maybe at
the approach end here

1905:26 LC-3 zero tango foxtrot i was pretty clear on my
instructions taxi to jet aviation

1905:29 N120TF yes sir

1906

End of Transcript