



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

# Memorandum

Subject: **ACTION:** Full Transcript  
Aircraft Accident; AAL587;  
Belle Harbor, NY; November 12, 2001

Date: February 12, 2002

From: Kennedy ATCT

Reply to  
Attn. of:

To: Aircraft Accident File N90-TRACON-089

This transcription covers the Kennedy ATCT Local Control position for the time period from November 12, 2001, 1406 UTC to November 12, 2001, 1422 UTC.

## Agencies Making Transmissions

## Abbreviations

Kennedy ATCT, Local Control	LC
American Airlines Inc, Flight 142	AAL142
New York City Police Department, Helicopter 14	PD14
American Airlines Inc, Flight 1683	AAL1683
American Airlines Inc, Flight 645	AAL645
Delta Airlines Inc, Flight 2311	DAL2311
Japan Air Lines, Flight 047	JAL047
American Airlines Inc, Flight 587	AAL587
Department of the Air Force Headquarters, Air Mobility Command, REACH Flight 410Y	REACH410Y
American Airlines Inc, Flight 686	AAL686
British Airways, Flight 1	BAW1
Northwest Orient Airlines Inc, Flight 1867	NWA1867
Unknown Source	UKN
Delta Airlines Inc, Flight 79	DAL79
LaGuardia ATCT, Unknown Position	LGA
New York City Police Department, Helicopter 6	PD6
New York City Police Department, Helicopter 4	PD4

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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL587:



Rocco Cangelosi  
Quality Assurance Specialist  
New York TRACON

1406:00 LC american one forty two heavy fly the bridge  
climb contact new york departure good  
morning

1406:04 AAL142 uh bridge climb new york departure one  
forty two good day

1406:12 PD14 kennedy uh p d fourteens back with you in  
the pattern out of oh five hundred

1406:16 LC p d fourteen at or below five hundred  
approved kennedy altimeter three zero four  
three wind three one zero at eight

1406:21 PD14 p d fourteen roger

1406:36 LC p d fourteen radar contact six hundred feet  
floyd uh bennett

1406:40 PD14 uh say again p d fourteen

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1406:42 LC p d fourteen radar contact six hundred feet  
floyd bennett

1406:45 PD14 o k roger uh going back to five hundred

1406:47 LC american sixteen eighty three wind three  
one zero at six runway three one left kilo  
kilo intersection cleared for takeoff

1406:53 AAL1683 cleared for takeoff three one left kilo  
kilo american sixteen eighty three

1407  
1408  
1408:05 LC american six forty five kennedy tower  
runway three one left cleared for takeoff

1408:09 AAL645 cleared for takeoff runway three one left  
american six forty five

1408:12 LC american sixteen eighty three fly the  
breezy point climb contact new york  
departure good day

1408:16 AAL1683 over to departure

1408:17 LC american sixteen eighty three

1408:41 LC delta twenty three eleven kennedy tower  
runway three one left taxi into position  
and hold

1408:45 DAL2311 position and hold delta twenty three eleven  
1409  
1409:55 LC american six forty five turn left fly the  
bridge climb contact new york departure  
good day

1410

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1410:01 AAL645 (unintelligible) bridge climb  
(unintelligible) good day

1410:02 LC (unintelligible) forty five

1410:13 LC delta twenty three eleven wind three one  
zero at niner runway three one left cleared  
for takeoff

1410:17 DAL2311 delta twenty three eleven cleared for  
takeoff three one left

1410:23 LC delta twenty three eleven

1410:28 LC japan air lines forty seven heavy kennedy  
tower runway three one left taxi into  
position and hold

1410:32 JAL047 runway three one left taxi into position  
and hold

1410:36 LC p d fourteen uh caution wake turbulence  
there'll be uh several heavy jet departures  
over canarsie momentarily

1410:41 PD14 roger that p d fourteen we'll be looking  
1411

1411:08 LC japan air forty seven heavy wind three zero  
zero at one zero runway three one left  
cleared for takeoff

1411:13 JAL047 runway three one left cleared for takeoff  
japan air forty seven heavy

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1411:17 LC delta twenty three eleven fly the bridge  
climb contact new york departure good  
morning

1411:21 DAL2311 (unintelligible) delta twenty three eleven  
switching good day

1411:37 LC american five eight seven heavy kennedy  
tower caution wake turbulence runway three  
one left taxi into position and hold

1411:42 AAL587 position and hold thirty one left american  
five eight seven heavy

1411:58 LC japan air forty seven

1412:00 REACH410Y kennedy tower reach four one zero yankee  
we're positional (unintelligible) three one  
right

1412:04 LC reach four one zero yankee heavy kennedy  
tower wind three zero zero at one zero  
runway three one right cleared to land  
you're number one

1412:11 REACH410Y number one cleared to land runway three one  
reach four one zero yankee

1413  
1413:06 LC japan air forty seven heavy fly the bridge  
climb contact new york departure good  
morning

1413:11 JAL047 bridge climb (unintelligible) departure  
japan air forty seven good morning

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1413:29 LC american five eight seven heavy wind three zero zero at niner runway three one left cleared for takeoff

1413:33 AAL587 cleared for takeoff american ah five eight seven heavy

1413:40 LC american six eight six heavy kennedy tower caution wake turbulence runway three one left taxi into position and hold

1413:45 AAL686 position and hold runway three one left american six eighty six

1413:47 LC american five eight seven heavy  
1414  
1414:44 LC american five eight seven heavy turn left fly the bridge climb contact new york departure good morning

1414:49 AAL587 american five eighty seven heavy so long

1414:57 BAW1 kennedy tower good morning speed bird concord one heavy (unintelligible) established three one right  
1415  
1415:01 LC american six eight six heavy kennedy tower wind three zero zero at eight runway three one left cleared for takeoff

1415:06 AAL686 cleared for takeoff (unintelligible)

1415:07 LC american six eight six heavy

1415:09 LC speedbird concord uh one heavy kennedy tower good morning you're following a heavy seven four seven passing short final

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caution wake turbulence wind three zero  
zero at eight runway three one right  
cleared to land

1415:18 BAW1 three one right cleared to land speedbird  
concord one heavy

1415:20 LC northwest eighteen sixty seven kennedy  
tower caution wake turbulence runway three  
one left taxi into position and hold

1415:25 NWA1867 three one left position and hold northwest  
eighteen sixty seven

1415:51 LC (unintelligible)

1415:52 UKN (unintelligible)  
1416  
1416:05 LC american six eight six heavy fly the bridge  
climb contact new york departure good  
morning

1416:09 AAL686 bridge climb (unintelligible)

1416:11 UKN straight ahead

1416:12 UKN (unintelligible)

1416:13 UKN tower look at to the south there's an  
aircraft crashing

1416:17 LC say again

1416:19 UKN an aircraft just crashed to the south of  
the field

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1416:21 LC an aircraft crashed south of the field

1416:24 UKN affirm a fireball

1416:31 LC o k thank you sir  
1417  
1417:02 UKN i i am not quite sure we just uh yeah

1417:05 UKN (unintelligible)

1417:06 UKN standby

1417:08 UKN american american five eighty seven

1417:10 LC uh negative

1417:11 UKN mickey you missing any uh departures

1417:13 UKN american five eighty seven

1417:18 UKN o k

1417:19 LC o k p d fourteen we're trying to figure it  
out now sir we're trying to see if we're  
missing any aircraft standby

1417:24 DAL79 uh delta 79 it was a heavy jet anyway

1417:27 LC it was a heavy jet sir

1417:28 DAL79 it looked like it



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1417:35 LC hey kennedy

1417:38 LGA kennedy laguardia

1417:40 LC standby laguardia

1417:41 LC hello

1417:43 UKN p d six is going to the crash site

1417:44 LC o k thanks

1417:46 LC hello

1417:48 LC kennedy

1417:54 PD6 kennedy p d six

1417:57 LC p d six kennedy you're cleared into the  
kennedy class bravo airspace to uh the site  
at or below uh one thousand is approved

1418  
1418:03 PD6 p d six

1418:19 NWA1867 tower northwest eighteen sixty seven we're  
gonna exit the runway up here on yankee if  
that's o k

1418:24 LC calling kennedy say again

1418:27 NWA1867 what would you like northwest eighteen  
sixty seven to do

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1418:29 LC just hold your position sir

1418:31 NWA1867 i'll hold the position  
1419  
1419:07 LC speedbird concord one heavy turn left next  
taxiway taxi into your ramp monitor ground  
point niner please

1419:12 BAW1 roger left turn into the ramp ground point  
nine

1419:27 LC american five eight seven heavy  
1420  
1420:01 LC kennedy

1420:02 UKN yeah you got p d fourteen on the case

1420:04 LC uh p d six is on the case

1420:05 UKN o k thanks

1420:06 LC (unintelligible)

1420:08 PD14 kennedy p d fourteen

1420:10 LC p d fourteen yes sir

1420:11 PD14 we know the uh details on what kind of  
aircraft it was

1420:14 LC uh we've been reported that it's a heavy uh  
aircraft sir we don't know type possibly a  
seven six seven

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1420:21 PD14

american craft

1420:30 LC

and p d fourteen traffic two miles to the  
northwest of you uh your company three  
hundred feet inbound into the area

1420:36 PD14

o k p d fourteen look for the traffic

1420:38 LC

p d three uh three correction p d six  
traffic uh two miles to the southeast of  
you your company traffic one thousand feet

1420:46 PD6

uh p d six has company

1420:48 LC

thank you maintain visual

1420:49 PD6

will do

1420:50 LC

p d fourteen company has you in sight will  
maintain visual

1420:53 PD14

o k say again where they are

1420:56 PD4

kennedy p d four

1420:58 LC

p d four kennedy

1420:59 PD4

we're (unintelligible) we have company in  
sight we're gonna be at the scene

1421

1421:02 PD4

o k p d four kennedy altimeter three zero  
four three the wind three zero zero at one  
zero report on station

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1421:07 PD4 o k we're squawking authorized code zero  
two six one

1421:10 LC p d four roger

1421:20 LC uh p d fourteen just use caution company  
over floyd bennett will be heading to the  
same area sir has you and your company one  
half mile in front of you in sight

1421:27 PD14 p d fourteen roger that

1421:29 LC p d six use caution company over floyd  
bennett has you and company one mile south  
of you in sight he'll be heading into the  
area

1421:40 LC p d six did you copy  
1422

End of Transcript



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

# Memorandum

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Aircraft Accident; AAL587;  
Belle Harbor, NY; November 12, 2001

Date: February 12, 2002

From: Kennedy ATCT

Reply to  
Attn. of:

To: Aircraft Accident File N90-TRACON-089

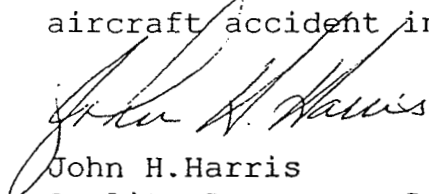
This transcription covers the Kennedy ATCT Ground Control position for the time period from November 12, 2001, 1356 UTC to November 12, 2001, 1414 UTC.

## Agencies Making Transmissions

## Abbreviations

John F. Kennedy ATCT, Ground Control	GC
TACA International Airlines SA, Flight 571	TAI571
American Airlines Inc, Flight 1683	AAL1683
United Airlines Inc, Flight 5	UAL5
Unknown Source	UKN
American Airlines Inc, Flight 645	AAL645
Delta Airlines Inc, Flight 2511	DAL2511
Jetblue Airways, Flight 20	JBU20
United Airlines Inc, Flight 220	UAL220
American Airlines Inc, Flight 064	AAL064
American Airlines Inc, Flight 142	AAL142
North American Airlines Inc, Flight 198	NAO198
American Airlines Inc, Flight 587 TN691	AAL587 TN691
United Airlines Inc, Flight 854	UAL854
Jetblue Airways, Flight 52	JBU52
American Airlines Inc, Flight 686	AAL686
Delta Airlines Inc, Flight 2311	DAL2311
Japan Airlines Company LTD, Flight 047	JAL047
United Airlines Inc, Flight 6219	UAL6219
Jetblue Airways, Flight 41	JBU41
British Airways, Flight 178	BAW178
American Airlines Inc, Flight 1	AAL1
Northwest Orient Airlines Inc, Flight 1867	NWA1867
Jetblue Airways, Flight 79	JBU79

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving AAL587:



John H. Harris  
Quality Assurance Specialist  
New York TRACON

1356  
1356:32 GC uh taca five seventy one taxi uh left on alpha and hold short of kilo

1356:37 TAI571 left alpha hold short of kilo taca five seventy one

1356:42 AAL1683 ground good morning american sixteen eighty three coming out of november charlie delta

1356:47 GC american sixteen eighty three kennedy ground runway three one left for departure taxi left on bravo hold short of juliet

1356:54 AAL1683 left bravo short of juliet for american sixteen eighty three

1356:58 UAL5 good morning ground it's united five heavy we're getting ready to push here off gate eight uh we need to go back on alpha if at all possible

1357  
1357:05 UKN uh ground (unintelligible)

1357:11 GC alright united five heavy uh you need to push on to alpha

1357:15 UAL5 yes sir and we have echo

1357:19 AAL645 good morning ground american six forty five is tango alpha with delta ready to taxi

1357:25 GC american six forty five kennedy ground three one left for departure taxi uh right on alpha and hold short of juliet

1357:34 AAL645 three one left right on alpha and hold short juliet american six forty five

1357:41 GC uh united five heavy just hold short of alpha i'll uh have a clearance for you just a moment

1357:46 UAL5 o k we'll push down (unintelligible) hold short of alpha and wait to hear from you

1357:49 GC roger

1357:57 DAL2511 ramp delta twenty five eleven good morning we're ready to push from eighteen with delta

1358  
1358:02 GC delta twenty three eleven o k that was with ground control you have to contact the ramp

1358:06 DAL2511 o k will do sir

1358:38 GC hey jetblue twenty kennedy ground do you have access to a gate

1358:41 JBU20 yeah we sure do we're heading on in

1358:43 GC roger

1358:45 JBU20 thanks for checking though

1358:47 GC roger

1358:50 UAL220 united two twenty clear of taxiway thank you

1358:53 AAL064 kennedy ground american zero six four

1358:58 GC american zero six four kennedy ground

1359:00 AAL064 taxi clearance (unintelligible) tango alpha

1359:05 GC american zero six four roger taxi romeo left alpha

1359:08 AAL064 copy american zero six four

1359:19 AAL142 ground american one forty two

1359:21 GC american one forty two heavy go ahead

1359:22 AAL142 yes sir we're probably going to need a few extra minutes at the end for a uh flight attendant

1359:26 GC american one forty two heavy o k then just uh alright uh alright follow the airbus off your left side if you would



1359:33 AAL142 o k we'll follow the airbus one forty two

1359:36 GC alright taca five seventy one turn right on juliet cross runway four left

1359:40 TAI571 right on juliet cleared to cross four left taca five seventy one

1359:44 NAO198 hello ground north american one ninety eights going to r ten seventy four like to go in on kilo

1359:48 GC north american one ninety eight kennedy ground roger at taxiway foxtrot transition to alpha to the ramp

1359:54 NAO198 foxtrot alpha to the ramp north american one ninety eight roger

1400

1400:01 GC taca five seventy one come on to the tower one one niner point one so long

1400:05 TAI571 nineteen one you have a good day sir

1400:07 GC you too bye

1400:35 GC united five heavy push back onto alpha is approved if you would just put the nose of the aircraft toward the uh southeast

1400:45 UAL5 o k push back onto alpha approved and put the nose towards the southeast we're having a little hydraulic pump problem here so uh actually we'll do that and if we're having a problem we'll let you know thanks

1400:56 GC alright united five heavy you gonna push back or not

1400:59 UAL5 we are going to

1401  
1401:01 GC o k very good thanks

1401:04 GC o k american six forty five at uh whiskey alpha transition to bravo and then golf and zulu

1401:09 AAL645 whiskey alpha over to bravo then golf and zulu american six forty five

1401:25 AAL587 morning ground its american five eighty seven heavy with the information delta coming out of uh tango alpha

1401:32 GC american five eighty seven heavy kennedy ground runway three one left for departure taxi left on bravo hold short of juliet

1401:40 AAL587 left bravo short juliet american five eighty seven heavy

1401:46 TN691 morning uh clearance uh tango november six niner one off of charlie i f r to bradley with uh echo

1401:52 GC alright calling for clearance clearance deliverys one three five point zero five

1402  
1402:02 UAL854 ground united eight sixty four heavys uh clear of three one right we're going to gate eight

1402:07 GC united eight fifty four kennedy ground taxi  
bravo to the ramp

1402:10 UAL854 bravo to the ramp united eight fifty four

1402:12 GC american one forty two heavy follow the  
airbus monit will you be ready when you get  
there american one forty two

1402:17 AAL142 uh we're still waiting for a call from the  
flight attendant

1402:20 GC o k uh just hold short of taxiway zulu hold  
short of the next one remain this frequency  
american one forty two heavy

1402:26 AAL142 we'll hold short of zulu american one forty  
two

1402:42 GC american sixteen eighty three uh can you  
accept an intersection departure kilo kilo  
or kilo alpha one of the next ones

1402:47 AAL1683 standby here i'll take a look at the  
numbers

1402:49 GC okey doke

1402:53 JBU52 o k ground jetblue fifty two we're getting  
out of your way

1402:56 GC jetblue fifty two i thank you enjoy your  
day

1402:58 JBU52 you too thanks

1403:00 AAL686 kennedy ground good morning american uh six eighty six heavy tango bravo taxi with echo

1403:05 GC american six eighty six heavy kennedy ground runway three one left for departure taxi left on bravo and a right turn on juliet

1403:12 AAL686 left bravo right juliet uh american six eighty six heavy

1403:16 AAL142 american one forty twos ready to go now sir

1403:18 GC \*(alright) american one forty two heavy roger o k you'll be next thanks you can monitor the tower on one one niner point one enjoy your flight thank you

1403:24 AAL142 thanks uh nineteen one american one forty two

1403:27 AAL1683 hey ground american sixteen eighty three we can take it from kilo kilo

1403:30 GC american sixteen eighty three very well hold short of make make the right turn there hold short of three one left at kilo kilo you'll be next monitor nineteen one thanks

1403:37 AAL1683 uh nineteen one we'll see you

1403:44 DAL2311 good morning ground delta twenty three eleven with you lima alpha with echo

1403:47 UKN (unintelligible)

1403:52 GC delta twenty three eleven kennedy ground  
three one left for departure taxi left on  
bravo hold short of juliet

1403:58 DAL2311 left on bravo hold short of juliet delta  
twenty three eleven

1404  
1404:01 UKN (unintelligible)

1404:16 JAL047 kennedy ground japan air forty seven heavy  
ready for taxi we have echo

1404:23 GC japan air forty seven heavy kennedy ground  
runway three one left for departure taxi  
left on bravo and uh hold short of uh kilo  
kilo

1404:33 JAL047 left on bravo hold short of kilo kilo three  
one left japan air forty seven

1404:49 UAL6219 kennedy ground for united sixty two  
nineteen

1404:52 GC hey united sixty uh who's that sixty two  
nineteen

1404:56 UAL6219 yeah sixty two nineteen uh requesting  
clearance to taxi from hangar nineteen to  
company terminal

1405  
1405:01 GC united sixty two nineteen roger taxi via  
quebec hold short of november

1405:05 UAL6219 via quebec hold short of november united  
sixty two nineteen

1405:14 GC american six forty five heavy continue  
right turn onto zulu monitor the tower one  
one niner point one so long

1405:20 AAL645 american six forty five right turn onto  
zulu over to tower have a good day

1405:23 GC you too

1405:30 UAL5 ground united five heavys ready to taxi

1405:33 GC united five heavy kennedy ground roger  
runway three one left for departure taxi  
straight ahead on alpha hold short of  
juliet

1405:38 UAL5 alpha hold short of juliet going to three  
one left united uh five heavy

1405:45 JBU41 ground jetblue forty one good morning with  
echo ready to taxi from delta

1405:47 GC jetblue forty one kennedy ground good  
morning three one left for departure right  
on alpha hold short of juliet

1405:52 JBU41 right on alpha hold short of juliet jetblue  
forty one

1406  
1406:01 GC delta twenty three eleven turn right at  
juliet at taxiway zulu follow the american  
from the left monitor the tower nineteen  
one so long

1406:08 DAL2311 right juliet zulu follow the american delta  
twenty three eleven

1406:15 DAL2311 understand monitor nineteen one for delta  
twenty three eleven

1406:18 GC uh that's correct monitor nineteen one  
thanks

1406:20 DAL2311 so long

1406:21 GC bye bye

1406:54 GC japan air forty seven continue via bravo  
turn right at juliet cross runway four left

1407  
1407:01 JAL047 japan air forty seven from bravo juliet  
cross runway two two uh four left

1407:07 GC japan air that's correct thanks

1407:11 BAW178 uh ground speedbird one seventy eight heavy  
with you at uh victor

1407:16 GC speedbird one seventy eight heavy kennedy  
ground good morning it's runway three one  
left for departure taxi right on alpha hold  
short of juliet

1407:23 BAW178 three one left right on alpha hold short  
juliet speedbird one seventy eight

1408  
1408:01 GC japan air forty seven heavy monitor the  
tower one one niner point one so long

1408:06 JAL047 one one nine one japan air forty seven so  
long

1408:08 AAL1 hey kennedy ground good morning american uh  
one heavy information echo approaching spot  
five to taxi

1408:17 GC american one heavy kennedy ground good  
morning three one left for departure taxi  
left on bravo hold short of uh juliet

1408:24 AAL1 left bravo short of juliet for thirty one  
left american one heavy

1408:28 NWA1867 ground northwest eighteen sixty seven  
coming on hotel short of alpha taxiway  
dixie

1408:32 GC northwest eighteen sixty seven kennedy  
ground runway three one left for departure  
uh let's see follow uh taxi right turn on  
alpha hold short of juliet northwest  
eighteen sixty seven

1408:46 NWA1867 right on alpha short of juliet uh northwest  
eighteen sixty seven

1408:58 GC american five eighty seven heavy follow the  
japan air heavy boeing seven forty seven  
ahead monitor the tower one one niner point  
one so long

1409  
1409:04 AAL587 follow japan air over to tower nineteen one  
american five eighty seven heavy

1409:13 GC jetblue forty one at hotel follow northwest

1409:16 JBU41 follow northwest jetblue forty one



1409:34 GC american six eighty six heavy follow your company ahead cross runway four left monitor the tower one one niner point one so long

1409:41 AAL686 follow company cleared to cross four left nineteen one american six eighty six heavy good day

1410  
1410:05 GC united sixty two nineteen at taxiway november give way to american from the left then go november and alpha

1410:12 UAL6219 give way to american then go november then alpha united sixty two nineteen

1410:19 GC northwest eighteen sixty seven follow the american heavy boeing seven sixty seven from your right the one off your right side follow him monitor nineteen one so long

1410:27 NWA1867 o k behind the uh second american here and uh nineteen one northwest eighteen sixty seven

1410:33 GC roger

1410:34 JBU79 kennedy ground jetblue seventy nine coming up whiskey alpha taxi echo

1410:38 GC jetblue seventy nine kennedy ground good morning three one left taxi right on alpha hold short of juliet

1410:44 JBU79 right on alpha short of juliet thirty one left jetblue seventy nine

1410:48 GC jetblue forty one follow northwest monitor  
one one niner point one so long

1410:52 JBU41 jetblue forty one follow northwest monitor  
nineteen one good day

1410:55 GC united five heavy follow jetblue ahead  
monitor one one niner point one

1411:00 UAL5 nineteen point one behind jetblue ahead  
united five heavy

1411:40 UKN (unintelligible)

1412  
1412:42 GC speedbird one seventy eight heavy turn left  
on juliet follow united cross runway four  
left monitor tower one one niner point one  
so long

1412:50 BAW178 that's uh left juliet to cross uh four  
behind united the speedbird one seventy  
five nineteen one so long

1412:56 GC bye

1413  
1413:19 GC american one heavy at taxiway juliet follow  
british airways seven forty seven from the  
left cross runway four left monitor tower  
nineteen one so long

1413:27 AAL1 juliet behind uh b a and nineteen one  
(unintelligible) good day american one  
heavy

1413:32 GC \*(good day)

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1414

End of Transcript

\*This portion of the re-recording is not entirely clear,  
but this represents the best interpretation possible under  
the circumstances.