# AIRCRAFT ACCIDENT PACKAGE
N90-TRACON-089
AAL587, A300
November 12, 2001, 1417 UTC
Destroy: May 12, 2004

N90-TRACON-089
AAL587

# Section 1.
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# Section 2.
# FAA Form 8020-6, Report of Aircraft Accident and
# FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

N90-TRACON-089
AAL587

RIS: AT 8020-6

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

# REPORT OF AIRCRAFT ACCIDENT

REPORT DATE: 11/19/2001
REPORT NO.: N90 TRACON 089
NAME OF REPORTING FACILITY: New York TRACON (N90)

1. AIRCRAFT TYPE AND IDENTIFICATION: **Airbus (A302), N14053 (AAL587)**
2. DATE/TIME OF ACCIDENT (GMT): 11/12/2001 – 1417 UTC
3. LOCATION OF ACCIDENT: Belle Harbor, NY

4. NATURE OF ACCIDENT: Aircraft crash after takeoff.
5. TYPE OF FLIGHT: Air Carrier – IFR Flight Plan

6. FLIGHT CREW

| NAME | POSITION | ADDRESS (CITY AND STATE) | UNINJURED | INJURED | FATALITY |
|---|---|---|---|---|---|
| States, Edward | Captain | Monmouth Junction, NJ | | | X |
| Molin, Sten | First Officer | Cos Cob, CT | | | X |
| | | | | | |
| | | | | | |
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| | | | | | |

7. PASSENGER DATA
(If available, list names, addresses, extent of injuries, and other information on continuation sheet.)

NUMBER ABOARD AIRCRAFT 257 | NUMBER UNINJURED 0 | NUMBER INJURED 0 | NUMBER FATALITIES 257

8. AIRCRAFT DAMAGE: Destroyed

9. PROPERTY DAMAGE: Houses destroyed

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS
Normal

11. WEATHER DATA

CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT
Kennedy 0851 EST: wind three two zero degrees at one one knots, visibility one zero statute miles, few clouds at four thousand three hundred, temperature six, dew point minus six, altimeter three zero four four

REPORT JUST PRIOR TO ACCIDENT
Kennedy 0851 EST: wind three two zero degrees at one one knots, visibility one zero statute miles, few clouds at four thousand three hundred, temperature six, dew point minus six, altimeter three zero four four
DATE/TIME: 11/12/2001 1351 UTC

FIRST REPORT SUBSEQUENT TO ACCIDENT
Kennedy special 0925 EST: wind two eight zero degrees at eight knots, visibility one zero statute miles, few clouds at four thousand eight hundred, temperature six, dew point minus six, altimeter three zero four four
DATE/TIME: 11/12/2001 1425 UTC

12. ATS PERSONNEL INVOLVED

| NAME | FACILITY | OPERATING POSITION | CHECK IF EYEWITNESS |
|---|---|---|---|
| Gilbert Waldo *(CO) | N90 TRACON | Kennedy Departure (J108) | |
| Michael Santos *(MX) | N90 TRACON | Kennedy Area Supervisor | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| *Operating Initials | | | |

13. SIGNATURE OF FACILITY CHIEF
Loretta J. Martin

FAA Form 8020-6 (7-70) Formerly FAA Form 2452

N90-TRACON-089
AAL587

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
# REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

| REPORT DATE | FILE NO. |
|---|---|
| November 23, 2001 | N90-TRACON-089 |
| NAME OF REPORTING FACILITY | |
| John F. Kennedy (JFK) ATCT | |

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

November 12, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1401 – AAL587 requested a taxi clearance from taxiway tango alpha to the active runway.

1408 - AAL587 was sequenced behind a Japan Air heavy Boeing seven forty seven and instructed to monitor the Tower on one one niner point one.

1411 - AAL587 was instructed to taxi into position and hold on runway three one left.

1413 - AAL587 was cleared for takeoff.

1414 - AAL587 was transferred to Departure Control.

No More Follows

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>**REPORT OF AIRCRAFT ACCIDENT**<br>(Continuation Sheet) | REPORT DATE<br>November 16, 2001 | REPORT NO.<br>N90-TRACON-089 |
|---|---|---|
| | NAME OF REPORTING FACILITY<br>New York TRACON (N90) | |

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

November 12, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1415 AAL587 establishes initial contact with Kennedy Departure (JFKD) and reports leaving 1,300 feet climbing to 5,000 feet. JFKD acknowledges, radar identifies and climbs AAL587 to 13,000 feet.

1415 JFKD instructs AAL587 to turn left and proceed direct to WAVEY intersection. AAL587 acknowledges.

1416 Undistinguishable noise is heard on the frequency.

1416 JFKD informs AAL587 that he is not receiving his transponder.

1417 JFKT calls JFK Flight Data position to ask if TRACON is missing anyone.

1417 JFKD makes several calls to AAL587 with no response.

1418 AAL686 is the next aircraft to depart JFK Airport and reports a huge plume of black smoke off of his left side.

1419 JFKD asks for the location of the plume of smoke and is informed of the location by AAL686.

1419 JFKD gives AAL686 a frequency change.

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No More Follows

N90-TRACON-089
AAL587

# Section 3.
# Certified Indexes and Normal Services Statements

N90-TRACON-089
AAL587

U.S. Department of Transportation
Federal Aviation Administration

# Memorandum

Subject: INFORMATION: Normal Services Statement; Reference Aircraft Accident; AAL587; Belle Harbor, NY; November 12, 2001

Date: November 23, 2001

From: Manager, John F. Kennedy ATCT

Reply to Attn. of:

To: New York TRACON

All services provided by John F. Kennedy ATCT were normal, and there were no pertinent transmissions.

George A. Dodelin

George A. Dodelin

2 Attachments
Certified Index
FAA Form 8020-6-1

N90-TRACON-089
AAL587

**CERTIFIED INDEX**

January 7, 2002

I hereby certify that the following originals are on file in this office.

FAA Form 8020-3
FAA Form 8020-6-1
FAA Form 7230-4
Personnel Logs
FAA Form 7230-10
FAA Form 7230-7.1
Personnel Statements
Original Voice Recordings

George A. Dodelin

G. Dodelin
Air Traffic Manager
John F. Kennedy ATCT

N90-TRACON-089
AAL587

CERTIFIED INDEX

January 14, 2002

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 7230-8, Flight Progress Strip, Terminal Cut
FAA Form 7230-10
FAA Form 8020-9
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 7230-4
FAA Form 7230-10
Personnel Logs
Personnel Statements
Continuous Data Readout
Original Voice Recording(s)
Certified Voice Rerecording(s)
Facility Layout Chart

Loretta J. Martin
Air Traffic Manager
New York TRACON

N90-TRACON-089
AAL587

## Section 4.
## FAA Form 7230-4, Daily Record of Facility Operation

N90-TRACON-089
AAL587

# DAILY RECORD OF FACILITY OPERATION



DATE
11-12-01

| LOCATION | IDENTIFICATION | TYPE FACILITY | OPERATING POSITION | CHECKED BY |
|---|---|---|---|---|
| WESTBURY, N.Y. | N90 | TRACON | OMIC | MANAGER LORETTA J. MARTIN |

| | UTC | REMARKS |
|---|---|---|
| | 0500 | R. PECK ON DUTY. CARRYOVERS ATTACHED. NOISE ABATEMENT PROCEDURES: EWR- ILS 4R AND DEP 4L; JFK- ILS 31R AND DEP 31L (DUE TO WIND); LGA-LOC 31 AND DEP 4 (DUE TO WIND). |
| | 0509 | N90: AWE216, INBOUND TO EWR, HAS MEDICAL EMERGENCY ON BOARD. |
| | 0521 | N90: AWE216 LANDS WITHOUT INCIDENT. |
| E | 1042 | N90: THE FOLLOWING FREQ ALL HAVE NO 2 RCVRS OTS: 132.4, 128.8, 132.7 AND 135.1. |
| | 1100 | N90: NOISE ABATEMENT PROCEDURES: EWR- ILS 4R AND DEP 4L; JFK- ILS 31R AND DEP 31L (DUE TO WIND); LGA-LOC 31 AND DEP 4 (DUE TO WIND). |
| | 1120 | R. TAMBURRO ON DUTY. CARRYOVERS AND ABOVE ENTRIES NOTED. |
| | 1128 | WCLC |
| | 1157 | N90: SPO DISTRIBUTED AND BRIEFED TO ALL AREAS. |
| | 1257 | TCAP PROGRAM HANGING UP, WE ARE NOT DOING A MANUAL COUNT AS TRAFFIC DATA IS STILL BEING STORED. |
| | 1303 | JFK: 4R ALS/MM, 22L LOC RTM TILL 2100Z |
| Q | 1420 | NY PORT AUTHORITY CALLED TO ASK IF WE HAD AN AIRCRAFT DOWN. WE HAVE NO INFORMATION AT THIS POINT. |
| Q | 1420 | JFK: ASIC ADVISED THAT THEY HAVE AN AIRCRAFT DOWN, AAL587 A306. |
| Q | 1425 | N90: REQUEST REPLAY, VOICE DATA TO BE SETUP FOR REVIEW. |
| Q | 1445 | N90: REVIEWED THE TAPE AN NO UNUSAL TRANSMISSIONS MADE. |
| Q | 1500 | N90: REVIEWED THE REPLAY AND NO OTHER UNIDENTIFIED AIRCRAFT IN THE AREA. WE HAD AN AIRCRAFT AT 26,000 FT CROSS AAL587'S PATH. |
| | 2000 | P. PELLICANI ON DUTY, CARRYOVERS AND ABOVE ENTRIES NOTED. |
| | 2019 | WCLC |
| | 2045 | N90: SPO DISTRIBUTED AND BRIEFED TO ALL AREAS. |
| | 2325 | MILITARY BLOCK RAISED TO FL200-250 20 MI RADIUS JFK, ALL AREAS NOTIFIED, AIRSPACE NORMAL. LENDY AND BOUNO ROUTE OPEN |
| | 2330 | JFK DEPARTURES RLSED. BREEZY POINT CLIMB ONLY, VECTORED SOUTH OF CRASH SITE |
| | 0335 | R PECK ON DUTY. BRIEFED AND ABOVE ENTRIES NOTED. |
| | 0348 | WCLC. |
| | 0400 | N90: NOISE ABATEMENT PROCEDURES; EWR- ILS 4R AND DEP 4L; LGA- LOC 31 AND DEP 4 (DUE TO WIND); JFK- ILS 31R AND DEP 31L (DUE TO WIND). |
| | 0459 | COB. TO |
| | 0458 ~~1600~~ TO | DELAYED ENTRY: 1600 UTC: ARTS CLOCK CHECKED + VERIFIED TO |
| | 0459 | COB TO |

**I CERTIFY that all entries above are correct; that scheduled operations have been accomplished, except as noted, and all abnormal occurrences and conditions have been recorded.**

N90-TRACON-089
AAL587

# Section 5.
# Personnel Logs

NEW YORK TRACON FACILITIES

N90-TRACON-089
AAL587

REGION: AEA  FACILITY: N90  AREA: JFK  DATE: -12-01

SUPERVISOR/CIC CERTIFICATION. I certify all entries on this log are accurate for the time I had watch responsibilities as Area Supervisor or Controller in Charge:

| INIT | SIGNATURE | ON | OFF | | INIT | SIGNATURE | ON | OFF |
|---|---|---|---|---|---|---|---|---|
| AS | | 0000 | 0229 | | MA | | 2100 | 2155 |
| LD | | 0230 | 0536 | | AB | | 2156 | 2230 |
| MX | | 0537 | 0835 | | LD | | 2231 | 2359 |
| EP | | 0836 | 1004 | | | | | |
| MX | | 1005 | 1041 | | | | | |
| SR | | 1042 | 1218 | | | | | |
| MX | | 1219 | 1305 | | | | | |
| ES | | 1306 | 1339 | | | | | |
| WS | | 1340 | 1348 | | | | | |
| ES | | 1349 | 1447 | | | | | |
| AB | | 1448 | 1506 | | | | | |
| ES | | 1507 | 1613 | | | | | |
| AB | | 1614 | 1752 | | | | | |
| ES | | 1753 | 1930 | | | | | |
| AB | | 1931 | 2030 | | | | | |
| WS | | 2031 | 2059 | | | | | |

| SHIFT | SIGNATURE | CODE | ON | SUP/CIC | OFF | INIT OFF | HRS. ON DUTY | REMARKS | OJTI PAY |
|---|---|---|---|---|---|---|---|---|---|
| 15 | Blount | S | 1345 | ES | 2245 | AB AB | 9.0 | 1 CRE | |
| R | Farrell | S | | | | NF | | | |
| 11 | Kelley | S | 1000 | EP | 1800 | SR | 8.0 | DTL AIRSPACE | |
| R | Roshkowski | S | | | | JY | | | |
| 6 | Santosi | S | 0530 | LD | 1330 | MX MX | 8.0 | | |
| 15 | Sosa | S | 1230 | MX | 2130 | ES ES | 9.0 | ~~8AL~~ 1+00 CRE 1SL 13X21 (MX) | |

N90-TRACON-089
AAL587

REGION: AEA FACILITY: N90 AREA: JFK DATE 1-12-01

| SHIFT | SIGNATURE | CODE | ON | SUP/ CIC | OFF | INIT OFF | HRS. ON DUTY | REMARKS | OJTI PAY |
|---|---|---|---|---|---|---|---|---|---|
| 6 | Ahearn | C | 0530 | LD | 1330 | AJ AJ | 8.0 | | |
| 15 | Devivo | C | 1430 | KS | 2230 | RD RD | 8.0 | | 1+05 |
| 7 | Ellew | C | 0630 | MX | 1430 | EL EL | 8.0 | | |
| 7 | Kosty Joseph | C | 0635 | MX | 1435 | KP KP | 8.0 | | |
| 13 | Kane | C | 1245 | MX | 1645 | EE EE | 4 | 4 A/L | |
| M | Luna | C | 2230 | AB | 0630 | LD LD | 8.0 | | |
| 7 | McKeon | C | 0630 | MX | 1430 | AA AA | 8.0 | REQ 1 AL | |
| R | Paige | C | 0530 | LD | 1330 | EP EP | 8.0 | OT 06X14 | |
| 7 | Reed | C | 0630 | MX | 1430 | NO NO | 8.0 | | |
| 7 | Shanahan | C | | | | JX | | DTL AIRSPACE | |
| 7 | Siegel | C | 0630 | MX | 1430 | DG DG | 8.0 | | |
| 6 | Starr | C | | | | VS | | 8 S/L | |
| 7 | Wardo | C | 0630 | MX | 1230 | CO CO | 6.0 | 2.0 ADMIN LV (MX) | |
| | | | | | | | | | |
| R | Dyckman | C | | | | AG | | | |
| R | Fallon | C | | | | EF | | | |
| R | Kaplun | C | | | | KL | | | |
| R | Marrero | C | | | | MM | | | |
| R | Pearson | C | | | | PE | | | |
| R | Sarhour | C | 2235 | AB | 0635 | AS AS | 8.0 | OT 23X07 | |
| R | Schultz | C | | | | JT | | | |

N90 FORM 7230-4 (7/97)

N90-TRACON-089
AAL587

REGION: AEA FACILITY: N90 AREA: JFK DATE: 1-12-01

| SHIFT | SIGNATURE | CODE | ON | SUP/ CIC | OFF | INIT OFF | HRS. ON DUTY | REMARKS | OJTI PAY |
|---|---|---|---|---|---|---|---|---|---|
| R | Siegel C | C | | | | SS | | | |
| R | Tourin | C | 1445 | AB | 0245 | RT | 8.0 | OT 15X23 | |
| R | Wilson | C | | | | DE | | | |
| R | Winters | C | 1330 | ES | 2130 | WS WS | 8.0 | OT 14X22 | |
| | | | | | | | | | |
| 15 | Bogdan | C | 0630 | MX | 1430 | MB MB | 8.0 | ~~DTL TRAINING~~ MX | |
| 15 | Boyer | C | 1430 | ES | 2230 | JQ | 8.0 | | |
| 15 | Bye | C | 1430 | | 2230 | TM TM | 8.0 | | |
| 15 | Gilman | C | 1415 | ES | 2000 | GE GE | 5.25 | 3/4 CRE 1 A/L 2 CRU | |
| 7 | Iacopelli | C | | | | II | | ~~8 AIG~~ DETAIL | |
| 15 | Maney | C | 1430 | ES | 2300 | MA MA | 8.5 | +30 CRE | |
| 7 | Mangin | C | 0700 | MX | 1500 | MK MK | 8.0 | DTL TRAINING | |
| 15 | McLean | C | 1430 | ES | 2230 | RN RN | 8.0 | | |
| 15 | Phipps | C | 1430 | ES | 183 | PH PH | 4.0 | 4 S/L AB 11/12 | |
| 15 | Rozycki | C | 1430 | ES | 2230 | BJ BJ | 8.0 | | |
| 13 | Russo | C | 1230 | MX | 2030 | JM JM | 8.0 | | |
| 13 | Servidio | C | 1230 | MX | 2030 | FR FR | 8.0 | ~~CRE~~ | |
| 7 | Vengilio | C | | | | LJ | | DTL AIRSPACE | |
| 13 | Walz | C | 1230 | MX | 2030 | WZ WZ | 8.0 | | 1+03 |

N90 FORM 7230-4 (7/97)

N90-TRACON-089
AAL587

REGION: AEA CILITY: N90 AREA: JFK DATE: _____

| INIT | TIME | ASSIGNMENT | INIT | TIME | ASSIGNMENT |
|---|---|---|---|---|---|
| AT | +15 | OJT Debrief | | | |
| KP | +15 | " " | | | |
| MA | +20 | R&T | | | |
| BJ | +30 | R+F's | | | |
| BJ | +15 | S.P.C. Review | | | |
| MA | +00 | MTG w/N90 personnel | | | |
| GE | +20 | OJT Debrief | | | |
| JQ | +20 | OJT Debrief | | | |
| MA | +55 | NATCA | | | |
| MA | +35 | MTG w/OS | | | |
| JM | +30 | Pos Brief | | | |
| BJ | +30 | Position Rel (Pt) | | | |
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N90-TRACON-089
AAL587

## Section 6.
## FAA Form 7230-10, Position Log, or Automated Equivalent

N90-TRACON-089
AAL587

# Position Log

| (1) FACILITY ID | (2) POSITION IDENTIFER | (3) Pos Type | (4) DATE |
|---|---|---|---|
| N90 | J108 | DR | 11/12/01 |

| (5) TIME ON | (6) INITIALS | (7) TIME OFF | (8) Code | Where Combined (9) POSITION IDENTIFIER | (10) Position Type |
|---|---|---|---|---|---|
| 0500 | | 1139 | | J106 | AR |
| 1140 | AA | 1230 | C | | |
| 1231 | AJ | 1327 | C | | |
| 1234 | KP | 1327 | T | | |
| 1328 | CO | 1422 | C | | |
| 1423 | NO | 1527 | C | | |
| 1528 | DG | 1619 | C | | |
| 1620 | | 2329 | | J106 | AR |
| 2330 | MA | 0000 | C | | |
| 0007 | RD | 0132 | C | | |
| 0027 | TM | 0132 | T | | |
| 0133 | HB | 0244 | S | | |
| 0245 | RT | 0312 | C | | |
| 0313 | VS | 0458 | C | | |

**CODE:**

**C** = ATCS/ATA
**S** = Supervisor/Staff Spec.
**T** = Trainee/Developmental
**M** = Trainee/Developmental Monitoring
**R** = Trainee/Developmental Certification/ Evaluation

**FAA Form 7230-10** (6-94) NSN: 0052-00-024-6102 **Page 1**

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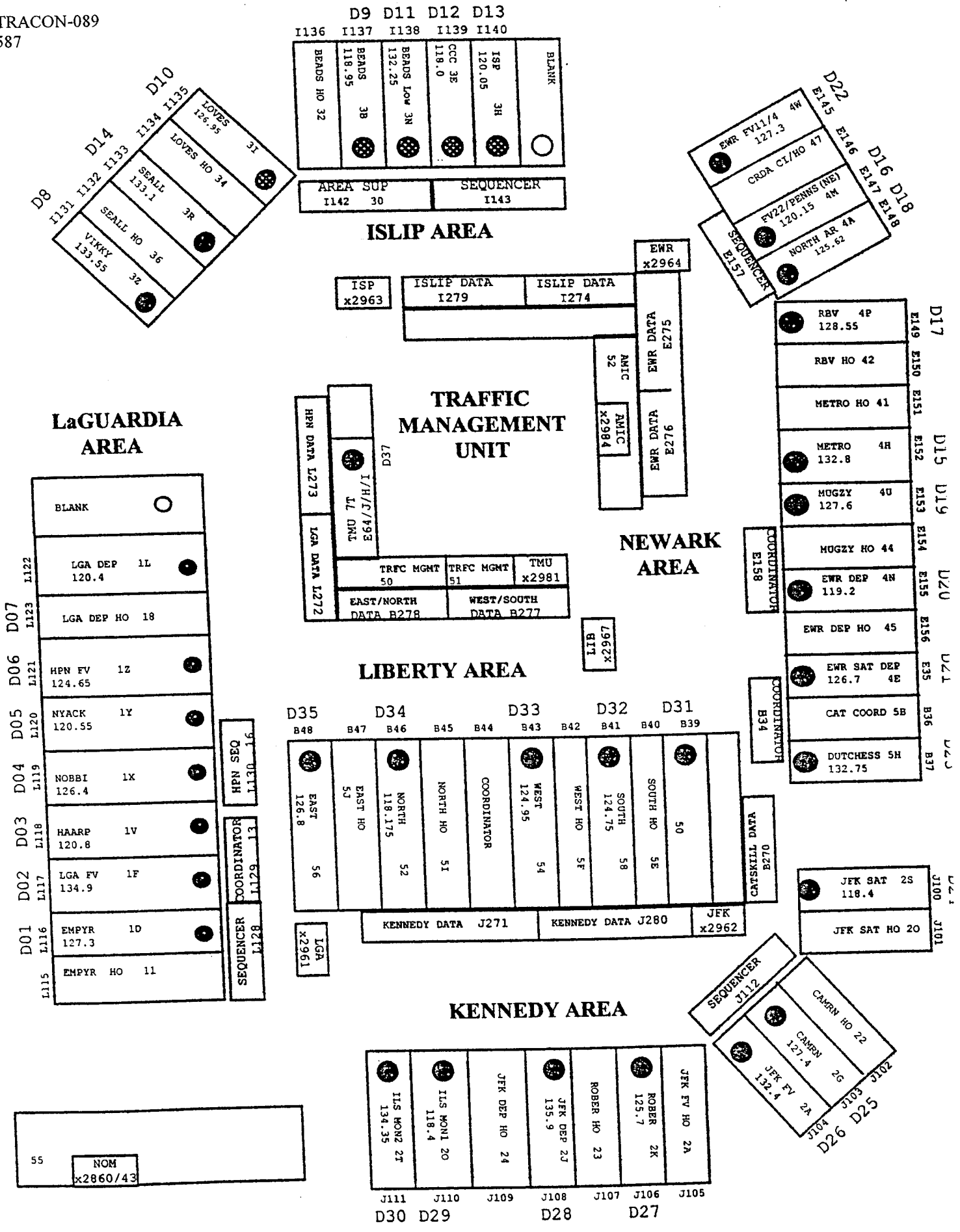
AAL587

# Section 7.
# Facility Layout Chart

# NEW YORK TRACON OPERATIONS ROOM

N90-TRACON-089
AAL587



N90-TRACON-089
AAL587

## Section 8.
## Flight Progress Strip FAA Form 7230-8, Terminal Cut

N90-TRACON-089
AAL587

| | | | | |
|---|---|---|---|---|
| AAL587 | 2650 | KJFK | +WAVEY EMJAY J174 WARNN+ | |
| H/A306/W | P1300 | | KJFK WAVEY EMJAY***MDSD | |
| 521 | 290 | | OICAO BACUS/M080F290 LE*** | |

N90-TRACON-089
AAL587

# Section 9.
# Transcription of Voice Recordings

N90-TRACON-089
AAL587

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

# Memorandum

Subject: **INFORMATION:** Full Transcript; Aircraft Accident; AAL587; Belle Harbor, NY; November 12, 2001; 1417 UTC

Date: February 7, 2002

From: New York TRACON

Reply to Attn. of:

To: Aircraft Accident File
N90-TRACON-089

This transcription covers the New York TRACON Kennedy Departure Controller position for the time period from November 12, 2001, 1407 UTC to November 12, 2001, 1425 UTC.

| Agencies Making Transmissions | Abbreviations |
|---|---|
| New York TRACON, JFK Departure | J108 |
| American Airlines,Inc. Flight 142 | AAL142 |
| Cessna Citation N40N | N40N |
| JFK Tower Local Controller | ATCT |
| American Airlines,Inc. Flight 1683 | AAL1683 |
| American Airlines,Inc. Flight 645 | AAL645 |
| Delta Airlines,Inc. Flight 2311 | DAL2311 |
| Cessna Skylane N888PD | N888PD |
| Japan Air Lines Flight 047 | JAL047 |
| American Airlines,Inc. Flight 587 | AAL587 |
| Beechcraft Baron N3810C | N3810C |
| Unknown source | UKN |
| American Airlines Flight 686 | AAL686 |
| New York TRACON, JFK Controller #2 | J108-2 |

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

John Harris
Quality Assurance |Specialist
New York TRACON

| | | |
|---|---|---|
| 1407 | | |
| 1407:07 | J108 | american one forty two heavy turn left heading zero six zero |
| 1407:10 | AAL142 | zero six zero american one forty two |
| 1407:23 | J108 | citation four zero november turn right heading three two zero climb and maintain one seven thousand |
| 1407:29 | N40N | three twenty up to one seven thousand four zero november |
| 1408 | | |
| 1408:16 | ATCT | (unintelligible) sixteen eighty three |
| 1408:17 | J108 | check |
| 1408:27 | AAL1683 | departure american sixteen eighty three we're out of nineteen hundred |
| 1408:30 | J108 | american sixteen eighty three new york departure good morning radar contact climb and maintain one one thousand |
| 1408:36 | AAL1683 | one one thousand american sixteen eighty three |
| 1408:39 | J108 | citation four zero november contact departure one two six point eight good day |
| 1408:43 | N40N | twenty six eight uh forty november |
| 1409 | | |
| 1409:16 | J108 | american one forty two heavy contact departure one two six point eight good day |

| | | |
|---|---|---|
| 1409:21 | AAL142 | twenty six eight good day one forty two heavy |
| 1410<br>1410:02 | ATCT | american six forty five |
| 1410:13 | J108 | american sixteen eighty three contact departure one two four point seven five good day |
| 1410:18 | AAL1683 | twenty four seventy five american sixteen eighty three we'll see you |
| 1410:23 | ATCT | (unintelligible) twenty three eleven |
| 1410:24 | J108 | check |
| 1410:26 | AAL645 | and departure american uh six forty five's with you we're out of seventeen for uh five |
| 1410:30 | J108 | american six forty five new york departure good morning radar contact climb and maintain one three thousand |
| 1410:36 | AAL645 | (unintelligible) three there american six forty five |
| 1410:53 | J108 | american six forty five turn left proceed direct wavey |
| 1410:57 | AAL645 | left turn uh direct wavey american six forty five |
| 1411<br>1411:29 | DAL2311 | 'kay kennedy departure delta twenty three eleven is one point five five thousand on the bridge |
| 1411:34 | J108 | delta twenty three eleven new york departure radar contact climb and maintain one three thousand |

| | | |
|---|---|---|
| 1411:39 | DAL2311 | thirteen thousand feet delta twenty three eleven |
| 1411:58 | ATCT | (unintelligible) forty seven |
| 1411:59 | J108 | check |
| 1412<br>1412:25 | J108 | delta twenty three eleven turn left heading one three zero intercept kennedy one five six radial to wavey |
| 1412:32 | DAL2311 | one thirty heading intercept the one fifty six to wavey delta twenty three eleven |
| 1412:47 | J108 | american six forty five contact new york center one two eight point three good day |
| 1412:52 | AAL645 | one twenty eight three you too have a good day american uh six forty five |
| 1412:58 | N888PD | good morning new york approach skylane triple eight papa delta's with you at six thousand |
| 1413<br>1413:04 | J108 | skylane triple eight papa delta new york departure good morning altimeter three zero four three maintain six thousand |
| 1413:11 | N888PD | three zero four three maintain six thousand triple eight papa delta |
| 1413:18 | JAL047 | departure japan air forty seven heavy leaving one thousand for five starting bridge climb |
| 1413:24 | J108 | japan air forty seven heavy new york departure radar contact climb and maintain one seven thousand |

| | | |
|---|---|---|
| 1413:31 | JAL047 | one seven thousand to climb and maintain one seven thousand japan forty seven heavy |
| 1413:35 | J108 | roger |
| 1413:47 | ATCT | five eight seven heavy |
| 1413:48 | J108 | check |
| 1413:54 | J108 | delta twenty three eleven contact departure correction new york center one twenty eight point three good day |
| 1414:00 | DAL2311 | approach twenty eight point three delta twenty three eleven good day |
| 1414:07 | J108 | japan air forty seven heavy turn left heading zero niner zero |
| 1414:11 | JAL047 | heading zero niner zero japan air forty seven |
| 1415<br>1415:01 | AAL587 | uh new york american five eight seven heavy thirteen hundred feet we're climbing to five thousand |
| 1415:05 | J108 | american five eight seven heavy new york departure radar contact climb and maintain one three thousand |
| 1415:11 | AAL587 | one three that's for american five eighty seven heavy |
| 1415:28 | N3810C | new york departure baron three eight one zero charlie's with you at three thousand going to five |
| 1415:32 | J108 | baron three eight one zero charlie new york departure roger maintain five thousand |

| | | |
|---|---|---|
| 1415:36 | N3810C | ten charlie roger |
| 1415:37 | J108 | american five eighty seven heavy turn left proceed direct wavey |
| 1415:42 | AAL587 | uh uh turn direct wavey american five eighty seven heavy |
| 1415:51 | ATCT | six eight six heavy |
| 1415:51 | UKN | nice game |
| 1415:59 | UNK | (unintelligible) |
| 1416<br>1416:02 | UNK | (unintelligible) |
| 1416:03 | UNK | (unintelligible) |
| 416:25 | AAL686 | new york departure american six eighty six heavy's out of fourteen hundred feet |
| 1416:34 | J108 | american six eighty six new york departure radar contact climb and maintain one three thousand |
| 1416:40 | AAL686 | one three thousand american six eighty six heavy |
| 1416:49 | J108 | american five eighty seven heavy i'm not receiving your transponder |
| 1416:58 | J108 | american five eighty seven heavy new york |
| 1417<br>1417:27 | J108 | american five eighty seven heavy new york |

| | | |
|---|---|---|
| 1417:40 | J108 | american six eighty six turn left proceed direct shipp |
| 1417:44 | AAL686 | left direct shipp american six eighty six |
| 1417:49 | J108 | japan air forty seven heavy turn left heading three six zero |
| 1417:52 | JAL047 | heading three six zero japan air forty seven heavy |
| 1417:55 | AAL646 | new york american six eighty six |
| 1417:58 | J108 | american five eighty seven new york |
| 1418 | | |
| 1418:02 | J108 | american six eighty six heavy go ahead |
| 1418:04 | AAL686 | ok just to let you know we saw a huge um tremendous amount of black smoke uh south of long island uh we're turning to the south of it now it's uh on the very southern portion of long island |
| 1418:15 | J108 | american six eighty six heavy roger thank you |
| 1418:24 | J108 | japan air forty seven heavy turn left heading three six zero |
| 1418:27 | JAL047 | heading three turning left to three six zero japan air forty seven |
| 1418:39 | J108 | american six eighty six that smoke that you see where is it right now |

| | | |
|---|---|---|
| 1418:45 | AAL686 | ok it's uh --- about five miles behind us um looks like um if you're coming in uh runway four left it's uh right off to the left of the um of the of the approach end of the runway but uh all the way on the southern portion of long island uh right where the shore line is |
| 1419 | | |
| 1419:07 | J108 | ok so it's it's (unintelligible) in the water or on the land |
| 1419:10 | AAL686 | it's on the land and it's uh looks uh tremendous like uh it's a huge fire a tremendous amount of black smoke --- uh kennedy tower would probably be able to see that with no problem |
| 1419:24 | J108 | roger thank you |
| 1419:27 | N3810C | and approach this is baron three eight one zero charlie we're coming up on kennedy airport and we see that same plume of black smoke uh just about at our uh eleven o'clock position |
| 1419:37 | J108 | roger thank you |
| 1419:39 | JAL047 | departure japan air forty seven confirm heading three six zero |
| 1419:43 | J108 | japan air forty seven uh uh affirmative contact departure one two six point eight good day |
| 1419:49 | JAL047 | one two six eight japan air forty seven good day |
| 1420 | | |
| 1420:35 | J108 | american six eighty six heavy contact new york center one two eight point three good day |
| 1420:40 | AAL686 | ok one two eight point three american six eighty six heavy so long |

| | | |
|---|---|---|
| 1420:59 | UKN | negative |
| 1421 | | |
| 1421:15 | J108 | ten papa charlie uh correction one zero charlie fly heading two seven zero |
| 1421:19 | N3810C | ten charlie two seven zero |
| 1422 | | |
| 1422:31 | J108 | one zero charlie what do you see off to your left |
| 1422:34 | N3810C | a big column of rising brown smoke just about in the middle of the land mass uh south southeast of the old uh floyd bennett field |
| 1422:44 | J108 | alright thank you |
| 1422:58 | J108 | alright bernie thirty ones no right turns robbinsvilles to eleven uh ten charlie is on a two seventy heading right now this guy's still doing the victor sixteen i didn't give him a heading yet these are the only two i'm working and all the p ds are (unintelligible) |
| 1423:11 | J108-2 | alright |
| 1423:12 | N3810C | approach that smoke is now directly off our nine o'clock |
| 1423:16 | J108-2 | say again |
| 1423:17 | N3810C | that smoke is now directly off our left wing at nine o'clock |
| 1423:20 | J108-2 | roger |

| | | |
|---|---|---|
| 1423:41 | N3810C | and approach this is ten charlie do you want us to go to dixie now |
| 1423:45 | J108-2 | november one zero charlie yeah you can proceed direct dixie |
| 1423:48 | N3810C | ten charlie roger |
| 1423:52 | J108-2 | november eight papa delta you can proceed direct dixie |
| 1423:55 | N888PD | eight papa delta direct dixie |
| 1424 | | |
| 1424:20 | N3810C | and approach ten charlie is now looking uh right down at that uh smoke column now and it's a big intense fire down there |
| 1424:25 | J108-2 | okay uh we've got helicopters there |
| 1425 | | |

End of Transcript

N90-TRACON-089
AAL587

# Section 10.
# Personnel Statements

N90-TRACON-089
AAL587

# PERSONNEL STATEMENT
## FEDERAL AVIATION ADMINISTRATION
## NEW YORK TRACON
1515 Stewart Ave., Westbury, NY 11590

BACKGROUND: Much of the information concerning the circumstances of this accident/incident can be retrieved via recorded data sources. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you and your signature below certifies its accuracy. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the Incident/Accident involving AAL 587 (aircraft ID(s)) at JFK (location) on 11/12/01 (date), at 1415 GTW (time) UTC. My name is GILBERT WALDO (op init). I am employed as an (ATCS) (~~SATCS~~) by the FAA at New York TRACON. I was working the 108 (position #) position from 1328 (time) UTC to 1422 (time) UTC.

Complete this section ONLY for accidents: Operational equipment configuration was: Radar Channel: (A) or (B). Mode S ~~Beacon Channel: (1) or (2)~~ MTI set at N/A miles. Polarization in use (LP) or (CP). Video Map in use: ~~(1) (2) (3) (4) (5)~~, or ☐ Equipment configuration unknown.

SILR 0204

Text of statement (continue on reverse if needed):

I was working Departure Radar when AAL 587 Reported Departing JFK. I instructed AAL 587 to climb and maintain 130, Later I turned AAL 587 Lt Direct Wavey. Shortly after I noticed AAL 587's Tag in a coasting position with no radar target. I called AAL 587 a few times with no answer received from AAL.

I certify, to the best of my knowledge and recollection, this statement is correct.

Gilbert J. Waldo — Signature
11/12/01 — Date

N90 Form 7210.3 (2/98) Attachment

I reserve my right to change my statement should any new information become available.

N90-TRACON-089
AAL587

# Interview Statement

The information given by you will become part of the records in the Privacy Act System, OPM/GOV'T-1.

The FAA's authority to obtain the information is contained in 49 U.S.C. Section 1344, 49 U.S.C. Section 1348, and 5 U.S.C. Section 301. Providing of this information is mandatory. The principal use of the information provided is to determine trend/causes and recommend ATC system improvement. Information provided will be disclosed as a routine use in accord with the system description of OPM/GOV'T-1. Under this authority, disclosures may be made to union representatives and to the NTSB. Failure to provide the information requested will result in disciplinary action under FAA regulations.

Signature

11/12/01

Date

N90-TRACON-089
AAL587

# PERSONNEL STATEMENT
## FEDERAL AVIATION ADMINISTRATION
## NEW YORK TRACON
1515 Stewart Ave., Westbury, NY 11590

BACKGROUND: Much of the information concerning the circumstances of this accident/incident can be retrieved via recorded data sources. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **printed** and signed by you and your signature below certifies its accuracy. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ~~Incident~~/Accident involving AAL587 (aircraft ID(s)) at JFK (location) on 11/12/01 (date), at ~~1416~~ 1417 (time) UTC. My name is MICHAEL SANTOS (MK) (op init). I am employed as an (~~ATCS~~) (SATCS) by the FAA at New York TRACON. During the period 1030 (time) UTC, on 11/12/01 (date) to _____ (time) UTC, 11/12/01 (date), I was on duty at New York TRACON. I was working the OSIC (position #) position from 1037 (time) UTC to 1435 (time) UTC.

Complete this section **ONLY** for accidents: Operational equipment configuration was: **Radar Channel:** (A) or (B). MODES ~~**Beacon Channel:** (1) or (2).~~ **MTI** set at N/A miles. **Polarization** in use: (LP) or (CP). JFK3|LR 0204 **Video Map** in use: ~~(1) (2) (3) (4) (5)~~, or ☐ Equipment configuration unknown.

Text of statement (continue on reverse if needed):

I WAS PROVIDING GENERAL SUPERVISION IN THE JFK AREA.
THE DEPT CPC ADVISED ME THAT HE LOST AAL587'S TRANSPONDER AND SUBSEQUENT RADAR TARGET.
I PROVIDED ASSISTANCE TO THE DEPT CPC IN AN EFFORT TO LOCATE AAL587 TO NO AVAIL.

I certify, to the best of my knowledge and recollection, this statement is correct.

[signature] 11/12/01
Signature Date

N90 Form 7210.3 (2/98) Attachment

N90-TRACON-089
AAL587

# Interview Statement

The information given by you will become part of the records in the Privacy Act System, OPM/GOV'T-1.

The FAA's authority to obtain the information is contained in 49 U.S.C. Section 1344, 49 U.S.C. Section 1348, and 5 U.S.C. Section 301. Providing of this information is mandatory. The principal use of the information provided is to determine trend/causes and recommend ATC system improvement. Information provided will be disclosed as a routine use in accord with the system description of OPM/GOV'T-1. Under this authority, disclosures may be made to union representatives and to the NTSB. Failure to provide the information requested will result in disciplinary action under FAA regulations.

Signature

11/12/01
Date

N90-TRACON-089
AAL587

# Section 11.
# Weather Products

N90-TRACON-089
AAL587

WS FORM D-32
(01-90)
(PRES. BY WSOM D-90)

# UNITED STATES OF AMERICA

UNITED STATES DEPARTMENT OF COMMERCE

*Date November 29, 2001*

*Station/Office National Weather Service Headquarters, Silver Spring, Maryland*

*I hereby certify that the attached is a true copy of a National Oceanic and Atmospheric Administration Record.*

*(Certifying Official)*

*Robert Kuessner*
*Forensic Services Manager*
*Office of Climate, Water and Weather Services*

N90-TRACON-089
AAL587

NWS SRRS PRODUCTS FOR:
2001111213 to 2001111215

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SAUS80 KWBC 121300
KJFK 121251Z 31012KT 10SM FEW034 04/M06 A3043 RMK AO2 SLP305
     T00391056=

SAUS41 KOKX 121352
METAR KJFK 121351Z 31011KT 10SM FEW043 06/M06 A3044 RMK AO2 SLP308
T00561056

SAUS80 KWBC 121400
KJFK 121351Z 31011KT 10SM FEW043 06/M06 A3044 RMK AO2 SLP308
     T00561056=

SAUS41 KOKX 121426
SPECI KJFK 121425Z 27008KT 10SM FEW048 06/M06 A3044 RMK AO2  FU PLUME S

SPUS80 KWBC 121428
KJFK 121425Z 27008KT 10SM FEW048 06/M06 A3044 RMK AO2 FU PLUME
     S=

SAUS41 KOKX 121452
METAR KJFK 121451Z 29008KT 10SM FEW055 07/M06 A3044 RMK AO2 SLP306
FU PLUME S DRFTG E T00721061 50008

SAUS80 KWBC 121500
KJFK 121451Z 29008KT 10SM FEW055 07/M06 A3044 RMK AO2 SLP306 FU
     PLUME S DRFTG E T00721061 50008=

SAUS41 KOKX 121552
METAR KJFK 121551Z 29013G19KT 10SM FEW055 08/M04 A3042 RMK AO2
SLP302 T00831039
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N9Q-TRACON-089
AAL587

NWS SRRS PRODUCTS FOR:
2001111211 to 2001111215

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FTUS41 KOKX 121100
TAFEWR
TAF
KEWR 121130Z 121212 27006KT P6SM SKC
      BECMG 1315 32012G18KT SCT040
     FM2100 33010KT P6SM SCT250
      BECMG 0103 32006KT
     FM0600 VRB03KT P6SM BKN250=

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TAFHPN
TAF
KHPN 121130Z 121212 31007KT P6SM SKC
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     FM2100 33009KT P6SM SCT250
      BECMG 0103 32004KT
     FM0600 VRB03KT P6SM BKN250=

FTUS41 KOKX 121100
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TAF
KISP 121130Z 121212 30007KT P6SM SKC
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     FM2100 33009KT P6SM SCT250
      BECMG 0103 32005KT
     FM0700 VRB03KT P6SM BKN250=

FTUS41 KOKX 121100
TAFLGA
TAF
KLGA 121130Z 121212 31012KT P6SM SKC
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     FM2100 32011KT P6SM SCT250
      BECMG 0103 32006KT
     FM0800 35004KT P6SM BKN250=

FTUS41 KOKX 121100

TAFJFK

TAF

KJFK 121130Z 121212 31011KT P6SM SKC

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     FM2100 31011KT P6SM SCT250

      BECMG 0103 32006KT

     FM0800 VRB03KT P6SM BKN250=

FTUS41 KOKX 121100
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TAF
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     FM2100 31008KT P6SM SCT250
      BECMG 0103 32005KT
     FM0600 VRB03KT P6SM BKN250=
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N90-TRACON-089
AAL587

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FTUS41 KOKX 12110
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TAF
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     FM0400 VRB03KT P6SM SCT250
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FTUS41 KOKX 121100
TAFJFK
TAF AMD
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     FM2100 31011KT P6SM SCT250
      BECMG 0103 32006KT
     FM0800 VRB03KT P6SM BKN250=

FTUS41 KOKX 121100
TAFHPN
TAF AMD
KHPN 121506Z 121512 32014G20KT P6SM SCT050
     FM2100 33009KT P6SM SCT250
      BECMG 0103 32004KT
     FM0600 VRB03KT P6SM BKN250=

FTUS41 KOKX 121100
TAFJFK
TAF AMD
KJFK 121556Z 121612 30014G20KT P6SM SCT050
     FM2100 31011KT P6SM SCT250
      BECMG 0103 32006KT
     FM0800 VRB03KT P6SM BKN250=

FTUS41 KOKX 121100
TAFISP
TAF AMD
KISP 121602Z 121612 29012G20KT P6SM SCT050
     FM2100 33009KT P6SM SCT250
      BECMG 0103 32005KT
     FM0700 VRB03KT P6SM BKN250=

FTUS41 KOKX 121100
TAFSWF
TAF AMD
KSWF 121604Z 121612 29013KT P6SM BKN050
      TEMPO 1821 SCT050
     FM2100 31011KT P6SM SCT050
      BECMG 0103 31004KT SCT250
     FM0400 VRB03KT P6SM SCT250
      BECMG 0608 00000KT BKN250=

FTUS41 KOKX 121100
TAFTEB
TAF AMD
KTEB 121658Z 121712 32012G18KT P6SM BKN050
      TEMPO 1821 SCT050
     FM2100 31008KT P6SM SCT250
      BECMG 0103 32005KT
     FM0600 VRB03KT P6SM BKN250=
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