

ZNY-ARTCC-143
MSR990



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Full Transcript;
Aircraft Accident; MSR990;
Jamaica, NY; October 31, 1999, 2101 UTC

Date: November 01, 1999

From: Kennedy ATCT

Reply to
Attn. of:

To: Aircraft Accident File

This transcription covers the Kennedy ATCT Clearance Delivery, Ground Control and Local Control positions combined for the time period from October 31, 1999, 0548 UTC to October 31, 1999, 0626 UTC.

Agencies Making Transmissions

Kennedy ATCT, Local Control, Ground Control,
Clearance Delivery
Korean Air Lines Co., LTD, flight 088
American Airlines Inc., N5EK
Lineas Aereas Costarricenses, S.A, Flight 661
Egypt Air, flight 990
Deutsche Lufthansa, A.G., Flight 8202
United Air Lines Inc., Flight 9206
New York ARTCC, Flight Data
Unknown
Port Authority Vehicle 99
El Al - Israel Airlines LTD, Flight 8212

Abbreviations

LC
KAL088
N5EK
LRC661
MSR990
DLH8202
UAL9206
ZNY
UNK
CAR99
ELY8212

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving MSR990:


Rocco Cangelosi
Air Traffic Control Specialist
JFK. ATCT

A-1

0548	LC	(unintelligible) then as filed maintain five thousand expect flight level three five zero one zero minutes after squawk three zero zero one november now the current atis departure frequency one two five point seven
0548:15	KAL088	korean air zero eight eight (unintelligible) kennedy seven departure gateway climb vectors to gayle then as file maintain flight level maintain five thousand expect flight level three five zero ten minutes after departure ah departure frequency one two five seven ah squawk three zero zero one
0548:35	LC	korean air zero eight eight heavy contact tower nineteen one when your ready to taxi have a nice flight
0548:41 0549	KAL088	roger korean air zero eight (unintelligible)
0549:06	KAL088	ground korean air zero (unintelligible) eight eight push back gate three
0549:15	LC	korean zero eight eight i don't control your ramp call your ramp for push back
0549:20	KAL088	roger
0549:23	LC	call nineteen one when your ready to taxi
0549:26	KAL088	roger korean air zero eight eight
0549:33	NSEK	kennedy ground five echo kilo
0549:37	LC	five echo kilo who is that

A-2

0549:40 N5EK american airlines

0549:44 LC ok well what do you want

0549:47 N5EK (unintelligible) taxi out (unintelligible)
company hanger (unintelligible)

0549:51 LC ok coming out sierra

0549:53 N5EK yep

0549:55 LC (unintelligible) taxi via sierra to the hanger

0549:56 N5EK copy

0550

0551

0551:46 LC lacsa six sity one tower

0551:49 LRC661 go ahead

0551:51 LC alright you're cleared to ah mike romeo alpha
charlie via the kennedy seven departure
gateway climb vector wavey then as filed
maintain five thousand expect flight level three
five zero one zero minutes after squawk one six
zero five november is the current atis departure
frequency is on tow five point seven

0552

0552:11 LRC661 ok lacsa six sixty one (unintelligible) just after
kennedy seven departure i understand direct
wavey at five five thousand three five zero ten
minutes one six zero five and ah frequency will
be one twenty five point seven and just confirm
(unintelligible) give me the climb

0552:27 LC it's the gateway climb gateway climb tonight

0552:30	LRC661	gateway climb tonight for lacsasix sixty one (unintelligible)
0552:33	LC	alright contact tower nineteen one when your ready to taxi lacsasix sixty one
0552:38	LRC661	nineteen one when ready to taxi lacsasix sixty one thanks
0553		
0553:02	MSR990	egypt air nine nine zero heavy good evening
0553:19	MSR990	egypt air nine nine zero heavy
0553:20	LC	egypt air nine ninety heavy clearance on request
0553:24	MSR990	copy nine nine zero heavy
0553:27	DLH8202	kennedy tower good morning lufthansa eight two two heavy (unintelligible) taxi out of charlie bravo
0553:57	DLH8202	kennedy lufthansa eighty two oh two
0554:00	LC	lufthansa eighty two oh two go ahead
0554:02	DLH8202	good morning eighty two oh two heavy request taxi out of charlie bravo
0554:06	LC	(unintelligible) lufthansa eighty two taxi left on charlie for runway two two right
0554:11	DLH8202	left on charlie two two right eight two oh two

A-4

0554:19 UAL9206 kennedy tower (unintelligible) two zero six heavy were seven miles out i l s thirty one right

0554:25 LC ninety two zero six heavy wind is two two zero at six runway three one right cleared to land and ah (unintelligible) hows that visibility up there ah is there a big cloud level up there or what's going on

0554:40 UAL9206 naw it's clear above it's steps right down ah down real low were out of two thousand feet were still (unintelligible)

0554:46 LC ok roger you can ah can you see the approach lights you want me to turn them up or whats going on

0554:53 UAL9206 no we can't see them better turn them up

0554:59 LC alright got them on high now ah (unintelligible) i think it's only a low layer to (unintelligible) when you get down on the ground it's going to be clear so i don't know when you're going to break out maybe like ah hundred feet but you're going to be real clear once you get though the clouds

0555:16 UAL9206 ok looks like the tops out here about eleven hundred feet

0555:19 LC ok and ah yea it goes down to about hundred and there it should be clear

0555:26 UAL9206 ok

0555:59 UAL9206 and tops are about ah thousand feet

0556:02 LC ok

0556:08 LC oh hi yeah I had egypt air nine ninety from ah he was proposed out at zero three thirty is that flight plan still good or (unintelligible) computer just came up

0556:20 ZNY yeah that's still good

0556:21 LC yeah

0556:22 LC give him a new code or the three thousand code or give him (unintelligible)

0556:26 ZNY the code that he has is good

0556:28 LC yeah

0556:29 ZNY yeah ah i need you to clear him gayle as filed

0556:33 LC ok

0556:34 ZNY and (unintelligible)looking for thirty one

0556:35 LC ah thirty one thousand no

0556:37 ZNY yea

0556:39 LC alright i'll give him thirty one

0556:41 ZNY alright

0556:43 LC alright

0556:46	ZNY	see ya
0556:49 0557	UAL9206	you can cut the lights down
0557:14	UAL9206	yea we broke out about two hundred and fifty feet
0557:17	LC	yea that's what i thought ah (unintelligible) ninety two zero six turn left when you can taxi you going to your cargo building today
0557:24	UAL9206	affirmative
0557:26	LC	alright taxi via bravo to your cargo building and you can just stay this frequency to the ramp
0557:30	UAL9206	ok (unintelligible) exit at victor bravo all the way to the ramp thanks
0557:37	UAL9206	yea the tops are a thousand feet their ragged clear above
0557:42	LC	ok thanks yea it just blew in so ah i didn't know how high it was
0557:47	UAL9206	it doesn't go very far inland either
0557:50	LC	o realy ok thanks
0557:52 0558	UAL9206	you bet

A.7

0558:27	KAL088	kennedy tower korean air zero eight eight (unintelligible) to taxi
0558:33	LC	korean air zero eight eight kennedy tower are you coming out of terminal one
0558:39	KAL088	roger terminal one now
0558:41	LC	alright taxi left on bravo left bravo hold short of foxtrot
0558:46	KAL088	roger left on bravo hold short of foxtrot korean air zero eight eight
0558:59	UNK	hello
0559:00	LC	o hi yea the weather is getting bad ah (unintelligible) we went i f r ah about ten minutes ago so ah (unintelligible) I got about half mile on the vis (unintelligible) alright
0559:10	UNK	ok are you still busy or can i come out there now
0559:13	LC	alright you can come out i'm not that busy
0559:15	UNK	ok
0559:16	LC	alright
0559:17	UNK	ok bye
0559:24	LC	hey (unintelligible)
0559:30	UNK	(unintelligible)

17-8

0559:31 LC yea (unintelligible)we just went i f r here about ten minutes ago ah (unintelligible) fog layer blowing in so i got about half mile on my vis it goes from about eleven hundred to two hundred fifty feet is thick for (unintelligible) alright

0559:43 MSR990 egypt air nine nine zero heavy we are ready for our clearance

0559:47 UNK (unintelligible)

0559:50 LC alright

0559:58 DLH8202 kennedy lufthansa eighty two two ready for departure

0600:00 LC lufthansa eighty two oh two kennedy tower runway two two right taxi into position and hold

0600:06 DLH8202 into position and hold two two right lufthansa eighty two two

0600:14 LC egypt air nine ninety clearance

0600:16 MSR990 go ninety nine

0600:20 LC you are cleared to hotel echo charlie alpha via the kennedy seven departure it's gonna be a gateway climb vectors shipp then as filed maintain five thousand expect flight level three three zero one zero minutes after squawk one seven one two oscar the current atis departure frequency one two five point seven

0600:38 MSR990 egypt air nine nine zero cleared to
(unintelligible) kennedy seven departure
gateway position shipp five thousand three
three zero ten minutes one seven one
squawking one two five seven for departure
egypt air nine nine zero

0600:54 CD egypt air nine ninety contact tower on nineteen
one when you are ready to taxi have a nice
flight

0600:58 MSR990 thank you bye
0601

0601:19 LC lufthansa eight two oh two going over
robinsville squawking three zero zero zero

0601:24 UNK (unintelligible)

0601:29 LC lufthansa eighty two oh two runway two two
right more than six thousand wind is two two
zero at niner you're cleared for takeoff

0601:39 DLH8202 cleared for takeoff two two right lufthansa
eighty two oh two heavy
0602
0603

0603:22 LC lufthansa eighty two oh two ah heavy contact
departure on ah one two five point seven have a
nice flight

0603:29 DLH8202 going to one two five point seven lufthansa
eighty two oh five eighty two oh two bye
0604
0605

0605:12 KAL088 kennedy tower korean air zero eight eight
approaching foxtrot

0605:19 LC korean zero eight eight heavy now cross
runway three one right at zulu alpha hold short
of runway two two right

A-10

0605:25 KAL088 roger cross runway ah three one right and
(unintelligible) korean air zero eight eight
0606
0607
0607:05 LC korean air zero eight eight heavy runway two
two right taxi into position and hold

0607:09 KAL088 taxi into position and hold runway two two
right korean air zero eight eight heavy
0608

0608:44 LC korean air zero eight eight going over gayle
squawk three zero zero one

0608:51 LC korean air zero eight eight runway ah two two
right r v r more than six thousand wind two
three zero at eight runway two two right cleared
for takeoff

0608:58 KAL088 roger (unintelligible) cleared for takeoff runway
two two right korean air zero eight eight
0609
0610
0610:26 LC korean air zero eight eight heavy contact
departure one two five point seven

0610:30 KAL088 one two five point seven korean air zero eight
eight good day

0610:51 CAR99 and tower nine nine is holding short of the
approach end runway one three right

0610:55 LC (unintelligible) are those lights too bright i just
turned them up ah to see if i was getting an r v r
reading there

0611:03 CAR99 ah can you put them back on three there
blinding

0611:07 LC yea sure hold on a second

0611:21 LC alright nine nine you ready to go on one three right you say

0611:25 CAR99 yes sir

0611:26 LC alright nine nine proceed on runway one three right and ah you cleared to cross runway two two right

0611:34 CAR99 ah roger cleared to cross two two right ninety nine

0611:56 MSR990 ground egypt air nine nine zero heavy good evening and on alpha

0612:03 LC egypt air nine ninety where are you

0612:07 MSR ground egypt air nine nine zero hold short of alpha

0612:11 LC egypt air nine ninety come up on one nineteen one

0612:14 MSR nineteen one

0612:30 LC egypt air nine nine zero up on frequency

0612:34 MSR990 affirmative changing to nineteen one bye

0612:38 MSR990 ah tower egypt air nine nine zero heavy hold short of alpha

0612:43 LC where are you where at alpha

0612:44 MSR990 on golf

0612:46 LC alright taxi left on bravo and hold short of runway three one right at zulu alpha

0612:57 MSR990 confirm bravo and hold short zulu alpha confirm egypt air nine nine zero heavy

0612:58 LC it's taxi left bravo hold short of runway three one right at zoo at zulu alpha

0613:05 MSR990 ah hold short left bravo and hold short three one zulu alpha egypt air nine nine zero heavy

0613:51 ELY2812 clearance delivery el al two eight one two ah good morning

0613:57 LC el al two eight one two good morning your cleared to frankfurt via the kennedy seven departure actual it's a betty two departure and nantucket transition start out with a gateway climb then as filed maintain five thousand expect flight level two niner zero one zero minutes after squawk three zero zero two and ah oscar the current atis departure frequency one two five point seven

0614:28 ELY2812 roger el al cleared to frankfurt via betty two nantucket transition gateway five thousand feet initially two niner zero ten minutes after departure three zero zero two the squawk and the departure frequency one two five seven ah we would like a possible to take off on runway three one left

0614:56 LC it's available but ah it's not the noise abatement selected runway tonight so we're going of off two two right

0615:06 LRC661 and ah kennedy tower lacsa six sixty one at mike alpha taxi out

0615:09 ELY8212 ah confirm three one left will be available for us

0615:13 LC what i said was (unintelligible) the runway is available if you need it but it's not the noise abatement selected runaway (unintelligible) delays subject to comforming traffic

0615:25 ELY8212 (unintelligible) are the heavy today (unintelligible)

0615:30 LC lacsa six six one standby

0615:32 LC alright el al two eight one two when your ready to taxi if you need three one left i'll give you three one left

0615:38 ELY8212 ok thank you

0615:42 MSR990 tower egypt air niner niner zero heavy approaching hold short three one left and ah approaching zulu alpha

0615:51 LC egypt air nine ninety cross runway three one right at zulu alpha hold short of runway two two right

0615:57 MSR990 ah kennedy tower egypt air nine nine zero heavy holding short two two right

0616

0616:04 LC lacsa six sixty one were you coming out

0616:07 LRC661 (unintelligible) were coming out mike mike
alpha

0616:09 LC lacsa six sixty one taxi left on bravo hold short
of foxtrot

0616:16 LRC661 (unintelligible) left on bravo and hold short of
foxtrot lacsa six sixty one

0617

0617:56 MSR990 ah kennedy tower egypt air nine nine zero
heavy holding short two two right

0618:01 LC egypt air nine ninety hold short of two two right

0618:05 MSR990 hold short confirm departure frequency one two
five seven

0618:09 LC that's correct

0618:11 MSR990 thank you sir

0618:14 LC nine nine tower

0618:17 CAR99 nine nine

0618:18 LC yea were are you right now

0618:21 CAR99 ah (unintelligible) right adjacent to mike

0618:24 LC ok yea that were i thought you were hold short
of runway two two right i'm going to have a
departure

0618:29 CAR99 roger hold short nine nine

0618:32 LC egypt air nine ninety heavy runway two two right taxi into position and hold

0618:36 MSR990 taxi into position and hold nine nine zero heavy
0619

0619:06 LC i got a egypt air nine ninety going over shipp
it's on an older strip center says it's still good
squawk one seven one two here he comes

0619:22 LC egypt air nine ninety heavy the wind is two four
zero at one zero runway two two right r v r is
more than six thousand runway two two right
cleared for takeoff

0619:33 MSR990 cleared for takeoff confirm climb to six
thousand

0619:36 LC negative sir the runway two two right r v r is
more than six thousand you fly the gateway
climb climbing to five thousand

0619:43 MSR990 following gateway cleared for takeoff runway
two two right egypt air nine nine zero heavy
0620

0620:59 LC nine nine use caution for wake turbulence your
cleared to cross runway two two right on one
three right

0621:05 CAR99 nine nine

0621:07 LC egypt air nine ninety heavy contact departure
now on one two five point seven

0621:11 MSR990 to departure bye bye

A-16

0622
0622:31 CAR99 nine nine clear of two two right

0622:34 LC nine nine roger

0622:39 LC laca six sixty one cross runway three one right
at zulu alpha hold short of two two right

0622:45 LRC661 ok understand cross three one (unintelligible)
by zulu alpha and (unintelligible)

0623
0623:39 CAR99 and tower nine nine clear of three one left hold
short of the approach end four right

0623:44 LC nine nine proceed on the runway four right
0624

0624:47 CAR99 nine nine
0625

0625:17 LC laca six six one runway two two right taxi into
position and hold

0625:21 LRC661 into position and hold laca six sixty one laca
six sixty one

0625:33 LC laca six sixty over wavey

0625:34 LRC661 (unintelligible) taxi to two two right laca six
sixty one

0625:41 LC yes (unintelligible) two two right

0625:43 LRC661 thanks
0626

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MSR990

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End of Transcript

* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.



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

Memorandum

Subject: **INFORMATION:** Full Transcript; Aircraft
Accident; MSR990; 60 NM SSE Nantucket,
MA.; October 31, 1999, 0653 UTC

Date: November 2, 1999

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-143

This transcription covers the New York ARTCC Sector 57 non-radar position for
the time period from October 31, 1999, 0551 UTC to October 31, 1999, 0601 UTC.

Agencies Making Transmissions

Abbreviations

New York ARTCC, Departure Complex
JFK Tower Flight Data

D57
JFKT

I hereby certify that the following is a true transcription of the recorded
conversations pertaining to the subject accident.



Robert L. Shainline
Quality Assurance Support Specialist
New York Air Route Traffic Control Center

0551
0552
0553
0554
0555
0556
0556:05 D57 pit

A-17

0556:07 JFKT oh hi yeah i had a egyptair nine ninety from ah he was proposed out at zero three ah thirty is that flight plan still good or ah since the computer just came up

0556:15 D57 yeah that that's still good

0556:20 JFKT yeah give him a new code or the three thousand code or give him the code he has

0556:23 D57 the code he has is good

0556:25 JFKT yeah

0556:26 D57 yeah

0556:27 JFKT all right

0556:28 D57 hey while i got you korean air two fifty eight

0556:30 JFKT yeah

0556:31 D57 um i'll give you the clearance gayle as filed

0556:32 JFKT ok

0556:34 D57 there looking for thirty one

0556:35 JFKT ah thirty one thousand now

0556:35 D87 yeah

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MSR990

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0556:36 JFKT all right i'll give him thirty one

0556:37 D57 all right

0556:38 JFKT all right

0556:39 D57 d u

0557

0558

0559

0600

0601

End of Transcript

A-19



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

Memorandum

Subject: **INFORMATION:** Full Transcript; Aircraft
Accident; MSR990; 60 SSE ACK; October 31,
1999

Date: November 19, 1999

From: New York TRACON

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-143

This transcription covers the New York TRACON for the time period from October 31, 1999, 0616 UTC to October 31, 1999, 0631 UTC.


Agencies Making Transmissions

New York TRACON
Kennedy ATCT
Boston ARTCC
New York ARTCC
Egypt Air Flight 990
Tower Air Flight 121
Lacsa Flight 661

Abbreviations

N90
JFKT
ZBW
ZNY
MSR990
TWR121
LRC661

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving MSR990:


Richard C. Miller
Staff Specialist Quality Assurance
New York TRACON

0616		
0616:12	N90	korean air eighty eight heavy contact new york on one two six point eight good morning
0616:17	KAL088	roger one two six point eight korean air zero eight eight good morning
0617		
0618		
0619		
0619:06	JFKT	ive got an egypt air nine ninety uh going over shipp
0619:09	N90	uh huh

A-26

0619:09 JFKT its on a older strip but the center said its still good

0619:12 N90 all right fine

0619:13 JFKT squawk one seven one two

0619:14 N90 good

0619:15 JFKT here he goes

0620:39 ZBW rober arrivals new york

0620:43 N90 yeah

0620:44 ZBW i have a manual hand off for you just over calverton twenty four oh four code

0620:48 N90 who is it

0620:49 ZBW tower air one twenty one

0620:50 N90 eh what type

0620:52 ZBW uh you know good question not a hundred percent sure

0620:56 N90 all right hes radar contact

0620:58 ZBW thanks a lot ill have him check on it

0621:15 MSR990 departure egypt air nine ninety on your frequency

0621:20 N90 egypt air nine ninety heavy new york youre radar contact climb maintain one three thousand

0621:25 MSR990 climbing one three thousand nine nine zero

0621:31 TWR121 kennedy approach tower one two one checking in one two thousand a seven four seven

0621:37 N90 tower one two one new york youre radar contact descend and maintain four thousand and say your type aircraft

0621:42 TWR121 down to four thousand tower air one two one were a seven forty seven

0621:47 N90 all right sir did you want thirty one left or no

0621:50 TWR121 right side would be fine

0621:52 N90 all right plan i l s three one right tower air one two one heavy

0621:55 TWR121 one three right tower air one two one

0621:57 N90 egypt air nine ninety heavy turn left and proceed direct shipp
0622
0622:01 MSR990 direct shipp nine ninety right
0623
0623:21 N90 tower one twenty one heavy descend and maintain four thousand and
fly heading two five zero

0623:26 TWR121 four thousand heading two five zero tower one twenty one
0624
0624:46 N90 (unintelligible) kennedy manual handoff egypt air nine ninety

0624:58 ZNY doesnt anybody know over at the tower that they gotta put these flight
plans back in
0625
0625:01 N90 its just disgusting

0625:03 ZNY uh let me see if they put anything in i maybe just didnt get the paper
hang on I see him coming keep him coming

0625:10 N90 wilco

0625:11 ZNY lets see you can go to twenty three with him too

0625:13 N90 twenty three

0625:14 ZNY yeah uh and let me see if there is anything in here of course not uh i
don't have all of his routing either oh thats wonderful

0625:23 N90 shipp linnd lacks dovey natz santiago s t g and hes going to cairo h e c
a

0625:33 ZNY o k cairo and what code do you have him on

0625:36 N90 seventeen twelve

0625:38 ZNY o k let me start a track track pick this new equipment i dont even know
how to do this stuff enter there he is o k interim two three oh do you
know what he wants for a final

0625:50 N90 i got thirty three thousand

0625:52 ZNY o k uh hes radar contact and uh yeah just go to twenty three

0626:00 N90 o k wilco

0626:01 ZNY all right thanks

0626:04 N90 egypt air nine ninety heavy climb and maintain flight level two three
zero and contact new york center on one three four point five five

0626:10 MSR990 one three four five five two three zero
0627
0627:19 JFKT lacsa six sixty one goin over wavey

0627:22 N90 check

0627:26 N90 tower one twenty one descend and maintain two thousand

0627:30 TWR121 two thousand tower one twenty one

0628 0628:40 LRC661 new york departure good morning lacsa six six one out of nine hundred for five thousand

0628:45 N90 lacsa six six one good morning youre radar contact climb and maintain one three thousand

0628:48 LRC661 up to one three thousand lacsa air six six one

0629:00 N90 tower one two one turn right heading two eight zero youre thirteen miles from the outer marker maintain two thousand until established on localizer cleared i l s three one right approach

0629:10 TWR121 two eight zero maintain two thousand until established cleared three one right approach

0629:16 N90 lacsa six six one turn left and proceed direct to wavey resume your own navigation

0630:20 LRC661 roger direct to wavey resume own navigation lacsa six six one

0630:32 LRC661 and kennedy lacsa six six one any chance for high speed at this time

0630:35 N90 roger lacsa six six one speed your discretion

0630:37 LRC661 thank you

0630:39 N90 tower one twenty one heavy contact kennedy tower one one niner point one so long

0630:41 TWR121 one one niner point one good night

0630:52 N90 lacsa six six one contact new york center one three four point five five so long

0630:55 LRC661 one three four point five five for lacsa six six one have a nice day

0631

End of Transcript



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

Memorandum

Subject: **INFORMATION:** Full Transcript; Aircraft
Accident; MSR990; 60 NM SSE Nantucket,
MA; October 31, 1999, 0653 UTC

Date: November 4, 1999

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-143

This transcription covers the New York ARTCC Manta radar position for the time period from October 31, 1999, 0619 UTC to October 31, 1999, 0639 UTC.

Agencies Making Transmissions

New York TRACON, Kennedy Sector
New York Center, Manta Radar Sector
Egypt Air Airlines Flight 990
Agent Unknown
Lineas Aereas Costarricenses S.A. Flight 661
Washington Center, Sea Isle Sector

Abbreviations

KDR
R66
MSR990
Unknown
LRC661
SIE

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving MSR990:


Theresa Kirk
Quality Assurance Data Analyst
New York ARTCC

0619
0620
0621
0622
0623

0624

0624:46	KDR	ah manta kennedy manual handoff egyptair nine ninety
0624:57	R66	doesn't anybody know over at the tower that they've got to put these flight plans back in
0625:01	KDR	it's just disgusting
0625:04	R66	uh let me see if they put anything in i may be just didn't get the paper hang on i see him coming just keep him coming
0625:10	KDR	wilco
0625:11	R66	uh lets see you can go to twenty three with him too
0625:13	KDR	twenty three
0625:14	R66	yeah and let me see if theres anything in here of course not uh and i don't have all his routing either oh that's wonderful
0625:23	KDR	ah shipp linnd lacks dovey
0625:26	R66	nat z
0625:27	KDR	natz nat z
0625:28	R66	santiago s t e
0625:29	KDR	santiago yeah

0625:30 R66 and he's going to cairo

0625:31 KDR h e c a wherever that is

0625:32 R66 o k that's cairo and what uh code you got him on

0625:34 KDR seventeen twelve

0625:35 R66 o k let me start a track track pick this new equipment i don't even know how to do this stuff enter there he is o k interim two three oh do you know what he wants as a final

0625:52 KDR i got thirty three thousand

0625:53 R66 o k uh he's radar contact and uh yeah just go to twenty three with him

0626:01 KDR all right wilco d g

0626:02 R66 thanks

0626:35 MSR990 new york egyptair nine nine zero heavy good evening

0626:40 R66 egyptair nine nine zero go

0626:43 Unknown (unintelligible)

0626:45 R66 egyptair nine nine zero go ahead

0626:48 MSR990 uh approaching three seven up to flight level two three zero

0626:53	R66	roger
0627		
0628		
0629		
0629:54	R66	egyptair nine ninety say the altitude leaving
0629:58	MSR990	uh leaving approaching one niner zero up two three zero
0630:05	R66	egyptair nine ninety roger
0631:05	LRC661	uh new york departure good morning lacsa six six one out of five thousand four hundred for one three thousand flying direct wavey
0631:12	R66	lacsa six six one climb to flight level two three zero
0631:15	LRC661	up to two three zero for lacsa six six one
0631:26	R66	egyptair nine ninety new york one three two point one five
0631:29	MSR990	three two one five bye
0631:51	R66	kennedy manta ninety four
0631:56	KDR	yeah
0631:57	R66	you got anymore surprises after this lacsa coming off or is he the last one
0632:01	KDR	um he's the last proposal i got that goes out that way

0632:05 LRC661 lacsa six six one ah we're going to go ah if we can direct dixon

0632:08 R66 (unintelligible) didn't just let one guy

0632:10 KDR uh it's the last ticket i've got on anybody

0632:13 R66 yeah cause nobody typed in the egyptair but they did type in the lacsa

0632:15 KDR yeah

0632:16 R66 o k i just wanted to make sure there wasn't anybody else so i didn't have to throw out the strips and then not find them

0632:18 KDR well just because you don't have a ticket on anybody doesn't mean there's nobody else but that's all you know that's the best information i've got now

0632:23 R66 yeah if you don't have a ticket and its not in the machine i don't have a ticket either so we're both gonna be in the dark

0632:27 KDR well there ya go

0632:28 R66 o k thanks

0632:30 KDR d g

0632:31 R66 aircraft calling say it again

0632:33 LRC661 lacsa six six one whenever it's possible direct dixon

0632:35	R66	lacsa six six one i'll have a turn for you shortly
0632:38	LRC661	thank you
0633		
0634		
0634:04	R66	sea isle ninety nine manta uh direct to dixon o k
0634:09	SIE	sure direct dixon at flight level three one zero's approved lacsa air six sixty one
0634:13	R66	show it
0634:14	SIE	f e
0634:17	R66	lacsa six sixty one climb maintain flight level three one zero
0634:20	LRC661	up to three one zezro for lacsa six six one
0634:24	R66	lacsa six six one direct dixon
0634:26	LRC661	and direct dixon thank you lacsa six six one
0634:29	R66	egyptair nine ninety new york
0634:58	LRC661	and kennedy lacsa six six one any chance for three five zero for lacsa six sixty one
0635:02	R66	lacsa six six one contact washington one three three one two and you can make your request to them
0635:07	LRC661	one three three one two you have a nice night

lacs a six six one

0636

0637

0638

0638:45 SIE

camrn sea isle ninety nine line

0639:07 SIE

camrn sea isle ninety nine

End of Transcript



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

Memorandum

Subject: **INFORMATION:** Full Transcript; Aircraft
Accident; MSR990; 60 NM SSE Nantucket,
MA; October 31, 1999, 0653 UTC

Date: November 4, 1999

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-143

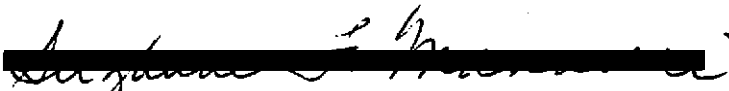
This transcription covers the New York ARTCC Atlantic radar position for the
time period from October 31, 1999, 0626 UTC to October 31, 1999, 0752 UTC.

Agencies Making Transmissions

Abbreviations

New York Center, Kraft Sector	D89
New York Center, Atlantic Sector	R86
Egypt Air Airlines Flight 990	MSR990
Washington Center, Sea Isle Sector	SIE
ARISE57 Flight, USN	ARISE57
Aeronautical Radio, Inc.	ARINC
Boston Center, Cape Sector	B18
Lufthansa Airlines Flight 499	DLH499
USAF Huntress 24th Air Defense Squadron	Huntress
New York Center Atlantic Sector Assistant	R86A
Air France Airlines Flight 439	AFR439
Agent Unknown	Unknown

I hereby certify that the following is a true transcription of the recorded
conversations pertaining to the subject aircraft accident involving MSR990:



Suzanne F. Manaseri
Training Data Analyst
New York ARTCC

0626

0627

0628

0629

0630

0631

0631:25 D89 six eight nine

0631:30 R86 yo

0631:32 D89 arise five seven champ

0631:40 MSR990 new york center egyptair niner niner zero
heavy good evening approaching two two zero
up two three zero

0631:45 R86 egyptair niner niner zero new york center roger

0631:51 R86 now what call sign am i looking for

0631:54 D89 arise stand and rise

0631:55 R86 no i

0631:57 D89 five seven

0631:58 R86 don't have it

0631:59 R86 i don't have it that's that guy going to sea isle
right

0632:00 D89 yep

0632:09	D89	there's a printer over there
0632:11	R86	i'm sorry
0632:12	D89	what's the printer over there
0632:14	R86	my printer
0632:15	D89	yeah
0632:17	R86	what the eighty six printer
0632:20	D89	how do i send it a something to you
0632:21	R86	um send it to ah seventy one
0632:23	D89	zero two five space champ zero one invalid field record come on man it's on its way
0632:41	R86	okay
0632:42	D89	i'll walk over
0632:43	R86	okay
0633		
0634		
0635		
0635:52	R86	egyptair nine ninety climb and maintain flight level three three zero cleared direct dovey
0635:58	MSR990	three three zero direct dovey egyptair nine nine zero

0637
0638
0638:45 SIE camrn sea isle ninety nine line
0639

0639:05 SIE camrn sea isle ninety nine
0640
0641
0641:50 R86 egyptair nine ninety i have your oceanic when
you're ready

0641:56 MSR990 go ahead nine nine zero

0641:59 R86 egyptair nine ninety you're cleared to hotel
echo charlie alpha via after dovey nat track
zulu santiago maintain flight level three three
zero maintain mach point eight zero

0642:12 MSR990 egyptair nine nine zero cleared to cairo zulu
track zulu santiago three three zero eight zero
mach track message identification three
zero four

0642:24 R86 egyptair nine ninety readback correct
0643
0644
0645
0646
0647
0647:18 R86 egyptair nine ninety change to my frequency
one two five point niner two

0647:23 MSR990 one two five nine two good day

0647:39 MSR990 (unintelligible) nine nine zero heavy good
morning

0647:45 R86 egyptair nine ninety roger

0648

0649

0650

0650:45 SIE atlantic sea isle ninety nine line

0650:48 R86 atlantic

0650:50 SIE yes good morning point out for you to the east
of manta code of two four zero three is a
heavy seven forty seven direct nantucket flight
level tree tree zero

0650:57 R86 approved

0650:58 SIE thanks m p

0650:59 R86 alph zulu

0651

0652

0653

0653:28 ARISE57 new york new york arise five seven

0653:34 R86 arise five seven go ahead

0653:38 ARISE57 new york arise five

0653:44 R86 arise five seven squawk one six two five

0653:48 ARISE57 (unintelligible) two four zero checking in

0653:55 R86 arise five seven squawk one six two five

0653:59 ARISE57 squawk one six two five for arise five seven

0654:00	R86	egyptair nine ninety radar contact lost recycles transponder squawk one seven one two
0654:15	R86	arise five seven new york center radar contact
0654:17	ARISE57	arise five seven roger
0654:19	R86	egyptair nine ninety new york center
0654:42	R86	egyptair nine ninety new york center
0655:00	R86	egyptair nine ninety if you copy new york center squawk one seven one two and ident
0656		
0656:08	R86	egyptair nine niner zero new york center
0656:37	ARINC	arinc
0656:40	R86	arinc it's atlantic sector did a egyptair nine ninety check on with you approaching dovey
0656:45	ARINC	which flight is that i'm sorry
0656:47	R86	ah egyptair nine nine zero
0656:50	ARINC	golf yankee nine nine
0656:51	R86	no ah its mike sierra romeo
0656:53	ARINC	mike sierra romeo nine nine zero zero

0656:55	R86	nine nine zero
0656:57	ARINC	nine nine zero ah let me just check here i don't see anything in the computer on the flight
0657:06	R86	ah do me a favor just um try calling the aircraft
0657:07	ARINC	try calling the aircraft
0657:08	R86	yeah try
0657:09	ARINC	you say he's in the dovey area
0657:10	R86	he's approaching dovey yes
0657:12	ARINC	okay we'll call
0657:14	R86	all right thanks alpha zulu
0657:49	R86	egyptair niner niner zero this is new york center on guard contact new york center on one two five point niner two and squawk one seven one two
0658		
0659		
0659:38	R86	egyptair niner niner zero new york center
0700:45	R86	egyptair niner niner zero this is new york center on guard contact new york center on frequency one two five point niner two
0701		
0702		
0703		
0704		
0704:46	R86	cape joboc thirty nine line

0704:47	B18	cape
0704:49	R86	ah you working a lufthansa four ninety nine
0704:50	B18	yes
0704:52	R86	um could you do me a favor
0704:53	B18	yeah
0704:54	R86	i lost contacts i lost contact with the boeing seven six seven in my airspace
0704:56	B18	the ah egyptair
0704:59	R86	yeah i mean we lost radar we lost everything
0705:03	B18	right i have him ah monitoring one twenty one five right now
0705:04	R86	who the lufthansa
0705:06	B18	yeah
0705:08	R86	ah could you ask the lufthansa to ah to um could you possibly switch to my frequency for a minute and i'll i'll have him try calling the ah egyptair
0705:10	B18	sure what do you want twenty five ninety two
0705:15	R86	yes

0705:16	B18	okay i thought i saw like i said it it seemed more like it was ah maybe ten or fifteen minutes ago on the
0705:20	R86	hmm
0705:23	B18	seventeen twelve code that i saw him in whiskey one oh two
0705:25	R86	right
0705:27	B18	pretty much right right in the middle
0705:29	R86	i mean no primary nothing
0705:30	R86	so yeah could you just switch lufthansa over and and ah ah maybe just ask him i could i could ask him
0705:32	B18	yeah send him back when you're done
0705:35	R86	all right thank you alpha zulu
0705:55	DLH499	new york center lufthansa four ninety nine heavy is uh one two nine uh one two five nine two
0706:02	R86	lufthansa four ninety nine new york center i could use your assistance could you try calling a egyptair niner niner zero on this frequency and see if he's ah checks on
0706:13	DLH499	okay standby egyptair niner niner zero this is lufthansa four ninety nine do you read

0706:30	DLH499	egyptair niner niner zero this lufthansa four ninety nine do you read
0706:43	DHL499	i am sorry there is no reply new york and at one two one five we have no e l t
0706:51	R86	lufthansa four ninety nine i want to thank you for your assistance you can return to boston center now
0706:58	DHL499	(unintelligible)
0707		
0708		
0709		
0709:05	R86	arise five seven cross four zero miles southeast of sea isle at one six thousand atlantic city altimeter three zero three niner
0709:12	ARISE57	ok cross forty southeast east sea isle at one six thousand three zero three nine for arise five seven
0709:14	SIE	camrn sea isle ninety nine one handoff (unintelligible) heavy
0709:19	R86	arise five seven roger
0709:40	ARISE57	arise five seven we're starting down now for one six thousand
0709:43	R86	arise five seven roger
0710		
0711		
0712		
0713		
0714		
0714:08	R86	arise five seven you can contact washington center one two seven point seven

0714:13 ARISE57 twenty seven seven for arise five seven good night

0714:34 Huntress new york this is huntress

0714:39 R86 atlantic

0714:41 Huntress yeah did you just call us

0714:46 R86A yeah huntress i did ah did you try to find that guy over
dovey for us one seven one two code you know
where dovey is first off

0714:55 Huntress say again one seven what

0714:57 R86A one seven one two over dovey should be just maybe
a little east of dovey now

0715:04 Huntress copy standby

0715:07 R86A he's eastbound should be at thirty three thousand

0715:55 Huntress new york huntress

0715:56 R86A yeah

0715:57 Huntress negative i can't find him

0715:59 SIE yeah atlantic sea isle ninety nine

0716:08 R86A okay do you have a line to canada east

0716:03 Huntress yes i do

0716:04 R86A could you ask them to take a look for him maybe if s
guy veered off course or something

0716:06 Huntress all right

0716:08 R86A cause we we dropped him into a coast tracking and
can't find him either

0716:10 Huntress okay what's the ah call sign

0716:12 R86A egyptair nine ninety and to the best of my knowledge
he was on a seventeen twelve code

0716:17 SIE atlantic sea isle ninety nine

0716:20 R86 atlantic

0716:22 SIE yes pointout one five miles south of manta code of
two seven seven seven heavy seven forty seven flight
level three seven zero direct nantucket

0716:27 R86 pointout approved

0716:28 SIE thanks m e

0716:29 R86 alpha zulu
0717
0718

0718:30 Huntress new york huntress reference egypt nine ninety

0718:35 ARINC arinc

0718:37 R86 arinc atlantic sector any luck on that egyptair

0718:39	ARINC	uh
0718:42	R86	i have a cell call
0718:44	ARINC	frequency okay go ahead give me the cell call
0718:46	R86	cell call's bravo quebec charlie kilo
0718:49	ARINC	okay we'll try that
0718:51 0719	R86	thanks alpha zulu
0719:15	Huntress	new york huntress i d reference egyptair nine nine zero
0719:19	R86	this is atlantic go ahead
0719:21	Huntress	roger ah can i get a lat long as to the position they're trying to find him at because ah kennedy east has nothing either
0719:30	R86	all right apra he should be passed dovey so the approximate lat long would be ah like four one north and ah six six west
0719:45	Huntress	okay
0719:46	R86	supposed to be at flight level three three zero going eastbound
0719:48	Huntress	alrighty we'll let you know if we find anything
0719:50	R86	great alpha zulu

0719:52 0720	Huntress	juliette delta
0720:49	Huntress	new york atlantic huntress
0720:54	R86A	atlantic
0720:55	Huntress	roger ah we can't find anything out there we don't see anything and neither does canada
0721:00	R86A	okay we're still looking
0721:03	Huntress	alrighty
0721:04	R86A	all right thanks
0721:05	Huntress	all right bye
0721:07 0722 0723	R86A	awright
0723:51 0724	B18	joboc nantucket
0724:05	R86	calling atlantic
0724:06	B18	ah yeah uh are you um joboc also
0724:08	R86	affirmative
0724:09	B18	any luck with the egyptair
0724:10	R86	no

0724:11 B18 nothing

0724:13 R86 no right now i'm having arinc try him using the cell call

0724:15 B18 oh okay i was going to say i guess i said when you said it was ten minutes or so i thought it was even a little bit longer than that and i wasn't sure if he just gone through there a little bit earlier than than expected or not

0724:24 R86 no he should have been by dovey um like twelve minutes ago

0724:28 B18 oh okay

0724:32 R86 so actually i'm going to wait a little we we had called um the canadian military they usually see aircraft over sixty west

0724:34 B18 okay

0724:35 R86 cause they said dovey was a little bit out of their range so if he's going along

0724:41 B18 if he's early they should see him now

0724:42 R86 they sh they should see him shortly

0724:44 B18 yeah okay

0724:46 R86 so

0724:47 B18 i was just curious

A-45

0724:48	R86	all right thanks alpha zulu
0725		
0726		
0727		
0728		
0729		
0730		
0731		
0731:50	R86	cape joboc thirty nine line
0731:58	B18	cape
0732:01	R86	we're still looking for that egyptair
0732:02	B18	okay
0732:05	R86	um this is what i'd like you to do ask airfrans four three nine if he'd be willing to help us out and take a slight reroute to about sixty miles south of nantucket so he could see if he can listen to an e l t
0732:14	B18	okay
0732:15	R86	um have him come up my frequency one twenty five ninety two what's his normal route of flight where's he going now vitol
0732:23	B18	ah he's probably going direct to ah rafin
0732:29	R86	where's he going now is he going direct rafin now
0732:31	B18	ah probably yes i haven't i'm not talking to him yet
0732:33	R86	okay um if you would switch to my frequency one twenty five ninety two

0732:45 B18 sure you want me to throw him on a heading first

0732:47 R86 uh tell him to go direct ah four zero two three north six
niner two seven west and uh we want him to monitor
for an e l t over that position

0732:52 B18 that was ah four zero two three sixty nine west

0732:55 R86 ah six niner two seven west

0732:57 B18 niner two seven okay

0732:59 R86 all right and right

0733:00 B18 and i'll send him right over

0733:01 R86 thank you alph zulu

0734:01 R86 airfrans four thirty nine new york center

0734:14 R86 cape did you switch the airfrans

0734:20 B18 i'm trying to get him to go to those coordinates he's
kinda being a little wishy washy about it

0734:24 R86 all right just have him come on my frequency one two
five niner two i'll take care of it

0734:26 B18 okay

0734:27 R86 thanks

0734:50 AFR439 ah new york center airfrans four three niner

0735:03 R86 airfrans four thirty nine new york center i believe
boston center apprised you of our situation requesting
your assistance in searching for an aircraft

0735:20 R86 airfrans four thirty nine copy

0735:23 AFR439 airfrans (unintelligible) would you speak slowly please

0735:28 R86 airfrans four thirty nine we have a situation where we
lost contact with a boeing seven sixty seven
requesting your assistance to overfly the area that the
aircraft where we lost air contact with the aircraft and
if you could monitor for e l t over that area

0735:48 AFR439 new york airfrans four three niner - - - new york
center from four three niner

0736:00 R86A airfrans four three nine go ahead sir

0736:03 AFR439 yes ah could do you know the coordinate of this
airplane and ah its registration

0736:10 R86 airfrans four thirty nine proceed from present
position direct four zero two six north six niner three
five west

0736:24 AFR439 four zero two six north six niner five west airfrans ah
four three niner okay

0736:31 R86 and airfrans four three niner the west coordinate was
six niner three five west

0736:37 AFR439 i'm sorry six niner three five west airfrans four three
niner

0736:42 R86 airfrans four three niner roger and if you could start to monitor for e l t now advise if positive or negative

0736:51 AFR439 ah airfrans ah four three niner we are monitoring one two one point five and we have no contact for the moment we confirm the heading ah when we turn on ah this position

0737:04 R86 airfrans four three niner thank you
0738

0738:01 R86 airfrans four three niner fly heading one five zero

0738:05 AFR439 one five zero airfrans ah four three niner
0739
0740
0741
0742
0743

0743:15 AFR439 ah new york center airfrans ah four three niner

0743:19 R86 airfrans four thirty nine go ahead

0743:24 AFR439 standby ah airfrans four three niner

0743:38 AFR439 new york center to ah information to join um uh north forty uh point uh twenty six and west uh sixty niner three five we have to turn right heading ah two four zero

0743:54 R86 airfrans four thirty nine you can just remain on this heading we're just trying to see if uh you can either see anything or if you can if there's anything yet for an e l t what are your sky conditions right now

0744:09 AFR439 ah it's overcast for airfrans four three niner we have uh yes we have um might ah we we see the ground lightly

A-49

0744:20 R86 and it's still negative on the e l t

0744:26 AFR439 negative airfrans four three niner

0744:29 R86 airfrans four thirty nine I want to thank you for your assistance and ah you're recleared present position direct uh vitol november two niner alpha

0744:47 AFR439 we are recleared to rafin uh from four three niner

0744:51 R86 airfrans four thirty nine i tell you what your cleared present position direct dovey and then four five north five zero west

0744:59 AFR439 i copy airfrans four three niner will do with ah no contact for the for the moment outside

0745:05 R86 airfrans four thirty nine thank you very much for your assistance and ah as i said you're cleared present position direct dovey four five north five zero west did you receive your oceanic clearance from boston center

0745:15 AFR439 not for the moment airfrans ah four three niner

0746
0747
0747:43 AFR439 airfrans uh four three niner we remain on your frequency

0747:46 R86 airfrans four thirty nine affirmative uh you'll be in my frequency until you're uh approaching dovey

0747:53 AFR439 four three niner

0748
0749
0749:16 AFR439 ah new york airfrans ah four - - - four three niner would you confirm we have to proceed direct to dovey

because uh our flight plan route was ah rafin then uh
four five north five zero west airfrans uh four three
nine

0749:39 R86 airfrans four three nine i have your new oceanic
clearance when you're ready to copy

0749:46 AFR439 we are ready to copy go ahead

0749:49 R86 airfrans four thirty nine cleared to paris de gualle via
present position direct dovey four two north six zero
west four five north five zero west four six north four
zero west four eight north three zero west five zero
north two zero west five one north one five west upper
november five one four giper airways destination
maintain flight level three seven zero and say mach
number

0750:33 AFR439 airfrans uh four three nine we are cleared destination
via ducky four two north six zero west four five north
five zero west four six north four zero west um
standby one - - - four eight north three zero west five
zero north two zero west five one north one five west
ah uniform november five one four and giper we have
to maintain three seven zero and mach decimal eight
five airfrans uh - - - ah did you a copy airfrans four
three nine

0751:23 R86 airfrans four thirty nine the first intersection would be
dovey intersection delta oscar victor echo yankee

0751:37 AFR439 get ah dovey alta delta alpha echo victor yankee and
um then ah four two north six zero west for airfrans
four three nine

0751:49 R86 airfrans four three nine roger and the ah correct
spelling of dovey would be delta oscar victor echo
yankee

0752:02 AFR439 okay victor oscar echo --- delta oscar victor echo
yankee then ah four two north six zero west airfrans
uh four three nine

0752:16 R86 airfrans four three nine roger read back correct

0752:19 AFR439 thank you

0752:29 Unknown i have a couple of estimates for you

End of Transcript