

Docket No: SA-516

Exhibit No: 3-C

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

AIR TRAFFIC CONTROL TRANSCRIPTS G - H

- G. New York TRACON Area Manager In Charge Position
- H. New York TRACON Calverton Position



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

Memorandum

6

Subject: **INFORMATION:** Transcript; Reference Aircraft
Accident; TWA800; 23 SW HTO; July 18, 1996

Date: July 18, 1996

From: New York TRACON

Reply to
Attn. of:

To: This transcription covers the New York TRACON Area
Manager In Charge position for the time period from
July 18, 1996, 0100 UTC to July 18, 1996, 0111 UTC.

Agencies Making Transmissions

New York TRACON Area Manager In Charge
John F. Kennedy Tower

Abbreviations

AMIC
JFKT

I hereby certify that the following is a true transcription of the recorded conversations
pertaining to the subject aircraft accident TWA800:

Dwight D. MacConnell
Quality Assurance Specialist
July 18, 1996

0100

0101

0102

0103

0104

0105

0105:39 AMIC kennedy tracon

0105:55 AMIC kennedy tracon

6-1

ZBW-ARTCC-126

TWA800

Page 2 of 3

0105:58 JFKT tracon kennedy

0106:00 AMIC whose got the watch there tonight

0106:01 JFKT al

0106:03 AMIC al can i speak to him

0106:04 JFKT he's not here right now

0106:07 AMIC o k um ya know when he'll be back

0106:08 JFKT mmm in probably i'd say around fifteen minutes

0106:11 AMIC have him call me here at the tracon carmine gallo o k

0106:13 JFKT o k carmine

0106:14 AMIC tell him it's important

0106:15 JFKT o k carmine

0106:16 AMIC all right bye

0106:17 JFKT you got it

G-2

ZBW-ARTCC-126

TWA800

Page 3 of 3

0107

0108

0109

0110

0111

End Of Transcript

G-3



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

H

Memorandum

Subject: **INFORMATION:** Transcript; Reference Aircraft
Accident; TWA800; 23 SW HTO; July 18, 1996

Date: July 22, 1996

From: New York TRACON

Reply to
Attn. of: :

To: This transcription covers the New York TRACON
Calverton position for the time period from July 18,
1996, 0027 UTC to July 18, 1996 0059 UTC.

Agencies Making Transmissions

New York TRACON, Calverton
Islip Long Island Tower
Piper Aircraft Corp
Piper Aircraft Corp., Navajo
Beech Aircraft Corp., Travilair
Piper Aircraft Corp. Cherokee
Cessna Aircraft Corp., Twin Cessna
Unknown
Business Express 604
Cessna Aircraft Corp. N61940
Piper Aircraft Corp., Seneca N56722
Beech Aircraft Corp. Kingair N44SR
Cessna Aircraft Corp. N61763
Cessna Aircraft Corp. N7706T
Piper Aircraft Corp. N9561C
Cessna Aircraft Corp. N65776
Piper Aircraft Corp. N98630
Beech Aircraft Corp. Kingair N400RV
AMR, American Eagle Inc. 906
Business Express 507
Cessna Aircraft Corp. N63012 Unkn
Trans States Airlines Inc., d/b/a Trans World Express 793
Beech Aircraft Corp. Kingair N717RD
Gulf stream Aerospace, Inc. Commander
Piper Aircraft Corp. Cherokee N81015

Abbreviations

ISPC
ISPT
N41442
N82J
N2084C
N9288K
N61C
N82J
GAA604
N61940
N56722
N44SR
N61763
N7706T
N9561C
N65776
N98630
N400RV
EGF906
GAA507
N63012
LOF793
N717RD
N1182J
N81015

H 1

ZBW-ARTCC-126
TWA800
Page 2 of 29

Agencies Making Transmissions (Cont.)

Atlantic Coast Airlines, Division of Westair Airlines Inc.,
d/b/a, United Express 449
Boston Enroute Air Traffic Control Center
New York TRACON, Unknown Position

Abbreviations

BLR449
ZBW
JFK

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving TWA800:



Benjamin P. LaFleur
Quality Assurance Specialist
July 22, 1996

0027
0027:02 UNKN through one thousand five hundred

0027:03 ISPC navajo four one one four two new york approach good evening
good evening the islip altimeter three zero zero six

0027:07 N41142 zero six one forty two

0027:14 ISPC commander eight two juliet radar radar severvice is terminated
squawk v f r frequency change approved have a good night sir

0027:16 N82J good night two j

0027:47 N2084C uh departure good evening travel air two zero eight four charlie
is off of islip nine hundred

ZBW-ARTCC-126

TWA800

Page 3 of 29

0027:50 ISPC travel air eight four charlie new york departure good evening radar contact and climb and maintain v f r three thousand five hundred while in the class c airspace and you can turn left on course to east hampton

0028:00 N2084C thank you left on course and out of one thousand for three point five eight four charlie

0028:14 ISPC navajo one four two climb and maintain v f r two thousand while in the class c airspace

0028:18 N41142 okay we're going for two thousand for you one forty two

0028:46 N9288K new york approach this is archer niner two eight eight kilo

0028:51 ISPC archer niner two eight eight kilo new york approach good evening the islip altimeter three zero zero six

0028:56 N9288K eight eight kilo

0029
0029:50 N2084C new york eight four charlie

0029:52 ISPC travel air eight four charlie new york

0029:54 N2084C yes i was wondering if you could work out a couple practice approaches into uh east hampton tonight

ZBW-ARTCC-126
TWA800
Page 4 of 29

0029:58 ISPC travel air eight four charlie roger i'll uh hand you off to the next controller stand by

0030
0030:06 ISPC travel air eight four charlie uh what approach are you looking for is that the v o r alpha

0030:10 N2084C that's the one

0030:11 ISPC okay

0030:33 ISPC twin cessna six one charlie descend and maintain three thousand

0030:37 N5061C six one charlie out of four for three
0031
0032
0032:02 ISPC twin cessna five zero six one charlie contact new york approach now on one two five point seven have a good night

0032:08 N5061C six one charlie twenty five seventy you do the same

0032:12 N41142 uh new york navajo four one one four two

0032:15 ISPC navajo one four two new york

0032:17 N41142 yeah we just saw a big flame in the air uh just south of uh smith's point southeast of smith's point uh something was coming down out of the air probably about from about three thousand feet and it went down to the ground

H4

ZBW-ARTCC-126
TWA800
Page 5 of 29

0032:30 ISPC ah roger thank you

0032:33 N9288K new york eight eight kilo also saw it

0032:36 ISPC Cherokee eight eight kilo roger thank you

0032:37 UNKN ralph

0032:39 N2084C (unintelligible) definitely saw it also

0032:40 ISPC okay that was eight four charlie

0032:42 N2084C eight four charlie saw it

0032:44 ISPC thank you

0032:46 ISPC tower approach seventy nine line

0032:49 ISPC did you see a big flame out to the southeast down by smith's point park

0032:51 ISPT okay i have a seneca right now in the pattern he just saw a flare he's gonna go check it out and let me know

0032:54 ISPC yeah there's uh three aircraft here that said they saw it

H5

ZBW-ARTCC-126
TWA800
Page 6 of 29

0032:57 ISPT well yeah i gotta seneca go out there now checking it out

0032:59 ISPC all right very good thanks

0033
0033:01 ISPT alright a o

0033:02 N2084C uh new york eight four charlie coming up on twenty three forty five

0033:07 ISPC sorry uh travelair eight four charlie say again

0033:14 N2084C that's for one four two

0033:21 ISPC okay uh the tower says uh the islip tower also saw the flare they say and they're saying the seneca's gonna go take a look out

0033:28 UNKN islip

0033:28 ISPC islip

0033:31 UNKN this is kennedy can i go to two with six one charlie

0033:31 UNKN (unintelligible)

0033:32 ISPC your control

ZBW-ARTCC-126
TWA800
Page 7 of 29

0033:34 N2084C anyway eight four charlie want a frequency change for a couple of minutes

0033:35 ISPC travel eight four charlie frequency change approved and when you come back on the frequency contact approach one three two point two five thirty two and a quarter

0033:44 N2084C will do eight four charlie

0034

0034:07 N82J uh approach this is eight two juliet we also saw that big flame and there's definitely some activity burning on the water down there

0034:13 ISPC okay thank you

0034:19 ISPT hey departure tower on the seventy nine line

0034:21 ISPC departure

0034:23 ISPT yeah five southeast of (unintelligible) that seneca's seven two two

0034:24 ISPT gonna remain in the air below fourteen to he's gonna check it out and let me know what's going on

0034:28 ISPC all right yeh someone said they see something burning in the water there

0034:32 ISPT he said the same thing the seneca so

H 7

ZBW-ARTCC-126
TWA800
Page 8 of 29

0034:34 ISPC okay very good f b

0034:34 ISPT i o

0035:00 ISPC navajo one four two contact approach now one three two point two five thirty two and a quarter good day

0035:05 N41142 thirty two twenty five for one forty two

0035:13 ZBW new york tracon boston on the eighty two line

0035:46 GAA604 hello new york bizex six o four six thousand

0035:49 ISPC bizex six o four new york approach good evening islip altimeter three zero zero six

0035:54 GAA604 zero six

0035:56 ISPC negative
0036
0037

0037:16 ISPC cherokee eight eight kilo verify you are landing brookhaven sir

0037:20 N9288K uh yeah eight eight kilo we'll be going to brookhaven we just want to go over captree and then go to brookhaven

0037:24 ISPC o k eight eight kilo understand

ZBW-ARTCC-126
TWA800
Page 9 of 29

0037:27 ISPC bizex six zero four descend and maintain four thousand

0037:30 GAA604 down to four bizex six o four

0037:34 N61940 new york approach cessna six one niner four zero

0037:37 ISPC that's a six one niner four zero change to my frequency one one eight point zero

0037:49 N61940 new york approach cessna six one niner four zero

0037:52 ISPC cessna six one niner four zero new york approach say request

0037:56 UNKN yeah request

0037:59 N61940 cessna six one niner four zero

0038
0038:04 N61940 six one zero niner four zero would like to transition your airspace to the west

0038:06 ISPC that's niner four zero roger squawk zero one two two and ident

0038:08 N61940 niner four zero squawking zero one two two ident

0038:14 ISPT departure tower

0038:16 ISPC departure

0038:36 ISPT yeah about ten southeast seneca i'm gonna hand him off to you he's losing radar

0038:39 ISPC yeah there's a helicopter on the scene right now too

0038:40 ISPT okay

0038:41 ISPC released

0038:41 ISPT okay i o

0038:51 ISPC new york approach seneca five six seven two two

0038:54 ISPC seneca five six seven two two new york approach ident sir you're one thousand five hundred

0038:58 N56722 seven two two that's one thousand four hundred that's affirmative

0039:00 ISPC seneca seven two two roger radar contact one seven miles southeast of the islip airport and uh use caution there's there's a couple helicopters down low level uh just circling overhead that area there now it appears to be something has gone down and uh is in the water there burning from what i understand

0039:17 N56722 okay seven two two understand there's a helicopter and there is help over there

ZBW-ARTCC-126
TWA800
Page 11 of 29

0039:21 ISPC affirmative he's down low level about four hundred feet

0039:24 N56722 okay we're breaking off we're getting low on fuel i just wanted to check it out make sure it was alright

0039:28 ISPC roger

0039:30 N44SR new york approach king air four four sierra romeo

0039:32 ISPC king air four four sierra romeo new york approach

0039:35 N44SR yes sir north of the northport stacks alpha landing islip

0039:38 ISPC four four sierra romeo roger squawk zero one one zero one two three and ident

0039:43 N44SR zero one two three four sierra romeo

0039:55 ISPC four four sierra romeo radar contact two miles northwest of the port jefferson stacks fly heading of one two zero vectors for sequencing to islip verify you do have the atis sir information alpha

0040
0040:05 N44SR we have alpha one two zero we show northwest of the northport stacks

0040:11 ISPC cessna niner four zero ident and say your destination

ZBW-ARTCC-126
TWA800
Page 12 of 29

0040:19 N61763 and good evening new york cessna six one seven six three with
you

0040:24 ISPC cessna seven six three new york departure good evening radar
contact climb and maintain two thousand proceed on course to
farmingdale

0040:30 N61763 roger climbing to two thousand and we have a cessna that was
pointed out to us by the tower

0040:35 ISPC roger twelve o'clock and about a mile westbound a cessna one
thousand four hundred

0040:39 N61763 roger six one seven six three

0040:41 ISPC bizex six zero four contact new york approach one two five point
seven have a good day

0040:46 GAA604 twenty five seven we'll see you later

0040:47 ISPC good bye

0040:49 N7006T new york approach cessna seven zero zero six tango

0040:53 ISPC all right there's two aircraft calling at the same time now aircraft
on twenty o five change to my frequency one one eight point zero

0041:00 UNKN o k

ZBW-ARTCC-126
TWA800
Page 13 of 29

0041:01 ISPC o k the aircraft calling eighteen zero say again

0041:07 N7006T this is cessna seven zero zero six tango

0041:11 ISPC cessna seven zero zero six tango new york approach say request

0041:18 N7006T seven zero zero six tango is at two thousand feet uh i'm eighteen miles uh uh east of the airport and looking for landing instructions at macarthur

0041:20 ISPC cessna zero six tango roger squawk zero one two four and ident

0041:28 N7006T zero one two four and ident

0041:30 ISPC king air four four sierra romeo contact long island tower now on one one niner point three nineteen three have a good night

0041:36 N44SR nineteen three you too four sugar romeo

0041:39 ISPC cessna niner four zero ident say your altitude uh correction say your destination

0041:44 N64940 cessna six four niner four zero destination westbound to farmingdale altitude two five zero two five thousand feet two five hundred feet

0041:49 ISPC that's niner four zero is radar contact four miles southeast of the islip airport proceed on course to farmingdale maintain two thousand five hundred and the islip altimeter is three zero zero six

0042
0042:05 N64940 three zero zero six four niner four zero

0042:09 N9561C new york approach piper nine five six one charlie

0042:12 ISPC piper niner five six one charlie new york approach

0042:19 N9561C ah good evening we're a piper warrior and we're over the fire island monument we would like to have a transponder check we just got it back and we're squawking twelve hundred

0042:23 ISPC piper six one charlie say your altitude sir

0042:29 N9561C uh altitude is twelve hundred sir

0042:30 ISPC piper six one charlie roger squawk zero one two five and ident

0042:36 N65776 new york approach good evening november six five seven seven six

0042:38 ISPC seneca seven seven six new york

ZBW-ARTCC-126
TWA800
Page 15 of 29

0042:42 N65776 sky hawk november six five seven seven six is about uh eight miles southwest of islip we'd like to go v f r to westhampton beach flight filing if we could up to three thousand

0042:52 ISPC okay i'm sorry going to westhampton just say the call sign again

0042:56 N65776 uh to westhampton is sky hawk november six five seven seven six

0043
0043:03 ISPC sky hawk six five seven seven six roger squawk zero one two seven and ident

0043:09 N65766 zero one two seven and ident seven seven six

0043:12 N98360 new york approach cherokee niner eight three six zero

0043:17 ISPC cherokee three six zero new york

0043:23 ISPC cessna zero six tango is radar contact five miles southwest of the calverton v o r proceed straight in for runway two four at islip verify you do have the atis sir information alpha

0043:31 N7006T yes cessna zero six tango for runway two four and we have information alpha

0043:37 ISPC thank you

0043:40 N98360 new york approach cherokee niner three six zero

ZBW-ARTCC-126
TWA800
Page 16 of 29

0043:46 ISPC cessna seven six three radar service is terminated squawk v f r
have frequency change approved have good day

0043:50 N763 good day thank you much

0043:53 ISPC cherokee eight eight kilo radar service terminated squawk v f r
frequency change is approach have a good night sir

0043:59 N9288K eight eight kilo thank you sir

0044
0044:02 ISPC okay there's a cherokee calling approach out there who's that

0044:05 N98630 cherokee niner eight three six zero

0044:09 ISPC cherokee niner eight three six zero new york approach

0044:11 N98360 three six zero we're about ten miles over the ocean do you have a
squawk code so you can give us our approximate position

0044:16 ISPC cherokee three six zero squawk zero one three zero and ident

0044:22 N98360 squawk three zero and ident

0044:24 ISPC cherokee six one charlie i'm picking up the transponder uh just a
mile east of the captree bridge and the mode c is indicating one
thousand two hundred

ZBW-ARTCC-126
TWA800
Page 17 of 29

0044:30 N98360 that's affirmative okay so then we're in business thank you

0044:33 ISPC cherokee six one charlie roger radar services terminated squawk v
f r and frequency change is approved have a good night

0044:39 N98360 so long

0044:41 N400RV good evening new york king air four hundred romeo victor

0044:45 ISPC king air four hundred romeo victor new york approach

0044:47 N400RV level seven thousand five hundred over soldberg enroute to
kennedy

0044:50 ISPC o k over solberg you're outside my airspace there uh gee i don't
even know who to call there uh stand by

0045
0045:15 ISPC the king air over solberg say altitude

0045:18 N400RV seven thousand five hundred

0045:22 ISPC try new york approach over solberg one two eight point five five
twenty eight fifty five

0045:27 N400RV twenty eight fifty five thank you

0045:29 ISPC cessna correction cherokee three six zero ident

H17

ZBW-ARTCC-126
TWA800
Page 18 of 29

0045:42 ISPC uh cherokee three six zero your radar contact about two four miles southeast of the islip airport and verify your altitude three thousand five hundred

0045:51 N98360 three thousand five hundred and we're over that site where we saw the large explosion something still is burning in the ocean

0045:57 ISPC cherokee three six zero roger thank you sir and use caution there is a helicopter down low there about six o'clock a mile and a half also over the site there

0046
0046:05 N98360 yes sir we have him in sight along with another aircraft

0046:08 ISPC okay thank you

0046:14 ISPC okay uh does it look like a ship to you cherokee three six zero

0046:17 N98360 unable to tell it's submerged right now still on fire part of it is still above water but we saw a large explosion that went up at least two hundred feet so we don't know if came from the air or the ground.

0046:28 ISPC roger

0046:32 ISPC cessna seven seven six is radar contact one one miles southeast of the islip airport proceed on course to gabreski

0046:39 N65766 seven seven six

ZBW-ARTCC-126
TWA800
Page 19 of 29

0046:41 N9561C new york approach piper nine five six one charlie

0046:45 ISPC piper niner five six one charlie new york approach

0046:47 N9561C six one charlie decided we're gonna go out to westhampton so we know our transponder's workin we over the fire island monument sqwaking twelve hundred request flight following and up to fifteen hundred

0046:59 ISPC ok your're going to westhampton six one charlie

0047
0047:01 N9561C that's affirmative

0047:02 ISPC cherokee six one charlie roger sqwak zero one three one and ident

0047:12 UNKN (unintelligible)

0047:24 UNKN he mat get some pictures

0047:24 ISPC i'm sory calling approach say again

0047:29 EGF906 eagle flight nine oh six four thousand

0047:35 ISPC eagle flight nine zero six new york approach good evening islip altimeter three zero zero seven

H19

ZBW-ARTCC-126
TWA800
Page 20 of 29

0047:37 ISPC cherokee six one charlie is radar contact a half mile southeast of
the captree bridge proceed on course to gabreski and the islip
altimeter is three zero zero seven

0047:45 N9561C three zero zero seven roger and we'll proceed direct to gabreski
six one charlie

0047:51 UNKN upset victor two additional information for ground personnel
there is debris scattered at least a mile up to a mile from the
actual site

0047:59 ISPC o k cherokee three six zero roger thank you

0048

0048:02 UNKN francis

0048:08 ISPC cessna seven seven six you have gabreski airport in sight

0048:12 N65776 ah not yet seven seven six we're just flying a little bit out to
the ocean if we could

0048:16 ISPC ok i'm sorry say again say you're going out into the ocean

0048:19 N65776 ah seven seven six we're going a little bit out into the ocean
yeah before we go to suffolk county

0048:25 ISPC o k

0048:27 GAA507 bizex five zero seven is with you at five thousand

ZBW-ARTCC-126
TWA800
Page 21 of 29

0048:38 N7006T new york approach i've got the runway in sight i've got the airport in sight zero six tango

0048:43 ISPC that's a zero six tango contact the long island tower now one one niner point three nineteen three have a good day

0048:50 N76006T thank you contact the tower one one nine point three

0048:52 ISPC cessna nine four zero you're leaving my airspace radar service is terminated squawk v f r frequency change is approved good day

0048:59 N61940 can you give us the distance from the airport niner four zero

0049
0049:02 ISPC niner four zero you're eight miles southeast of the airport if you don't have it in sight i'd suggest a heading of about two niner zero to the airport isr

0049:10 N61940 we have it in sight can you give us a ground speed

0049:13 ISPC indicating eighty knots eight zero knots

0049:16 N61940 eight zero knots niner four zero squawking one two zero zero good night

0049:19 ISPC good night

0049:20 GAA507 five zero seven with you at five thousand

H20

0049:22 ISPC bisex five zero seven new york approach fly heading two six zero vector for the visual approach runway two four descend and maintain two thousand

0049:29 GAA507 two sixty we're down to two thousand five zero seven

0049:31 N63012 new york approach cessna six three zero one two

0049:33 UNKN yeah i had the police on the line over before they want to know if you have an confirmation on what it was out there

0049:40 ISPC someone said it was looked liked a ship suberged but uh and it's burning but they can't really couldn't really make out what it was

(unintelligible)

0049:52 N63012 new york approach cessna six three zero one two

0049:55 ISPC i'm sorry calling approach i was on another line

0049:58 N63012 no problem good evening approach cessna six three zero one two

0050
0050:11 UNKN i have a primary target south of your boundary navy descending out of five thousand (unintelligible) i know i don't either i lost radar contact with him he says he's sixty miles south of hampton can you block five and below for a while for me until he goes operational

0050:29 ISPC all right five and below

0050:33 LOF793 hellow approach water ski seven ninety three four thousand tango

0050:36 ISPC water ski seven ninety three the bridgeport correction the islip
altimeter three zero zero seven

0050:42 LOF793 zero seven thanks

0050:43 ISPC eagle flight nine zero six contact approach one two five point
seven good day

0050:48 EGF906 one twenty five point seven eagle flight nine oh six good day

0050:51 N63012 god evening approach cessna six three zero one two

0050:55 ISPC cessna seven seven six you're leaving my airspace radar service
is terminated squawk v f r frequency change approved have a
good night

0051
0051:02 N65776 o k seven seven six

0051:06 N63012 good evening new york approach cessna six three zero one two

0051:10 ISPC cessna six three zero one two standby i'll call you back

0051:14 N63012 roger

ZBW-ARTCC-126
TWA800
Page 24 of 29

0051:17 ISPC the seneca i believe it was seven two two you inbound to islip
now

0051:21 N56722 seven two two negative we're proceeding to farmingdale

0051:24 ISPC o k seneca seven two two roger you can proceed on course to
farmingdale

0051:28 N56722 on course farmingdale seven two two and the coast guard is on
that site right

0051:31 ISPC o k thank you

0051:33 N56722 i'm just asking if they're on that site i don't know if they were
informed

0051:41 UNKN (unintelligible)

0051:50 ISPC bizex five zero seven the airport's at your eleven o'clock and
eight miles

0051:55 GAA507 airport in sight bizex five zero seven

0051:57 ISPC bizex five zero seven cleared visual approach straight in runway
two four contact the long island tower now one one niner point
three nineteen three have a good night

0052
0052:04 GAA507 visual two four nineteen three bizex five zero seven good night

H23

ZBW-ARTCC-126
TWA800
Page 25 of 29

0052:07 ISPC good night

0052:29 ISPC islip

0052:34 UNKN uh the uh aircraft you're blocking five and below is operational at this time

0052:40 ISPC cessna six three zero one two new york

0052:42 N63012 uh zero one two currently about three miles north northeast of the port jeff stacks two thousand i'd like some touchj and go's at islip with alph please

0052:52 ISPC cessna six three zero one two roger squawk zero one three four and ident

0052:57 N63012 zero one three four thank you

0053
0053:11 LOF793 approach can we expect water ski seven ninety three

0053:13 ISPC water ski seven ninety three new york

0053:16 LOF793 yes sir what approach can we expect

0053:18 ISPC i'll tell you what water ski seven ninety three contact approach one two five point seven and they'll have that answer for you sir twenty five seven have a good night

H24

ZBW-ARTCC-126
TWA800
Page 26 of 29

0053:24 LOF793 very good twenty five seven good day

0053:26 ISPC bye

0053:27 N717RD new york seven one seven romeo delta is with you at forty five hundred

0053:30 ISPC kingair seven one seven romeo delta new york approach roger the ilsip altimeter at three zero zero seven maintain v f r at or above two thousand five hundred twenty five hundred for now

0053:41 N717RD at or above twenty five hundred we're out of forty five starting down now

0053:45 ISPC cessna zero one two is radar contact one one miles northeast of the islip airport proceed straight in for runway two four islip

0053:52 N63012 straight in for two four at islip thank you

0054
054:13 N98360 approach three six zero would like us to squawk v f r

0054:15 ISPC i'm sorry calling approach say again

0054:18 N98360 uh three six zero would you like us to squawk v f r

0054:20 ISPC o k cherokee three six zero roger radar service is terminated squawk v f r frequency change is approved understand the coast guard is on the scene sir

ZBW-ARTCC-126

TWA800

Page 27 of 29

0054:27 N98360 affirmative ther is a military c one forty one and a helicopter out there

0054:31 ISPC o k thank you

0054:33 ISPC cherokee six one charlie traffic twelve to eleven o'clock a mile and a half westbound altitude indicates one thousand two hundred

0054:38 N9561C six one charlie we have the traffic

0055
0055:08 N1182J long island approach one one eight two juliet is with you

0055:14 ISPC sory calling approach say again

0055:15 N1182J one one eight two juliet is with you at twenty seven

0055:19 ISPC commander one one eight two juliet new york approach good evening proceed straight in for runway two four at islip

0055:26 ISPC cessna zero one two contact the long island tower now one one niner point three nineteen three have a good night sir

0055:32 N63012 nineteen three take care

0055:42 ISPC seneca seven two two you're leaving my airspace radar service is terminated squawk v f r frequency change is approved have a good night sir

H 25

ZBW-ARTCC-126
TWA800
Page 28 of 29

0055:49 N56722 o k seven two two squawking v f r we'll see ya

0055:52 ISPC and seneca seven two two thanks for all the help have a good night

0055:55 N56722 no problem hope everybody's all right

0056
0056:02 ISPC kingair seven romeo delta the altitudes your discretion radar services terminated squawk v f r and frequency change approved have a good night

0056:08 N717RD se ya later now

0056:12 N81015 good evening approach cherokee eight one zero one five uh three point two three point zero going to farmingdale

0056:17 ISPC cherokee eight one zero one five new york approach good evening the islip altimeter three zero zero seven

0056:24 N81015 thirty oh seven thanks

0056:44 ISPC commander one one eight two juliet verify you do have the atis at islip information alpha is current

0056:50 N1182J we have alpha at islip

0056:51 ISPC thank you sir

H26

ZBW-ARTCC-126
TWA800
Page 29 of 29

0057
0057:54 BLR449 new york approach four forty nine six thousand

0057:57 ISPC blue ridge four forty nine new york approach good evening the
islip altimeter three zero zero seven

0058:00 BLR449 zero seven roger

0058:01 ISPC cherokee six one charlie gabreski airport twelve o'clock and one
zero miles radar service is terminated squawk v f r frequency
change approved gabreski tower one two five point three have a
good night

0058:12 N9561C thank you so long sir

0058:13 ISPC bye

0058:29 ISPC blue ridge four forty nine descend and maintain four thousand

0058:32 BLR449 (unintelligible) blue ridge four forty nine

End of Transcript

N90

#27