



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

# Memorandum

Subject: **INFORMATION:** Transcript; Reference Aircraft  
Accident; LN5671V; Bushkill, PA.; November 6,  
1996

Date: November 27, 1996

From: New York Air Route Traffic Control Center

Reply to  
Attn. of: Patricia L. Carroll:



To: This transcription covers the New York ARTCC  
Sector 35 - radar position - for the period from  
November 6, 1996, 2320 UTC to November 6, 1996,  
2351 UTC.

Agencies Making Transmissions

Continental Airlines Flight No. 290  
Delta Airlines Flight No. 1985  
N55LK  
USAir Flight No. 366  
Learjet Flight No. N425AS  
Boston Center, Stewart Sector  
Boston Center, Rockdale Sector  
New York ARTCC, Lake Henry Sector  
N654CN  
Canadian Airlines Flight No. 531  
New York TRACON, Liberty North Sector  
AMR American Eagle, Inc. (Dallas/Ft. Worth  
TX) Flight No. EGF905  
American Airlines Flight No. 119  
N245CC  
Continental Airlines Flight No. 125  
Boston Center, Kingston Sector  
United Airlines Flight No. 673  
N922RR  
Lifeguard (Piper Seneca) LN5671V  
Delta Airlines Flight No. 1209

Abbreviations

COA290  
DAL1985  
N55LK  
USA366  
N425AS  
SWF  
RKA  
R51  
N654CN  
CDN531  
LIBN  
EGF905  
AAL119  
N245CC  
COA125  
IGN  
UAL673  
N922RR  
LN5671V  
DAL1209

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Agencies Making Transmissions (cont'd)

Atlantic Coast Airlines, d/b/a United Express  
(Sterling, VA), Flight No. BLR232  
Delta Airlines Flight No. 1039  
Boston Center, Delancy Sector  
New York TRACON, Newark Sector  
Northwest Airlines Flight No. 367  
Gulfstream - Flight No. N364G  
Air Canada Airlines Flight No. 739  
N58CG  
Canadier Challenger Flight No. N114FX  
American Airlines Flight No. 1795  
Atlantic Coast Airlines, d/b/a United Express  
(Sterling, VA), Flight No. BLR359  
Air Canada Airlines Flight No. 723  
Trans World Airlines Flight No. 741  
Allentown Approach Control  
N366GA  
N737HM  
New York TRACON, Catskill Sector  
USAir Airlines Flight No. 2043  
New York ARTCC, Mugzy Sector  
Business Express (Straford, CT) Flight  
No. GAA397  
Delta Airlines Flight No. 1039  
Challenger - Flight No. N80RP  
N428DA  
United Airlines Flight No. 844

Abbreviations

BLR232  
DAL1039  
DNY  
EWR  
NWA367  
N364G  
ACA739  
N58CG  
N114FX  
AAL1795  
  
BLR359  
ACA723  
TWA741  
ABE  
N366GA  
N737HM  
CSK  
USA2043  
R35  
  
GAA397  
DAL1039  
N80RP  
N428DA  
UAL844

I hereby certify that the following is a true transcription of the recorded conversations  
pertaining to the subject aircraft accident involving LN5671V:

  
Patricia L. Carroll  
Quality Assurance Specialist  
November 27, 1996

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2320

2320:07 R35 Continental two ninety im not sure but you can ask the  
next sector right now new york one three three point one  
five correction one three three point three five

2320:14 COA290 one three three point three five continental two ninety  
good night thanks

2320:16 R35 delta nineteen eighty five say your heading

2320:20 DAL1985 delta nineteen eighty five three one zero

2320:22 R35 thank you

2320:23 R35 five five lima kilo fly heading three one zero

2320:26 N55LK heading three one zero

2320:28 R35 delta nineteen eighty five climb and maintain flight  
level three one zero

2320:32 R35 five five lima kilo climb and maintain flight level  
three niner zero

2320:32 SWF lake henry stewart ninety three line

2320:39 N55LK climbing to three niner zero five lima kilo

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2320:44	USA366	new york u s air three sixty six is with you at one seven thousand
2320:47	R35	u s air three sixty six new york center climb to flight level two two zero that'll be your final due to saturation at high altitude
2320:54	USA366	o kay two two zero we copy that thank you
2320:56	N425AS	learjet four two five alpha sierra is descending to one eight zero slowing to two eight zero
2321		
2321:01	R35	november four two five alpha sierra new york center descend and maintain one three thousand altimeter at wilkes barre is three zero three zero
2321:02	RKA	elmira rockdale thirty line
2321:04	SWF	lake henry stewart ninety three line
2321:07	N425AS	one three thousand alpha sierra
2321:13	R35	november six five four charlie november cross mugzy at and maintain six thousand
2321:18	N654CN	mugzy at six thousand four charlie november roger

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2321:22	R35	canadian five thirty one climb and maintain flight level two six zero thats your final
2321:28	CDN531	two six zero canadian (unintelligible) thank you much
2321:33	R35	delta nineteen eighty five contact new york center on one three two point one seven good day
2321:38	DAL1985	nineteen eighty five (unintelligible) three two one seven good night
2321:40	LIBN	huguenot north ninety nine american one nineteen--
2321:45	R35	eagle flight nine oh five contact new york center on one three four point four five good day
2322		
2322:02	AAL119	new york center american one nineteen is checking in at sixteen thousand
2322:06	R35	american one nineteen new york center climb to flight level two three zero
2322:10	AAL119	up to two three zero american one one nine
2322:13	SWF	lake henry stewart ninety three line manual handoff
2322:16	R35	november two four five charlie charlie contact disregard

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2322:26	R35	continental one twenty five contact new york center one three two point one seven
2322:27	SWF	lake henry stewart ninety three line handoff code two six five zero reach flight
2322:32	COA125	seventeen good day
2322:35	R35	lear five five lima kilo contact new york center on one three two point one seven good day
2322:41	N55LK	one three two point one seven five lima kilo so long
2322:47	R35	american one nineteen climb and maintain flight level three niner zero
2322:52	AAL119	up to three nine zero and i'll like to put in a request for three five for now american one nineteen
2322:57	R35	american one nineteen amend altitude maintain flight level three five zero
2323		
2323:01	AAL119	three five zero american one nineteen thank you
2323:07	R35	november four two five alpha sierra cross mugzy at and maintain six thousand
2323:11	N425AS	cross mugzy at six thousand alpha sierra

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2323:22	R35	canadian five thirty one contact the new york center one .three two point one seven take care
2323:27	CDN531	thirty two seventeen good bye now
2323:40	R35	american thirty five new york
2323:46	R35	american thirty five if you read new york ident
2324		
2324:17	R35	american one nineteen contact new york center one three two point one seven
2324:22	AAL119	three two one seven good night
2324:33	USA366	new york any chance stonyfork for u s air three sixty six
2324:38	R35	i'll be unable sir the next sector may be able to do when when you get further west
2324:47	IGN	kennedy kingston ninety three delta eight seventeen o k
2324:54	IGN	thank you
2325		
2325:35	UAL673	good evening new york united six seventy three out of one five zero fifteen for one six thousand
2325:41	R35	united six seventy three new york cleared direct lake henry climb and maintain flight level two three zero

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2325:45	UAL673	climb to flight level two three zero going direct lake henry united six seventy three thank you
2325:49	R35	november six five four charlie november contact new york approach on one two seven point six
2325:54	N654CN	twenty seven six four charlie november thank you
2325:58	N922RR	hawker nine two two.romeo romeo at flight level two five zero for one eight zero
2326		
2326:02	R35	hawker nine two two romeo romeo new york center roger
2326:03	RKA	elmira rockdale thirty
2326:56	LN5671V	good evening new york lifeguard five six seven one victor with you at one zero thousand
2327		
2327:02	R35	lifeguard five six seven one victor new york good evening allentown altimeter is three zero three five
2327:07	LN5671V	seven one victor
2327:10	R35	november zero two four ---four two alpha sierra fly heading zero niner zero short vector for spacing.
2327:16	N425AS	zero alpha sierra



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2327:41	R35	november nine two two romeo romeo descend and maintain one three thousand wilkes barre altimeter is three zero three zero
2327:48	N922RR	thirty thirty down to one three thousand romeo romeo
2327:54	R35	november four two five alpha sierra cleared direct stillwater cross five west of stillwater at six thousand
2327:58	N922RR	direct stillwater and ah coming level six thousand now alpha sierra
2328		
2328:56	R35	november two romeo romeo descend and maintain one one thousand
2329		
2329:00	N922RR	one one thousand romeo romeo
2329:03	R35	november five alpha sierra approach is unable to accept you right now turn left heading three one zero
2329:09	N425AS	o kay left turn three one zero alpha sierra
2329:15	UAL673	united six seventy three is requesting higher sir
2329:19	R35	united six seventy three as soon as the pr---as soon as the high altitude takes you i'll be able to get you higher
2329:22	UAL673	all right sir

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2329:29	R35	november two romeo romeo can expect holding at mugzy i'll have holding shortly ah if you want to slow up that will be fine
2329:37	N922RR	understand we'll expect holding at mugzy we'll slow her up romeo romeo
2329:41	DAL1209	and delta twelve oh nine checking in with you at one seven thousand
2329:45	R35	delta twelve zero nine new york center climb to flight level two three zero
2329:48	DAL1209	climb to two three zero delta twelve oh nine
2330:00	R35	united six seventy three climb and maintain flight level two eight zero
2330:03	UAL673	(unintelligible) out of two three for two eight zero united six seventy three thank you
2330:07	R35	united six seventy three contact new york one three two point one seven
2330:10	UAL673	thirty two seventeen united six seventy three good day thanks for your help
2330:14	R35	november four two five alpha sierra fly heading two niner zero

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2330:18	N425AS	two niner zero alpha sierra
2330:39	R35	november two two romeo romeo youre cleared to the mugzy intersection hold northwest as published five d m e legs are approved sir and maintain one one thousand
2330:47	N922RR	northwest as published five mile legs romeo romeo
2330:48	N922RR	ten mile legs romeo romeo
2330:54	BLR232	good evening new york blueridge two thirty two is with you at fourteen
2330:58	R35	blueridge two thirty two new york center good evening wilkes barre altimeter is three zero three zero
2331		
2331:03	BLR232	thirty thirty any short cuts tonight
2331:05	R35	ah not just yet
2331:06	R35	nine two two romeo romeo expect further clearance at two three four zero ah correction two three five zero
2331:14	N922RR	expect further clearance at two three five zero romeo romeo
2331:36	DNY	binghamton delancy thirty one line pointout

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2331:42	DNY	binghamton delancy thirty one line
2331:53	DNY	binghamton delancy thirty one line
2332		
2332:20	DAL1209	and delta twelve oh nine has got some pretty healthy chop here at two three zero we are level
2332:24	R35	im afraid its going to be a long time sir before i can get you higher high altitude cant accept any traffic right now theyre saturated
2332:30	DAL1209	o key doke
2332:32	R35	lifeguard five six seven one victor I lost your transponder sir recycle
2332:37	EWR	mugzy newark on the one
2332:38	RKA	elmira rockdale handoff
2332:39	R35	november nine two two romeo romeo verify youre level at one one thousand traffic is somewhere out in front of you level at ten thousand I lost his track
2332:46	N922RR	roger were looking for him we are level at one one thousand
2332:50	(UKN)	o kay i'll take em momentarily

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2332:58	R35	november four two five alpha sierra cleared to huguenot correction cleared to morristown via direct stillwater direct maintain six thousand
2333		
2333:06	N425AS	o kay thank you sir direct stillwater direct morristown and maintain six thousand
2333:10	R35	lifeguard seven one victor im still getting no transponder I dont even have a primary on you sir
2333:18	NWA367	new york northwest three six seven out of thirteen for sixteen thousand
2333:24	R35	northwest three sixty seven roger
2333:31	R35	lifeguard seven one victor do you copy new york
2333:35	IGN	elmira kingston ninety three
2333:42	R35	lifeguard seven one victor new york
2333:58	R35	lifeguard seven one victor new york
2334		
2334:39	IGN	elmira kingston ninety three
2334:44	(UKN)	(unintelligible) seven thousand
2334:47	(UKN)	(unintelligible)

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2334:48	R35	november four two five alpha sierra contact new york approach on one two seven point six
2334:52	N425AS	seven six alpha sierra good night
2334:56	R35	november nine two two romeo romeo the hold may be a little longer than i anticipated i had a lifeguard aircraft below at ten thousand i have lost his radar and i have lost radar---radio contact with him i got to try and find out where he is before I can descend him
2335		
2335:10	N922RR	understand double r
2335:16	N364G	new york good evening november three six four golf with you at ah--one seven thousand
2335:23	R35	im sorry was that eight two six golf alpha
2335:26	N364G	ah negative--gulfstream three six four golf level at one seven thousand
2335:29	R35	gulfstream three six four golf new york center climb and maintain flight level two three zero
2335:34	N364G	aah roger two three zero for six four golf
2335:40	N826GA	hawker eight twenty six golf alpha is now with you out of nineteen five for one eight oh

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2335:44	R35	november eight two six golf alpha new york center roger descend and maintain one two thousand expect holding at mugzy
2335:50	RKA	elmira rockdale on the thirty line
2335:51	N826GA	o kay--down to one two thousand golf alpha
2336		
2336:03	R35	lifeguard five six seven one victor new york
2336:10	R KA	elmira rockdale on the thirty line
2336:24	ACA739	new york center air canada seven three nine one four thousand six hundred climbing one six thousand
2336:30	R35	northwest three sixty seven climb and maintain flight level two three zero
2336:35	NWA367	two three zero northwest three sixty seven receiving elmira request direct
2336:40	R35	northwest three sixty seven ah cleared direct elmira
2336:43	NWA367	direct elmira northwest three six seven
2336:48	DAL1209	new york if its o kay higher delta twelve oh nine any chance direct philipsburg

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2336:51	R35	delta twelve oh nine make your request with new york please one thirty three thirty five
2336:55	DAL1209	good night
2336:57	ACA739	new york air canada seven thirty nine out of one five thousand seven for one six thousand
2337 2337:01	R35	air canada seven thirty nine new york roger higher shortly
2337:04	R35	u s air thirty six---contact the new york center one thirty three thirty five good day
2337:09	USA366	three three decimal three five for three thirty six good night
2337:12	R35	blueridge two thirty two contact the new york center on one three three point five
2337:19	BLR232	three three five blueridge two thirty two good day sir
2337:22	R35	lifeguard five six seven one victor new york
2337:24	(UKN)	air canada zero eight zero descending--
2337:29	RKA	elmira rockdale thirty



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2337:47	R35	air canada seven thirty nine climb to flight level two one zero
2337:50	ACA739	two one zero air canada seven thirty nine
2338		
2338:03	N58CG	good evening new york five eight charlie golf one six thousand
2338:05	R35	five eight charlie golf new york center roger
2338:38	N114FX	new york center one one two---one one four fox xray descending twenty seven three for one eight zero
2338:45	R35	november one one four foxtrot xray new york center roger
2339		
2339:25	R35	eight two golf alpha cleared to mugzy hold northwest of mugzy as published expect further clearance at zero zero one zero zulu maintain one two thousand
2339:37	N826GA	o kay understand we're going to hold at mugzy northwest as published expect further clearance zero zero one zero twelve thousand feet
2339:52	N364G	center gulfstream three six four golf level at two three zero its a little bumpy here any chance for higher
2339:57	R35	im afraid not sir high altitude is ah too saturated now to take any body hopefully they will be starting to take some traffic shortly

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2340

2340:02 N826GA o kay real fine

2340:04 R35 northwest three sixty seven contact the new york center  
on one three two point one seven good day

2340:12 R35 air canada seven thirty nine climb to flight level two  
three zero

2340:15 ACA739 two three zero now air canada seven thirty nine

2340:20 R35 five eight charlie golf climb and maintain flight level two  
zero zero

2340:58 N826GA any chance as to how long the delay is for 6-g-a

2341

2341:03 R35 aah I dont know sir --im still listen---i am missing an  
airplane at ten thousand there that was lost in your area  
we are trying to find out whats going on here

2341:13 N826GA thanks

2341:33 AAL1795 new york center american seventeen ninety five out of  
one one thousand for one six thousand

2341:38 R35 american seventeen ninety five new york center cleared  
direct lake henry climb and maintain flight level two  
three zero

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2341:43	AAL1795	direct lake henry two three zero american seventeen ninety five
2341:51	R35	november eight two six golf alpha when youre establish outbound maintain that heading
2341:57	N826GA	o kay once established outbound we'll maintain this heading six golf alpha
2342 2342:01	R35	november nine two two romeo romeo when youve established your outbound heading maintain it please
2342:05	N922RR	ah two double r understand
2342:08	R35	november one one four foxtrot xray clearance limit is harty descend now to one three thousand
2342:13	LIBN	huguenot north ninety nine
2342:15	N114FX	harty one three thousand four foxtrot xray
2342:20	R35	lifeguard five six seven one victor new york
2342:42	ACA723	center air canada seven two three with you out of fifteen five for one six thousand two fifty knots
2342:46	R35	air canada seven two three new york center climb to flight level two three zero

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2342:50	ACA723	cleared to two three zero air canada seven two three do you still want two fifty
2342:55	R35	ah negative---you can resume normal speed sir
2342:58	ACA723	ah normal speed air canada seven two three
2343:00	R35	november three sir four golf climb and maintain flight level two three correction contact new york on one three two point one seven
2343:08	N364G	thirty two one seven we'll see you now
2343:13	BLR359	blueridge three fifty nine fourteen for thirteen
2343:16	R35	say again please
2343:18	BLR359	yea blueridge three fifty nine out of fourteen descending thirteen
2343:22	R35	air canada seven twenty three amend your altitude descend and maintain one six thousand if you already broke through it i will have your climb shortly--amen--you can go to normal speed
2343:30	ACA723	air canada seven twenty three will maintain one six thousand

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2343:34	TWA741	ah center top of the evening from t w a seven forty one heavy one seven thousand
2343:37	R35	t w a seven forty one climb now to flight level two three zero
2343:40	TWA741	re cleared to two three zero t w a seven forty one heavy
2343:46	N58CG	and ah new york this is five eight charlie golf there is continuous chop here at two zero zero would one six thousand be available
2343:52	R35	stand by one
2343:55	R35	november one one four foxtrot xray I would like you to broadcast on the frequency and ah look for a lifeguard five six seven one victor if you could
2343:57	IGN	kennedy kingston ninety three
2344		
2344:05	N114FX	(unintelligible) four foxtrot xray
2344:11	N114FX	lifeguard five six seven five victor lear one one four foxtrot xray center is trying to reach ya
2344:20	LIBN	lake henry north ninety nine
2344:22	IGN	kennedy kingston ninety three

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2344:25	LIBN	seven three seven hotel mike roger
2344:33	R35	november three six six golf alpha are you maintaining your outbound heading sir
2344:36	LIBN	(unintelligible) seven hotel mike thats approve report back on frequency
2344:37	N366GA	affirmative
2344:38	N737HM	seven hotel mike report back on
2344:42	LIBN	lake henry north ninety nine
2344:56	R35	bizex three ninety seven contact new york center one three four point four five
2344:59	IGN	kennedy kingston ninety three
2345		
2345:04	DAL1039	new york delta ten thirty nine seventeen thousand good evening
2345:08	R35	delta ten thirty nine new york center climb to flight level two three zero
2345:10	EWR	mugzy newark one what you got out there

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2345:12	DAL1039	two three zero delta ten thirty nine
2345:15	USA2043	(Unintelligible) one six thousand
2345:28	CSK	lake henry catskill ninety nine
2345:31	IGN	kennedy kingston ninety three
2345:33	USA2043	u s air twenty forty three one six thousand
2345:36	R35	u s air twenty forty three new york center roger
2345:45	R35	u s air twenty forty three cleared direct binghamton
2345:47	R35	air canada seven two three climb to flight level one niner zero
2345:51	R35	air canada seven two three climb and maintain flight level one niner zero
2346		
2346:15	R35	and ah one one four foxtrot xray can you tune into one two one point five and let me know if youre getting an e 11
2346:20	N114FX	fox xray one twenty one five
2346:20	LIBN	lake henry north ninety nine

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2346:25	EWB	mugzy newark on the one
2346:30	N114FX	fox xray is not receiving anything yet
2346:33	R35	o kay thanks a lot
2346:35	EWB	mugzy newark on the one
2346:38	LIBN	hugeunot ah catskill ninety nine
2346:39	R35	mugzy----
2346:40	EWB	mugzy send me some traffic what you got there
2346:43	R35	o kay i'm trying to but weve got a problem--we lost a guy at ten thousand right under my mugzy ah holding pattern we are trying to figure where he is beforei can (unintelligible)
2346:50	(UNKN)	(unintelligible)
2346:52	CSK	lake henry catskill ninety nine
2346:53	EWB	tk
2346:58	R35	american seventeen ninety five higher for you shortly



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2347:00	AAL1795	roger american seventeen ninety five
2347:03	N114FX	one one four foxtrot xray do you want us to hold at harty
2347:05	R35	yea ah my mistake there---turn left heading of two make it three zero zero
2347:11	N114FX	was that for four fox xray
2347:13	R35	one one four foxtrot xray affirmative turn left heading three zero zero
2347:17	N114FX	left to three zero zero four fox x
2347:21	DAL1039	delta ten thirty nine leveling two three zero
2347:23	R35	standby please
2347:25	R35	air canada seven thirty nine climb to flight level two five zero
2347:27	ACA739	two five zero air canada seven three nine
2347:30	R35	t w a seven forty one higher shortly

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2347:38	R35	november nine two two romeo romeo say your flight conditions
2347:49	N922RR	yes sir we are between layers for hawker two double r and on one twenty one point five we had a partial e l t just four by--four-five seconds
2347:56	R35	o kay thanks a lot
2348:02	ACA739	center air canada seven thirty nine we're about two four zero we were just wondering if ah you had a reason for two five zero
2348:15	ABE	ninety two allentown eighty seven
2348:16	R35	ah--i showed you looking for higher maintain flight level two four zero
2348:18	ACA739	two four zero air canada seven thirty nine
2348:21	R35	five eight charlie golf contact new york center one thirty three thirty five theyll have lower sorry about the delay sir
2348:26	N58CG	o kay--no problem thirty three thirty five five eight charlie golf good night
2348:28	R35	blueridge three fifty nine contact new york center on one thirty four forty five

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2348:33	BLR359	thirty four forty five blueridge three fifty nine
2348:36	R35	delta ten thirty nine climb and maintain flight level three five zero
2348:38	DAL1039	three five zero delta ten thirty nine thank you
2348:47	R35	t w a seven forty one climb to flight level three five zero
2348:51	TWA741	(unintelligible) three five zero leaving two three zero t w a seven forty one heavy
2348:57	R35	t w a seven forty one contact new york center on one three two point one seven
2349		
2349:02	TWA741	thirty two seventeen t w a seven forty one heavy good night
2349:06	USA2043	u s air twenty forty three still need us at two hundred and fifty
2349:09	R35	negative sir normal speed u s air twenty forty three climb to flight level two two zero that will be your final
2349:13	USA2043	two two zero normal speed u s air twenty forty three
2349:17	R35	delta ten thirty nine contact new york center one three two point one seven

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2349:21	SWF	lake henry stewart ninety three line
2349:22	DAL1039	thirty two seventeen delta ten ah thirty nine good night
2349:27	R35	air canada seven twenty three climb to flight level two four zero higher next frequency
2349:32	ACA723	air canada seven twenty three maintain two four zero what was the last comment
2349:37	R35	say again please
2349:41	(UKN)	(unintelligible) maintain two four zero
2349:44	R35	american seventeen ninety five climb and maintain flight level three five zero
2349:48	AAL1795	going to three five zero american seventeen ninety five
2349:51	R35	november nine two two romeo romeo left turn cleared direct harty intersection--we are trying to figure things out hopefully we'll have you down here shortly
2349:58	N922RR	understand left going direct harty two double r
2350		
2350:01	R35	november eight two six golf alpha left turn direct harty

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2350:05	N826GA	left turn direct harty eight (unintelligible) golf alpha
2350:28	R35	november nine two two romeo romeo hold northwest of harty as publish and maintain one one thousand expect further clearance at ah zero zero zero five
2350:37	N922RR	o kay northwest at harty one one thousand zero zero five two double r
2350:41	R35	hawker six golf alpha ah hold northwest of harty maintain one two thousand expect further clearance at zero zero one zero
2350:51	N826GA	o kay direct to harty hold as published expect further clearance at zero zero one zero at twelve thousand feet six golf alpha
2350:57	R35	november one one four foxtrot xray cleared to harty via left turn direct hold northwest as published maintain one three thousand expect further clearance at zero zero one five
2351		
2351:10	N114FX	four foxtrot xray left turn direct northwest as published one three thousand expect further clearance zero zero one five
2351:18	(UKN)	yea---i got him--
2351:19	N80RP	center challenger eight zero romeo pap is coming level at flight level two three zero

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2351:23	R35	november eight zero romeo papa new york center roger
2351:25	AVP	sector seventy four wilkes fifty one line
2351:27	N428DA	new york center november four two eight delta alpha is with you coming up on eighteen
2351:33	UAL844	hello new york united eight forty four heavy out of two four zero for two three zero three hundred knots assigned
2351:38	R35	united eight forty four new york center roger

End of Transcript