



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

# Memorandum

ZBW-ARTCC-150  
N104CS

Subject: INFORMATION: Partial Transcript; Aircraft  
Accident; N104CS; Rutland, VT;  
January 25, 2002

Date: April 10, 2002

Reply To  
Attn of:

From: Boston ARTCC

To: Aircraft Accident File ZBW-ARTCC-150

This transcription covers the Boston ARTCC Hancock Sector, Sector 23, Radar Position for the time period from January 25, 2002, 2115 UTC to January 25, 2002, 2141 UTC.

Agencies Making Transmissions

Abbreviations

Aerostar N104CS  
Boston ARTCC Hancock Sector Radar Position

N104CS  
23R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N104CS:

  
[Redacted]  
Karen L. Goff  
Quality Assurance Technician  
Boston ARTCC

2115  
2116  
2117  
2118  
2119  
2120

2120:52      N104CS      boston center aerostar one zero four charlie sierra is with you at  
one one thousand

2120:57      23R      aerostar one zero four charlie sierra boston center good  
afternoon the binghamton altimeter three zero zero zero

2121:03      N104CS      three zero zero zero for four charlie sierra

2122

2123

2124

2125

2126

2127

2128

2129

2130

2131

2132

2133

2134

2135

2135:20      23R      november one zero four charlie sierra contact boston center  
one two one point three five

2135:25      N104CS      four charlie sierra twenty one thirty five

2136

2137

2138

2139

2140

2141

End of Transcript



US Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

ZBW-ARTCC-150  
N104CS

Subject: **INFORMATION:** Partial Transcript; Aircraft  
Accident; N104CS; Rutland, VT;  
January 25, 2002

Date: June 3, 2002

Reply To  
Attn of:

From: Boston ARTCC

To: Aircraft Accident File ZBW-ARTCC-150

This transcription covers the Boston ARTCC Albany Sector, Sector 22, Radar Position for the time period from January 25, 2002, 2130 UTC to January 25, 2002, 2151 UTC.

Agencies Making Transmissions

Abbreviations

Aerostar N104CS  
Boston ARTCC Albany Sector Radar Position

N104CS  
22R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N104CS:

  
Karen L. Goff  
Quality Assurance Technician  
Boston ARTCC

2130

2131

2132

2133

2134

2135

2135:40

N104CS

boston center aerostar one zero four charlie sierras with you at  
one one thousand

2135:44

22R

aerostar one zero four charlie sierra boston roger the albany  
altimeter is two nine nine eight

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N104CS

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2135:48 N104CS two niner niner eight--for four charlie sierra  
2136  
2137  
2138  
2139  
2139:28 N104CS boston center four charlie sierra

2139:31 22R four charlie sierra go ahead

2139:33 N104CS uh are you handling uh traffic in uh rutland this evening

2139:37 22R no uh that's the next sector a couple of it's uh one center sector away--uh but do you have somethin you want me to ask him or somethin

2139:45 N104CS i was just curious what approach they are using there i prefer the localizer one nine \*(if the approach) is available

2139:51 22R alright i'll let em know

2139:53 N104CS thank you  
2140  
2141  
2142  
2143  
2144  
2145  
2145:41 22R good day one zero four charlie sierra contact boston one three five point seven

2145:45 N104CS four charlie sierra to one three five point seven  
2146  
2147  
2148  
2149  
2150  
2151

Jun 06 02 02:26p

Federal Aviation Admin.

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p.6

Jun 06 02 11:11a

ZB JA

603-87-6809

p.7

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N104CS

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End of Transcript

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



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

ZBW-ARTCC-150  
N104CS

Subject: INFORMATION: Partial Transcript; Aircraft  
Accident; N104CS; Rutland, VT;  
January 25, 2002

Date: June 3, 2002

Reply To  
Attn of:

From: Boston ARTCC

To: Aircraft Accident File ZBW-ARTCC-150

This transcription covers the Boston ARTCC Albany Sector, Sector 22, Radar Associate Position for the time period from January 25, 2002, 2130 UTC to January 25, 2002, 2156 UTC.

## Agencies Making Transmissions

## Abbreviations

Aerostar N104CS  
Boston ARTCC Albany Sector Radar Position  
Boston ARTCC Montpelier Sector Radar Associate Position  
Boston ARTCC Albany Sector Radar Associate Position  
Boston ARTCC Montpelier Sector Radar Position

N104CS  
22R  
52RA  
22RA  
52R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N104CS:

  
Karen L. Goff  
Quality Assurance Technician  
Boston ARTCC

2130  
2131  
2132  
2133  
2134  
2135  
2135:40

N104CS

boston center aerostar one zero four charlie sierras with you at  
one one thousand

2135:44	22R	aerostar one zero four charlie sierra boston roger the albany altimeter is two nine nine eight
2135:48	N104CS	two niner niner eight---for four charlie sierra
2136		
2137		
2138		
2139		
2139:28	N104CS	boston center four charlie sierra
2139:31	22R	four charlie sierra go ahead
2139:33	N104CS	uh are you handling uh traffic in uh rutland this evening
2139:37	22R	no uh that's the next sector a couple of it's uh one center sector away---uh but do you have somethin you want me to ask him or somethin
2139:45	N104CS	i was just curious what approach they are using there i prefer the uh localizer one nine *(if the approach) is available
2139:51	22R	alright i'll let em know
2139:53	N104CS	thank you
2140		
2141		
2142		
2143		
2144		
2145		
2145:41	22R	good day one zero four charlie sierra contact boston one three five point seven
2145:45	N104CS	four charlie sierra to one three five point seven

2146

\*\*2146:10 52RA albanY eighteen this is montpelier with a point out

\*\*2146:14 22RA albanY

\*\*2146:15 52RA i got a point out for you uh west of cambridge i guess about three five miles on a code of six zero four two

\*\*2146:22 22RA yep

\*\*2146:22 52RA going towards rutland and he lands there i'd like to have control for lower

\*\*2146:26 22RA eight niner two uh six zero four two is point out approved

\*\*2146:31 52RA thanks l p

\*\*2146:31 22RA (unintelligible)

2147

2148

2149

\*\*2149:11 22RA montpelier albanY on the ninety

\*\*2149:14 52RA montpelier

\*\*2149:15 22RA \*(yeah) just want to verify the beacon of six zero four two about twenty northwest of cambridge now

\*\*2149:20 52RA yes

\*\*2149:22 22RA okay thanks (unintelligible)

\*\*2149:23 52RA yeah that's him---l p



\*\*2149:58 52R gardner no montpelier

\*\*2150:00 22RA hey

\*\*2150:00 52R hey

\*\*2150:01 22RA eight sierra charlie i think we can get him there in front of sierra  
charlie sierra what do you think

\*\*2150:04 52R if he paddles faster

\*\*2150:05 22RA (unintelligible) i'll tell him to speed it up then

\*\*2150:07 52R okay (unintelligible) he's radar

\*\*2150:08 22RA alright alright (unintelligible)

2151

2152

2153

2154

2155

2156

End of Transcript

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

\*\*NOTE: Due to a malfunction of the #1 Master Recorder the communications at Sector 22RA cannot be heard on that tape. However they were recorded on the #2 Master Recorder where Sector 52R is recorded.



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

# Memorandum

ZBW-ARTCC-150  
N104CS

Subject: **INFORMATION:** Partial Transcript; Aircraft  
Accident; N104CS; Rutland, VT;  
January 25, 2002

Date: February 14, 2002

Reply To  
Attn of:

From: Boston ARTCC

To: Aircraft Accident File ZBW-ARTCC-150

This transcription covers the Boston ARTCC Montpelier Sector, Sector 52, Radar Position for the time period from January 25, 2002, 2140 UTC to January 25, 2002, 2232 UTC.

## Agencies Making Transmissions

## Abbreviations

Aerostar N104CS  
Boston ARTCC Montpelier Sector Radar Position  
Boston ARTCC Albany Sector Radar Associate Position  
Colgan Air Flight 5993  
Commutair Flight 2607

N104CS  
52R  
22RA  
CJC5993  
UCA2607

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N104CS:

  
Karen L. Goff  
Quality Assurance Technician  
Boston ARTCC

2140  
2141  
2142  
2143  
2144  
2145

2145:59      N104CS      boston center aerostar one zero four charlie sierra is with you at  
one one thousand

2146:04	52R	one o four charlie sierra boston center glens falls altimeter is *(uh) make it rutland two nine nine two
2146:09	N104CS	two nine nine two for rutland and we'd like vectors for the localizer if possible
2146:17	52R	okay uh you're number two at this point uh---let's see uh we should be able to do that for you
2146:24	N104CS	four charlie sierra thank you
2147		
2148		
2149		
2149:58	52R	gardner no montpelier
2150:00	22RA	hey
2150:00	52R	hey
2150:01	22RA	eight sierra charlie i think we can get him there in front of sierra charlie sierra what do you think
2150:04	52R	if he paddles faster
2150:05	22RA	(unintelligible) i'll tell him to speed it up then
2150:07	52R	okay (unintelligible) he's radar
2150:08	22RA	alright alright (unintelligible)
2151		
2152		
2153		
2154		

2154:32	52R	and one zero four charlie sierra i have holding advise ready to copy at rutland you are number uh three for the approach
2154:37	N104CS	four charlie sierra go ahead
2154:47	52R	and uh---one zero four charlie sierra cleared to uh gitew and hold as published expect further clearance at two two two zero and uh what altitude would you like to hold at
2155:02	N104CS	uh four charlie sierra uh we'll try and go down to uh how about eight or nine
2155:07	52R	and one zero four charlie sierra roger descend and maintain eight thousand
2155:11	N104CS	four charlie sierra is down to eight and direct gitew to hold
2156		
2156:47	52R	and uh four charlie sierra amend the altitude maintain niner thousand
2156:51	N104CS	four charlie sierra down to niner thousand
2157		
2158		
2159		
2200		
2201		
2202		
2203		
2203:51	52R	and four charlie sierra descend and maintain eight thousand
2203:54	N104CS	four charlie sierra down to eight thousand
2204		
2205		
2205:23	N104CS	boston center four charlie sierra at eight thousand picking up a little bit of ice

2205:26	52R	four charlie sierra roger---uh would you like to go back up to niner thousand
2205:31	N104CS	uh negative i might as well start keeping working my way down
2205:34	52R	uh it's gonna be awhile
2205:38	N104CS	four charlie sierra we can back up to niner (unintelligible)
2206 2206:19	52R	four sierra uh correction four charlie sierra climb maintain niner thousand getting some icing at seven and eight in your vicinity
2206:24	N104CS	four charlie sierra up to niner thousand
2207 2207:13	52R	four charlie sierra if you could uh eight sierra charlie will cancel through you and uh you'll have the approach clearance as soon as he's down
2207:19 2208 2209 2210 2211 2211:51	N104CS     52R	four charlie sierra thank you     one zero four charlie sierra boston center
2211:57	52R	november one zero four charlie sierra boston
2212:34	52R	november one zero four charlie sierra do you read boston center
2212:41	52R	colgan fifty nine ninety three could you go over on unicom and see if uh november one zero four charlie sierra it's november

one zero four charlie sierra is up on uh unicom if uh he is could you send him back to me

2212:54 CJC5993 wilco colgan fifty nine ninety three

2213

2214

2214:12 52R colgan fifty nine ninety three did you have any luck

2214:16 CJC5993 stand by uh one moment i'll check

2214:19 CJC5993 uh no luck colgan fifty nine ninety three

2215

2215:04 52R november one zero four charlie sierra boston

2215:08 52R colgan fifty nine ninety three uh no luck on that one zero four charlie sierra

2215:13 CJC5993 confirmed no luck on one zero four sierra charlie

2215:16 52R that's one o four charlie sierra could you monitor one two one point five and advise \*(me) if you get an e l t

2215:22 CJC5993 one twenty one five we'll do colgan fifty nine ninety \*(three)

2216

2217

2217:16 52R colgan fifty nine ninety three you pickin up an e l t

2217:20 CJC5993 no joy on the e l t for colgan fifty nine ninety three

2217:22 52R roger

2217:51 52R colgan fifty nine ninety three boston

2217:54	CJC5993	fifty nine ninety three go ahead sir
2217:56	52R	yeah maybe you can try unicom and see if this guy took the approach clearance for the uh sierra charlie that i had before uh maybe this guys on the ground *(it's) november one zero four sierra charlie and the types an aerostar
2218:13	CJC5993	okay one zero four sierra charlie (unintelligible) we'll call unicom (unintelligible)
2218:18	52R	and it's one o four charlie sierra and it's an aerostar
2218:22	CJC5993	one o four charlie sierra fifty nine ninety three see ya
2219		
2220		
2220:01	52R	colgan fifty nine ninety three having any luck
2220:04	CJC5993	uh looks like my partner over here is talking to somebody uh so let me uh check on *(him one sec)
2220:09	R52	roger
2220:24	CJC5993	boston center colgan fifty nine ninety three
2220:27	52R	go ahead
2220:29	CJC5993	yeah no luck on uh november one zero four sierra charlie and also snowshoe four thirty one is northwest out of rutland at two thousand two hundred v f r
2220:39	52R	okay uh one zero four charlie sierra what was the status on that one

2220:45 CJC5993 i couldn't find uh couldn't raise that aircraft and the unicom says no joy on him being on the ground

2220:51 52R roger and uh understand you talking to snowshoe four thirty one i can't hear him down that low

2220:59 CJC5993 that's affirm uh snowshoe four thirty one says he's northwest out of rutland at two point two v f r

2222  
2222:54 CJC5993 boston colgan fifty nine ninety three

2222:57 52R go ahead

2222:58 CJC5993 just talked to snowshoe four thirty one they said they're gonna uh squawk twelve hundred and maintain v f r head on up to burlington and they said they haven't heard that aircraft uh tail number and they've been in the area about thirty minutes

2223:15 52R colgan fifty nine ninety three uh roger thanks---and i got a hold of colgan myself and uh they're gonna go v f r

2223:24 CJC5993 you got a hold of snowshoe (unintelligible)

2224  
2225  
2225:02 52R commuter twenty six zero seven can you uh monitor one two one point five advise if you're picking up an e l t

2225:06 UCA2607 okay yep we'll do that commuter twenty six zero seven

2225:52 UCA2607 and twenty six zero seven negative on the uh e l t uh sorry \*(uh)

2226  
2226:23 52R one zero four sierra charlie boston

2227



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N104CS  
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2228  
2229  
2230  
2231  
2232

End of Transcript

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



US Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

ZBW-ARTCC-150  
N104CS

Subject: **INFORMATION:** Partial Transcript; Aircraft  
Accident; N104CS; Rutland, VT;  
January 25, 2002

Date: February 14, 2002

Reply To  
Attn of:

From: Boston ARTCC

To: Aircraft Accident File ZBW-ARTCC-150

This transcription covers the Boston ARTCC Montpelier Sector, Sector 52, Radar Associate for the time period from January 25, 2002, 2140 UTC to January 25, 2002, 2248 UTC.

## Agencies Making Transmissions

## Abbreviations

Aerostar N104CS  
Boston ARTCC Montpelier Sector Radar Position  
Boston ARTCC Montpelier Sector Radar Associate Position  
Boston ARTCC Albany Sector Radar Associate Position  
Unknown  
Colgan Air Flight 5993  
Burlington Automated Flight Service Station

N104CS  
52R  
52RA  
22RA  
UNK  
CJC5993  
BTVA

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N104CS:

  
  
Karen L. Goff  
Quality Assurance Technician  
Boston ARTCC

2140

2141

2142

2143

2144

2145

2145:59

N104CS

boston center aerostar one zero four charlie sierra is with you at  
one one thousand

2146:04	52R	one o four
2146:10	52RA	albany eighteen this is montpelier with a point out
2146:14	22RA	albany
2146:15	52RA	i got a point out for you uh west of cambridge i guess about three five miles on a code of six zero four two
2146:22	22RA	yep
2146:22	52RA	going towards rutland and he lands there i'd like to have control for lower
2146:26	22RA	eight niner two uh six zero four two is point out approved
2146:31	52RA	thanks l p
2146:31	22RA	(unintelligible)
2147		
2148		
2149		
2149:11	22RA	montpelier albany on the ninety
2149:14	52RA	montpelier
2149:15	22RA	*(yeah) just want to verify the beacon of six zero four two about twenty northwest of cambridge now
2149:20	52RA	yes
2149:22	22RA	okay thanks (unintelligible)

2149:23	52RA	yeah that's him---I p
2149:58	52R	gardner no montpelier
2150:00	22RA	hey
2150:00	52R	hey
2150:01	22RA	eight sierra charlie i think we can get him there in front of sierra charlie sierra what do you think
2150:04	52R	if he paddles faster
2150:05	22RA	(unintelligible) i'll tell him to speed it up then
2150:07	52R	okay (unintelligible) he's radar
2150:08	22RA	alright alright (unintelligible)
2151		
2152		
2153		
2154		
2154:32	52R	and one zero four charlie sierra i have holding advise ready to copy at rutland you are number uh three for the approach
2154:37	N104CS	four charlie sierra go ahead
2154:47	52R	and uh---one zero four charlie sierra cleared to uh gitew and hold as published expect further clearance at two two two zero and uh what altitude would you like to hold at
2155:02	N104CS	uh four charlie sierra uh we'll try and go down to uh how about eight or nine

2155:07	52R	and one zero four charlie sierra roger descend and maintain eight thousand
2155:11	N104CS	four charlie sierra is down to eight and direct gitew to hold
2156		
2156:47	52R	and uh four charlie sierra amend the altitude maintain niner thousand
2156:51	N104CS	four charlie sierra down to niner thousand
2157		
2158		
2159		
2200		
2201		
2202		
2203		
2203:51	52R	and four charlie sierra descend and maintain eight thousand
2204		
2205		
2205:23	N104CS	boston center four charlie sierra at eight thousand picking up a little bit of ice
2205:26	52R	four charlie sierra roger---uh would you like to go back up to niner thousand
2205:31	N104CS	uh negative i might as well start keeping working my way down
2205:34	52R	uh it's gonna be awhile
2205:38	N104CS	four charlie sierra we can go back up to niner (unintelligible)
2206		
2206:19	52R	four sierra uh correction four charlie sierra climb maintain niner thousand getting some icing at seven and eight in your vicinity
2206:24	N104CS	four charlie sierra up to niner thousand

2207		
2207:13	52R	four charlie sierra if you could uh eight sierra charlie will cancel through you and uh you'll have the approach clearance as soon as he's down
2207:19	N104CS	four charlie sierra thank you
2208		
2209		
2210		
2211		
2211:57	52R	november one zero four charlie sierra boston
2212:01	UNK	uh it's too mountainous for that i think
2212:04	52R	uh this is a different guy uh i had him radar and uh i lost him he was holding *(at) gitew
2212:12	52R	november one zero four charlie sierra boston
2212:34	52R	november one zero four charlie sierra do you read boston center
2212:41	52R	colgan fifty nine ninety three could you go over on unicom and see if uh november one zero four charlie sierra it's november one zero four charlie sierra is up on uh unicom if uh he is could you send him back to me
2212:54	CJC5993	wilco colgan fifty nine ninety three
2213		
2214		
2214:12	52R	colgan fifty nine ninety three did you have any luck---i don't know when i lost him (unintelligible)
2214:16	CJC5993	stand by uh one moment i'll check

2214:19	CJC5993	uh no luck colgan fifty nine ninety three
2215		
2215:40	52RA	and uh you get rutland as well
2215:45	BTVA	yes
2215:46	52RA	you (unintelligible) um *(you haven't had) anybody call in a little bit there have you
2215:50	BTVA	no
2215:51	52RA	we lost radar and communications with a guy *(that was) in a hold over rutland i didn't know if there was a somebody might be down there and see him come in (unintelligible)
2215:57	BTVA	(unintelligible) i had a de departure earlier a couple of minutes ago on snowshoe
2216:02	52RA	yeah that uh---snowshoe
2216:05	BTVA	yeah that's all i'm talkin to---alright
2216:06	52RA	yep thank you
2217		
2217:16	52R	colgan fifty nine ninety three you pickin up an e l t
2217:20	CJC5993	no joy on the e l t for colgan fifty nine ninety three
2217:22	52R	roger
2217:51	52R	colgan fifty nine ninety three boston

2217:54	CJC5993	fifty nine ninety three go ahead sir
2217:56	52R	yeah maybe you can try unicom and see if this guy took the approach clearance for the uh sierra charlie that i had before uh maybe this guys on the ground *(it's) november one zero four sierra charlie and the types an aerostar
2218:13	CJC5993	okay one zero four sierra charlie (unintelligible) we'll call unicom (unintelligible)
2218:18	52R	and it's one o four charlie sierra and it's an aerostar
2218:22	CJC5993	one o four charlie sierra fifty nine ninety three see ya
2219		
2220		
2220:08	BTVA	burlington inflight
2220:09	52RA	yes burlington montpelier plattsburg i'm looking for one zero four charlie sierra---an aerostar who was inbound to rutland
2220:16	BTVA	yeah what was the call sign again
2220:18	52RA	one zero four charlie sierra
2220:20	BTVA	alright
2220:20	52RA	we lost radar and communications with him at the same time--- he wasn't even cleared for a approach *(uh) is there anyway you can do a check down there to see if he came down
2220:29	BTVA	yeah we'll call over there



2220:30	52RA	we've had a couple of people call on unicom but no luck with him so (unintelligible)
2220:33	BTVA	alright we'll give it (unintelligible)
2220:39	52R	okay uh one zero four charlie sierra what was the status on that one
2220:45	CJC5993	i couldn't find uh couldn't raise that aircraft and the unicom says no joy on him being on the ground
2220:51	52R	roger and uh understand you talking to snowshoe four thirty one i can't hear him down that low
2220:59	CJC5993	that's affirm uh snowshoe four thirty one
2222		
2222:54	CJC5993	boston colgan fifty nine ninety three
2222:57	52R	go ahead
2222:58	CJC5993	just talked to snowshoe four thirty one they said they're gonna uh squawk twelve hundred and maintain v f r head on up to burlington and they said they haven't heard that aircraft uh tail number and they've been in the area about thirty minutes (unintelligible)
2223:15	52R	colgan fifty nine ninety three uh roger thanks---and i got a hold of colgan myself and uh they're gonna go v f r
2223:24	CJC5993	you got a hold of snowshoe *(you mean)
2224		
2225		
2225:43	52RA	montpelier plattsburg

2225:44	BTVA	hi this is burlington radio i'm talking to the (unintelligible) fixed base operator at uh rutland
2225:49	52RA	yeah
2225:50	BTVA	the aircraft is not on the ground at this time
2225:52	52RA	okay
2225:54	BTVA	uh *(he requested the) weather on
2225:58	52RA	what's that---hello
2226:01	BTVA	yeah
2226:02	52RA	you're breaking up i can't hear you
2226:03	BTVA	okay he he called the unicom here on the radio not too long ago to ask for runway conditions---uh
2226:12	52RA	we lost him uh probably---fifteen minutes ago roughly (unintelligible)
2226:16	BTVA	okay let me just see when he (unintelligible) just a minute let me just ask him when he talked to *(the) fix based operator
2226:23	52RA	okay---and can you call me back
2226:25	BTVA	yeah

2226:26	52RA	cause we don't know *(have) any idea where he is we've been searching going through several different avenues thank you
2226:28	BTVA	okay---okay *(we'll take a look)
2227		
2228		
2229		
2230		
2231		
2232		
2233		
2234		
2235		
2236		
2237		
2238		
2239		
2240		
2241		
2241:30	52RA	montpelier plattsburg
2241:31	BTVA	hey yes this is burlington flight service can you tell me where the aircraft was holding reference to rutland
2241:36	52RA	uh yes he was holding at uh gitew north of the field on approach
2241:41	BTVA	north of the field and where where did you say the first part was
2241:45	52RA	*(unintelligible) the uh initial approach fix *(for the) approach for the approach into uh rutland
2241:50	BTVA	okay---alright thanks
2241:55	BTVA	yeah we're we're still uh (unintelligible) down here as well uh we're in the progress progress of calling montpelier uh airport just in case he diverted up there for some reason

2242:06      52RA      okay---yep

2242:08      BTVA      alright (unintelligible)

2243

2244

2245

2246

2247

2248

End of Transcript

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