

Certified Audio Recording of New York Terminal Radar Approach Control (TRACON) N90
JFK Departure Position
NTSB Prepared Partial Transcription of Communications
ERA23FA113

2200:14¹ N19MT ah departure november one niner mike tango with you heading one zero zero
2200:18 N90 november one nine mike tango departure radar contact say altitude leaving
2200:22 N19MT leaving one thousand five hundred for five thousand
2200:25 N90 november one nine mike tango climb and maintain eight thousand
2200:28 N19MT climb and maintain eight thousand one niner mike tango
2203:05 N90 november one niner mike tango turn left heading zero six zero
2203:09 N19MT left turn to zero six zero one nine mike tango
2206:48 LaGuardia kennedy laguardia
2206:50 N90 kennedy
2206:51 LaGuardia can you just give me one mike ah one nine mike tango on a three six zero heading
2206:53 N90 yeah
2206:54 LaGuardia thank you
2206:54 N90 just climbing's good
2206:55 LaGuardia climbing to eight three six zero heading or whatever altitude you want
2206:57 N90 november one niner mike tango turn left heading three six zero
2207:01 N19MT turn three six zero one niner mike tango
2207:40 N90 bonanza niner mike tango contact departure one two zero point four
2207:45 N19MT departure on one two zero point four one nine mike tango²

¹ All times are best determined and displayed as Coordinated Universal Time (UTC). The recording time spanned from 2130 UTC on January 19, 2023 UTC date to 2237 UTC on January 19, 2023 or 1630 EST to 1737 EST, January 19, 2023.

² The transcription did not continue past this point.

Certified Audio Recording of New York Terminal Radar Approach Control (TRACON) N90
LaGuardia Departure Position
NTSB Prepared Partial Transcription of Communications
ERA23FA113

2206:48¹ LaGuardia kennedy laguardia

2206:50 N90 Kennedy Departure Controller (N90 KDC) kennedy

2206:51 LaGuardia can you just give me one mike ah one nine mike tango on a three six zero heading

2206:53 N90 KDC yeah

2206:54 LaGuardia thank you

2206:54 N90 KDC just climbing's good

2206:55 LaGuardia climbing to eight three six zero heading or whatever altitude you want

2206:57 N90 KDC november one niner mike tan²

2207:57 N19MT new york departure november one niner mike tango on a one on a **³ zero heading

2208:05 LaGuardia one nine mike tango new york just confirm you are on a three six zero heading climbing to eight thousand

2208:11 N19MT yep leaving three thousand seven hundred for eight thousand and three six zero heading

2210:08 LaGuardia november one nine mike tango proceed direct to SPARTA just maintain your best rate of climb all the way up to eight thousand

2210:15 N19MT ok direct SPARTA all the way up to eight thousand im doing my best here thank you

2214:42 LaGuardia november one nine mike tango traffic two o'clock and four miles southwest bound an e one ninety at four thousand

2215:54 N19MT and departure one niner mike tango can we stop our climb at six thousand

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All times are best determined and displayed as Coordinated Universal Time (UTC). The recording time spanned from 2137 UTC on January 19, 2023 UTC date to 2258 UTC on January 19, 2023 or 1637 EST to 1758 EST, January 19, 2023.

² The transmission was not completed

³ * indicates unintelligible word(s)

2215:59 LaGuardia you can for now but I have to climb you to eight along this route so if you want to level off at six for a minute to accelerate or do something that's fine but I am gonna keep you climbing to eight in about ten to fifteen miles

2216:14 N19MT alright um I was just we're just not getting the performance we were expecting and I am not certain why one niner mike tango

2216:22 LaGuardia roger are unable eight thousand I can get you an alternate route up over Huguenot⁴ probably that will keep you down low

2216:33 N19MT im not sure why we are only climbing at about two hundred feet per minute and I can't see a reason why we shouldn't be ah * eight thousand's gonna take a long time to get to one nine mike tango

2216:46 LaGuardia november one nine mike tango roger and uh you think you might have an issue or is it just ah you're not sure whats going on

2216:54 N19MT * I don't see anything on the instrumentation at all for lack of ah vertical speed⁵

2217:22 LaGuardia november one nine mike tango the westchester county airport just off your right wing if you want to land and check it out

2218:30 N19MT ah departure ah we have figured out the problem i've got a dead cylinder ah so we would like to go to westchester and i'll take vectors for that one nine mike tango

2218:41 LaGuardia niner mike tango you are cleared to the westchester county airport via radar vectors turn right heading three four zero and maintain five thousand

2218:50 N19MT right three four zero and uh five thousand one niner mike tango⁶

2218:58 LaGuardia one niner mike tango they are landing runway one six so you can start planning the ils runway one six

2219:05 N19MT its gonna take me a minute to get things done here

2219:08 LaGuardia its all good take your time

2219:52 LaGuardia one nine mike tango are you declaring an emergency

2219:56 N19MT not at this time

2219:57 LaGuardia roger

2220:26 N19MT just to verify uh that's ah hotel papa november one nine mike tango

⁴ Huguenot is a Very High Frequency Omni-Directional Range (VOR) identifier HUO located north of SPARTA VOR.

⁵ This was followed by a chuckle likely from the pilot

⁶ During this transmission the LaGuardia controller coordinated with another controller

2220:32 LaGuardia one nine mike tango affirmative hotel papa november and their using the ils to runway one six

2220:40 N19MT alright using ils one six

2221:11 LaGuardia november one nine mike tango when you can make a right turn heading three four zero looks like I see you are doing it now

2221:18 N19MT I am declaring an emergency our oil pressure is dropping one niner mike tango

2222:17 LaGuardia one nine mike tango it looks like you're on a hard right turn to the southeast I just want you to fly wings level and maintain five thousand can you do that

2222:28 N19MT wings level five thousand november one niner mike tango

2222:31 LaGuardia I don't care what heading just fly wings level at five thousand

2222:54 LaGuardia november one nine mike tango so what heading do you show yourself on now

2222:58 N19MT ah im on a zero nine zero heading and we are gonna declare an emergency we are losing oil pressure

2223:04 LaGuardia november one nine mike tango roger can you turn left heading zero seven zero vectors ils one six

2223:09 N19MT zero seven zero for the ils one six one niner mike tango

2223:14 LaGuardia * stop your departures please

2223:27 La Guardia one nine mike tango understand you are losing oil pressure

2223:30 N19MT yes we are losing oil pressure this is an emergency one niner mike tango

2223:35 LaGuardia one nine mike tango roger uh I am vectoring you right overhead the westchester county airport now so I am gonna put you on a left downwind for runway one six

2223:42 N19MT ok vectoring me for left downwind for runway one six november one niner mike tango

2223:53 LaGuardia ameri⁷ ah november one niner mike tango turn left heading three six zero

2223:58 N19MT left turn three six zero one niner mike tango

2224:05 LaGuardia one nine mike tango you can descend and maintain three thousand

2224:17 LaGuardia one nine mike tango heading three six zero and maintain three thousand

2224:23 N19MT down to three thousand one nine mike tango

⁷ Incomplete word

2224:34 LaGuardia november one nine mike tango the bases at westchester are reported at three hundred feet

2224:42 N19MT ah I flew that ils uh a couple weeks ago um so we'll prepare for it

2224:50 LaGuardia ok but you'll want you want to fly the ils or do you wanna im not sure do you have engine power right now are you able to maintain altitude

2225:00 N19MT no the engine is overriving right

2225:13 N19MT mayday mayday mayday mayday

2225:15 LaGuardia november one nine mike tango understand the airports just behind you now if you want to start a left turn if you can * right turn

2225:38 LaGuardia november one nine mike tango the airport is now at your eight o'clock and five miles

2225:46 LaGuardia november one nine mike tango heading would be ah two two zero direct for the runway two two zero heading direct for the runway

2226:05 LaGuardia november one nine mike tango the airports now at your eleven to ten o'clock and three miles

2226:15 N19MT eleven to ten o'clock three miles one nine mike tango

2226:19 LaGuardia the airports now twelve o'clock and just under three miles now

2226:32 LaGuardia november one nine mike tango your set up perfectly for a left base to runway one six eleven o'clock and just under two miles

2226:52 LaGuardia november one nine mike tango you look beautiful for the ah left base for runway one six airports at your ten o'clock and two point seven miles

2227:00 N19MT ive got two thousand three hundred feet of altitude

2227:03 LaGuardia understood yeah

2227:17 N19MT im turning to the left base right now

2227:19 LaGuardia one nine mike tango thank you the airports at your nine to ten o'clock and two point four so you're looking really good for that left base again the bases are reported at three hundred

2227:30 N19MT give me give me those vectors cause I cant see a thing up here

2227:34 LaGuardia I understand you want to turn back to the right now that left turn you just did there you want to turn back to the right heading two two maybe two thirty heading to set you up for the final

2227:44 LaGuardia the winds are one one zero at seven

2227:48 LaGuardia one nine mike tango you are cleared to land runway one six the runways at your ten o'clock⁸ and one point seven miles turn left heading one six zero

2227:57 LaGuardia one nine mike tango heading one six zero for the runway

2228:04 LaGuardia november one nine mike tango im showing the runway off your left wing one point seven miles and nine hundred feet indicated just make sure you ah you'll break out at three hundred you should see the lights

2228:17 LaGuardia one nine mike tango the airports now at your ten to eleven o'clock and ah one point six miles

2228:23 N19MT ten to eleven o'clock and one six

2228:27 LaGuardia one nine mike tango you just wanna go slightly left and keep that shallow descent going you should break out here shortly

2228:35 LaGuardia one nine mike tango you wanna go more like a one fifty to one forty heading to the runway

2228:42 LaGuardia one nine mike tango you wanna correct back to your left now for the runway at your ten o'clock radar contact lost

2228:50 LaGuardia november one nine mike tango the runways at your ten o'clock and less than a mile

2228:56 LaGuardia one nine mike tango radar contact lost

2229:13 LaGuardia november one nine mike tango⁹

⁸ At this approximate time during this transmission the low altitude alert sounded

⁹ The transcription did not continue past this point

Certified Audio Recording of New York Terminal Radar Approach Control (TRACON)
White Plains ATCT Westchester Sequencer Position (HPN)
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2223:20¹ N90 stop departures

2224:50 N90 hey west thirty seven one more thing

2224:52 HPN yep

2224:53 N90 can you give me a pirep with the next available plane please

2224:55 HPN yep bases bases are at 700 msl

2224:58 N90 thank you g

2224:59 HPN thank you

2227:27 N90 hey tower approach

2227:29 HPN *²

2227:30 N90 i talked to this guy the whole way * what are the airport winds

2227:33 HPN ok airport wind one two zero at one two

2227:37 N90 one two zero at one two silvi³

2227:38 HPN thank you

2227:38 N90 and we are going to give him an approach clearance *

2227:40 HPN you got it

2227:41 N90 ok here he comes⁴

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² * Indicates unintelligible

³ The controller appeared to be yelling the response to another controller

⁴ A transcription was not continued past this point