

N90-TRACON-089
AAL587



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

Memorandum

Subject: **ACTION**: Full Transcript;
Aircraft Accident; AAL587;
Belle Harbor, NY; November 12, 2001

Date: February 12, 2002

From: Kennedy ATCT

Reply to Attn. of:

To: Aircraft Accident File N90-TRACON-089

This transcription covers the Kennedy ATCT Ground Control position for the time period from November 12, 2001, 1356 UTC to November 12, 2001, 1414 UTC.

Agencies Making Transmissions

John F. Kennedy ATCT, Ground Control
TACA International Airlines SA, Flight 571
American Airlines Inc, Flight 1683
United Airlines Inc, Flight 5
Unknown Source
American Airlines Inc, Flight 645
Delta Airlines Inc, Flight 2511
Jetblue Airways, Flight 20
United Airlines Inc, Flight 220
American Airlines Inc, Flight 064
American Airlines Inc, Flight 142
North American Airlines Inc, Flight 198
American Airlines Inc, Flight 587
TN691
United Airlines Inc, Flight 854
Jetblue Airways, Flight 52
American Airlines Inc, Flight 686
Delta Airlines Inc, Flight 2311
Japan Airlines Company LTD, Flight 047
United Airlines Inc, Flight 6219
Jetblue Airways, Flight 41
British Airways, Flight 178
American Airlines Inc, Flight 1
Northwest Orient Airlines Inc, Flight 1867
Jetblue Airways, Flight 79

Abbreviations

GC
TAI571
AAL1683
UALS
UKN
AAL645
DAL2511
JBU20
UAL220
AAL064
AAL142
NA0198
AAL58'?
TN691
UAL854
JBU52
AAL686
DAL2311
JAL047
UAL6219
JBU41
BAW178
AAL1
NWA1867
JBU79

N90-TRACON-089

AAL587

Page 2 of 15

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving AAL587:

John H.Harris
Quality Assurance Specialist
New York TRACON

1356

1356:32 GC

uh taca five seventy one taxi uh left on
alpha and hold short of kilo

1356:37 TA1571

left alpha hold short of kilo taca five
seventy one

1356:42 AAL1683

ground good morning american sixteen eighty
three coming out of november charlie delta

1356:47 GC

american sixteen eighty three kennedy
ground runway three one left for departure
taxi left on bravo hold short of juliet

1356:54 AAL1683

left bravo short of juliet for american
sixteen eighty three

1356:58 UAL5

good morning ground it's united five heavy
wellre getting ready to push here off gate
eight uh we need to go back on alpha if at
all possible

1357

1357:05 UKN

uh ground (unintelligible)

1357:11 GC alright united five heavy uh you need to push on to alpha

1357:15 UAL5 yes sir and we have echo

1357:19 AAL645 good morning ground american six forty five is tango alpha with delta ready to taxi

1357:25 GC american six forty five kennedy ground three one left for departure taxi uh right on alpha and hold short of juliet

1357:34 AAL645 three one left right on alpha and hold short juliet american six forty five

1357:41 GC uh united five heavy just hold short of alpha i'll uh have a clearance for you just a moment

1357:46 UAL5 o k we'll push down (unintelligible) hold short of alpha and wait to hear from you

1357:49 GC roger

1357:57 DAL2511 ramp delta twenty five eleven good morning we're ready to push from eighteen with delta

1358
1358:02 GC delta twenty three eleven o k that was with ground control you have to contact the ramp

1358:06 DAL2511 o k will do sir

1358:38 GC hey jetblue twenty kennedy ground do you have access to a gate

N90-TRACON-089

AAL587

Page 4 of 15

1358:41 JBU20 yeah we sure do we're heading on in

1358:43 GC roger

1358:45 JBU20 thanks for checking though

1358:47 GC roger

1358:50 UAL220 united two twenty clear of taxiway thank you

1358:53 AAL064 kennedy ground american zero six four

1358:58 GC american zero six four kennedy ground

1359:00 AAL064 taxi clearance (unintelligible) tango alpha

1359:05 GC american zero six four roger taxi romeo left alpha

1359:08 AAL064 copy american zero six four

1359:19 AAL142 ground american one forty two

1359:21 GC american one forty two heavy go ahead

1359:22 AAL142 yes sir we're probably going to need a few extra minutes at the end for a uh flight attendant

1359:26 GC american one forty two heavy o k then just uh alright uh alright follow the airbus off your left side if you would

1359:33 AAL142 o k we'll follow the airbus one forty two

1359:36 GC alright taca five seventy one turn right on juliet cross runway four left

1359:40 TA1571 right on juliet cleared to cross four left taca five seventy one

1359:44 NA0198 hello ground north american one ninety eights going to r ten seventy four like to go in on kilo

1359:48 GC north american one ninety eight kennedy ground roger at taxiway foxtrot transition to alpha to the ramp

1359:54 NA0198 foxtrot alpha to the ramp north american one ninety eight roger

1400

1400:01 GC taca five seventy one come on to the tower one one niner point one so long

1400:05 TA1571 nineteen one you have a good day sir

1400:07 GC you too bye

1400:35 GC united five heavy push back onto alpha is approved if you would just put the nose of the aircraft toward the uh southeast

1400:45 UAL5 o k push back onto alpha approved and put the nose towards the southeast we're having a little hydraulic pump problem here so uh actually we'll do that and if we're having a problem we'll let you know thanks

1400:56 GC alright united five heavy you gonna push
back or not

1400:59 UAL5 we are going to

1401
1401:01 GC o k very good thanks

1401:04 GC o k american six forty five at uh whiskey
alpha transition to bravo and then golf and
Zulu

1401:09 AAL645 whiskey alpha over to bravo then golf and
Zulu american six forty five

1401:25 AAL587 morning ground its american five eighty
seven heavy with the information delta
coming out of uh tango alpha

1401:32 GC american five eighty seven heavy kennedy
ground runway three one left for departure
taxi left on bravo hold short of juliet

1401:40 AAL587 left bravo short juliet american five
eighty seven heavy

1401:46 TN691 morning uh clearance uh tango november six
niner one off of charlie i f r to bradley
with uh echo

1401:52 GC alright calling for clearance clearance
deliverys one three five point zero five

1402
1402:02 UAL854 ground united eight sixty four heavys uh
clear of three one right we're going to
gate eight

1402:0-7 GC united eight fifty four kennedy ground taxi
bravo to the ramp

1402:10 UAL54 bravo to the ramp united eight fifty four

1402:12 GC american one forty two heavy follow the
airbus monit will you be ready when you get
there american one forty two

1402:17 AAL142 uh we're still waiting for a call from the
flight attendant

1402:20 GC o k uh just hold short of taxiway zulu hold
short of the next one remain this frequency
american one forty two heavy

1402:26 AAL142 we'll hold short of zulu american one forty
two

1402:42 GC american sixteen eighty three uh can you
accept an intersection departure kilo kilo
or kilo alpha one of the next ones

1402:47 AAL1683 standby here i'll take a look at the
numbers

1402:49 GC okey doke

1402:53 JBU52 o k ground jetblue fifty two we're getting
out of your way

1402:56 GC Jetblue fifty two i thank you enjoy your
day

1402:58 JBU52 you too thanks

1403:00 AAL686 kennedy ground good morning american uh six
eighty six heavy tango bravo taxi with echo

1403:05 GC american six eighty six heavy kennedy
ground runway three one left for departure
taxi left on bravo and a right turn on
juliet

1403:12 AAL686 left bravo right juliet uh american six
eighty six heavy

1403:16 AAL142 american one forty twos ready to go now sir

1403:18 GC *(alright) american one forty two heavy
roger.o k you'll be next thanks you can
monitor the tower on one one niner point
one enjoy your flight thank you

1403:24 AAL142 thanks uh nineteen one american one forty
two

1403:27 AAL1683 hey ground american sixteen eighty three we
can take it from kilo kilo

1403:30 GC american sixteen eighty three very well
hold short of make make the right turn
there hold short of three one left at kilo
kilo you'll be next monitor nineteen one
thanks

1403:37 AAL1683 uh nineteen one we'll see you

1403:44 DAL2311 good morning ground delta twenty three
eleven with you lima alpha with echo

1403:47 UKN (unintelligible)

1403:52	GC	delta twenty three eleven kennedy ground three one left for departure taxi left on bravo hold short of juliet
1403:58	DAL2311	left on bravo hold short of juliet delta twenty three eleven
1404		
1404:01	UKN	(unintelligible)
1404:16	JAL047	kennedy ground japan air forty seven heavy ready for taxi we have echo
1404:23	GC	japan air forty seven heavy kennedy ground runway three one left for departure taxi left on bravo and uh hold short of uh kilo kilo
1404:33	JAL047	left on bravo hold short of kilo kilo three one left japan air forty seven
1404:49	UAL6219	kennedy ground for united sixty two nineteen
1404:52	GC	hey united sixty uh who's that sixty two nineteen
1404:56	UAL6219	yeah sixty two nineteen uh requesting clearance to taxi from hangar nineteen to company terminal
1405		
1405:01	GC	united sixty two nineteen roger taxi via quebec hold short of november
1405:05	UAL6219	via quebec hold short of november united sixty two nineteen

1405:14 GC american six forty five heavy continue
right turn onto zulu monitor the tower one
one niner point one so long

1405:20 AAL645 american six forty five right turn onto
zulu over to tower have a good day

1405:23 GC you too

1405:30 UAL5 ground united five heavys ready to taxi

1405:33 GC united five heavy kennedy ground roger
runway three one left for departure taxi
straight ahead on alpha hold short of
juliet

1405:38 UALS alpha hold short of juliet going to three
one left united uh five heavy

1405:45 JBU41 ground jetblue forty one good morning with
echo ready to taxi from delta

1405:47 GC jetblue forty one kennedy ground good
morning three one left for departure right
on alpha hold short of juliet

1405:52 JBU41 right on alpha hold short of juliet jetblue
forty one

1406
1406:01 GC delta twenty three eleven turn right at
juliet at taxiway zulu follow the american
from the left monitor the tower nineteen
one so long

1406:08 DAL2311 right juliet zulu follow the american delta
twenty three eleven

1406:15 DAL2311 understand monitor nineteen one for delta
twenty three eleven

1406:18 GC uh that's correct monitor nineteen one
thanks

1406:20 DAL2311 so long

1406:21 GC bye bye

1406:54 GC japan air forty seven continue via bravo
turn right at juliet cross runway four left

1407
1407:01 JAL047 japan air forty seven from bravo juliet
cross runway two two uh four left

1407:07 GC japan air that's correct thanks

1407:11 BAW178 uh ground speedbird one seventy eight heavy
with you at uh victor

1407:16 GC speedbird one seventy eight heavy kennedy
ground good morning it's runway three one
left for departure taxi right on alpha hold
short of juliet

1407:23 BAW178 three one left right on alpha hold short
juliet speedbird one seventy eight

1408
1408:01 GC japan air forty seven heavy monitor the
tower one one niner point one so long
I

1408:06 JAL047 one one nine one japan air forty seven so
long

1408:08 AAL1 hey kennedy ground good morning american uh
one heavy information echo approaching spot
five to taxi

1408:17 GC american one heavy kennedy ground good
morning three one left for departure taxi
left on bravo hold short of uh juliet

1408:24 AAL1 left bravo short of juliet for thirty one
left american one heavy

1408:28 NWA1867 ground northwest eighteen sixty seven
coming on hotel short of alpha taxiway
dixie

1408:32 GC northwest eighteen sixty seven kennedy
ground runway three one left for departure
uh let's see follow uh taxi right turn on
alpha hold short of juliet northwest
eighteen sixty seven

1408:46 NWA1867 right on alpha short of juliet uh northwest
eighteen sixty seven

1408:58 GC american five eighty seven heavy follow the
japan air heavy boeing seven forty seven
ahead monitor the tower one one niner point
one so long

1409
1409:04 AAL587 follow japan air over to tower nineteen one
american five eighty seven heavy

1409:13 GC jetblue forty one at hotel follow northwest
I

1409:16 JBU41 follow northwest jetblue forty one

1409:34 GC american six eighty six heavy follow your company ahead cross runway four left monitor the tower one one niner point one so long

1409:41 AAL686 follow company cleared to cross four left nineteen one american six eighty six heavy good day

1410
1410:05 GC united sixty two nineteen at taxiway november give way to american from the left then go november and alpha

1410:12 UAL6219 give way to american then go november then alpha united sixty two nineteen

1410:19 GC northwest eighteen sixty seven follow the american heavy boeing seven sixty seven from your right the one off your right side follow him monitor nineteen one so long

1410:27 NWA1867 o k behind the uh second american here and uh nineteen one northwest eighteen sixty seven

1410:33 GC roger

1410:34 JBU79 kennedy ground jetblue seventy nine coming up whiskey alpha taxi echo

1410:38 GC jetblue seventy nine kennedy ground good morning three one left taxi right on alpha hold short of juliet

1410:44 JBU79 right on alpha short of juliet thirty one left jetblue seventy nine

1410:48	GC	jetblue forty one follow northwest monitor one one niner point one so long
1410:52	JBU41	jetblue forty one follow northwest monitor nineteen one good day
1410:55	GC	united five heavy follow jetblue ahead monitor one one niner point one
1411:00	UAL5	nineteen point one behind jetblue ahead united five heavy
1411:40	UKN	(unintelligible)
1412		
1412:42	GC	speedbird one seventy eight heavy turn left on juliet follow united cross runway four left monitor tower one one niner point one so long
1412:50	BAW178	that's uh left juliet to cross uh four behind united the speedbird one seventy five nineteen one so long
1412:56	GC	bye
1413		
1413:19	GC	american one heavy at taxiway juliet follow british airways seven forty seven from the left cross runway four left monitor tower nineteen one so long
1413:27	AAL1	juliet behind uh b a and nineteen one (unintelligible) good day american one heavy
1413:32	GC	*(good day)

N90-TRACON-089
AAL587
Page 15 of 15

1414

End of Transcript

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

N90-TRACON-089
AAL587



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

Memorandum

Subject: **ACTION:** Full Transcript
Aircraft Accident; AAL587;
Belle Harbor, NY; November 12, 2001

Date: February 12, 2002

From: Kennedy ATCT

**Reply to
Attn. of:**

To: Aircraft Accident File N90-TRACON-089

This transcription covers the Kennedy ATCT Local Control position for the time period from November 12, 2001, 1406 UTC to November 12, 2001, 1422 UTC.

Agencies Making Transmissions

Abbreviations

Kennedy ATCT, Local Control	LC
American Airlines Inc, Flight 142	AAL142
New York City Police Department, Helicopter 14	PD14
American Airlines Inc, Flight 1683	AAL1683
American Airlines Inc, Flight 645	AAL645
Delta Airlines Inc, Flight 2311	DAL2311
Japan Air Lines, Flight 047	JAL047
American Airlines Inc, Flight 587	AAL587
Department of the Air Force Headquarters, Air Mobility Command, REACH Flight 410Y	REACH410Y
American Airlines Inc, Flight 686	AAL686
British Airways, Flight 1	BAW1
Northwest Orient Airlines Inc, Flight 1867	NWA1867
Unknown Source	UKN
Delta Airlines Inc, Flight 79	DAL79
LaGuardia ATCT, Unknown Position	LGA
New York City Police Department, Helicopter 6	PD6
New York City Police Department, Helicopter 4	PD4

IN90-TRACON-089

AAL587

Page 2 of 12

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL587:

John H. Harris
Quality Assurance Specialist
New York TRACON

1406:00	LC	contact new york departure good morning
1406:04	AAL142	uh bridge climb new york departure one forty two good day
1406:12	PD14	kennedy uh p d fourteens back with you in the pattern out of oh five hundred
1406:16	LC	p d fourteen at or below five hundred approved kennedy altimeter three zero four three wind three one zero at eight
1406:21	PD14	p d fourteen roger
1406:36	LC	p d fourteen radar contact six hundred feet floyd uh bennett
1406:40	PD14	uh say again p d fourteen
1406:42	LC	p d fourteen radar contact six hundred feet floyd bennett

1406:45 PD14 o k roger uh going back to five hundred

1406:47 LC american sixteen eighty three wind three
one zero at six runway three one left kilo
kilo intersection cleared for takeoff

1406:53 AAL1683 cleared for takeoff three one left kilo
kilo american sixteen eighty three

1407

1408

1408:05 LC american six forty five kennedy tower
runway three one left cleared for takeoff

1408:09 AAL645 cleared for takeoff three one left american
six forty five

1408:12 LC american sixteen eighty three fly the
breezy point climb contact new york
departure good day

1408:16 AAL1683 over to departure

1408:17 LC american sixteen eighty three

1408:41 LC delta twenty three eleven kennedy tower
runway three one left taxi into position
and hold

1408:45 DAL2311 position and hold delta twenty three eleven

1409

1409:55 LC american six forty five turn left fly the
bridge climb contact new york departure
good day

1410

1410:01	AAL645	(unintelligible) bridge climb (unintelligible) good day
1410:02	LC	(unintelligible) forty five
1410:13	LC	delta twenty three eleven wind three one zero at niner runway three one left cleared for takeoff
1410:17	DAL2311	delta twenty three eleven cleared for takeoff three one left
1410:23	LC	delta twenty three eleven
1410:28	LC	japan air lines forty seven heavy kennedy tower runway three one left taxi into position and hold
1410:32	JAL047	runway three one left taxi into position and hold
1410:36	LC	p d fourteen uh caution wake turbulence there'll be uh several heavy jet departures over canarsie momentarily
1410:41	PD14	roger that p d fourteen we'll be looking
1411		
1411:08	LC	japan air forty seven heavy wind three zero zero at one zero runway three one left cleared for takeoff
1411:13	JAL047	runway three one left cleared for takeoff japan air forty seven heavy

1411:17	LC	delta twenty three eleven fly the bridge climb contact new york departure good morning
1411:21	DAL2311	(unintelligible) delta twenty three eleven switching good day
1411:37	LC	american five eight seven heavy kennedy tower caution wake turbulence runway three one left taxi into position and hold
1411:42	AAL587	position and hold thirty one left american five eight seven heavy
1411:58	LC	japan air forty seven
1412:00	REACH410Y	kennedy tower reach four one zero yankee we're positional (unintelligible) three one right
1412:04	LC	reach four one zero yankee heavy kennedy tower wind three zero zero at one zero runway three one right cleared to land you're number one
1412:11	REACH410Y	number one cleared to land three one reach four one zero yankee
1413		
1413:06	LC	japan air forty seven heavy fly the bridge climb contact new york departure good morning
1413:11	JAL047	bridge climb (unintelligible) departure japan air forty seven good morning

1413:29	LC	american five eight seven heavy wind three zero zero at niner runway three one left cleared for takeoff
1413:33	AAL587	cleared for takeoff american ah five eight seven heavy
1413:40	LC	american six eight six heavy kennedy tower caution wake turbulence runway three one left taxi into position and hold
1413:45	AAL686	position and hold runway three one left american six eighty six
1413:47	LC	american five eight seven heavy
1414		
1414:44	LC	american five eight seven heavy turn left fly the bridge climb contact new york departure good morning
1414:49	AAL587	american five eighty seven heavy so long
1414:57	BAW1	kennedy tower good morning speed bird concord one heavy (unintelligible) established three one right
1415		
1415:01	LC	american six eight six heavy kennedy tower wind three zero zero at eight runway three one left cleared for takeoff
1415:06	AAL686	cleared for takeoff (unintelligible)
1415:07	LC	american six eight six heavy

1415:09 LC speedbird concord uh one heavy kennedy tower good morning you're following a heavy seven four seven passing short final caution wake turbulence wind three zero zero at eight runway three one right cleared to land

1415:18 BAWI three one right cleared to land speedbird concord one heavy

1415:20 LC northwest eighteen sixty seven kennedy tower caution wake turbulence runway three one left taxi into position and hold

1415:25 NWA1867 three one left position and hold northwest eighteen sixty seven

1415:51 LC (unintelligible)

1415:52 UKN (unintelligible)

1416
1416:05 LC american six eight six heavy fly the bridge climb contact new york departure good morning

1416:09 AAL686 bridge climb (unintelligible)

1416:11 UKN straight ahead

1416:12 UKN (unintelligible)

1416:13 UKN tower look at to the south there's an aircraft crashing

1416:17 LC say again

1416:19 UKN an aircraft just crashed to the south of the field

1416:21 LC an aircraft crashed south of the field

1416:24 UKN affirm a fireball

1416:31 LC o k thank you sir

1417

1417:02 UKN i i am not quite sure we just uh yeah

1417:05 UKN (unintelligible)

1417:06 UKN standby sir

1417:08 UKN american american five eighty seven

1417:10 LC uh negative

1417:11 UKN mickey you missing any uh your departures

1417:13 UKN american five eighty seven

1417:18 UKN o k

1417:19 LC o k p d fourteen we're trying to figure it out now sir we're trying to see if we're missing any aircraft standby

1417:24 DAL79 uh delta 79 it was a heavy jet anyway

1417:27 LC it was a heavy jet sir

1417:28 DAL79 yeah it looked like it

1417:35 LC hey kennedy

1417:38 LGA kennedy laguardia

1417:40 LC standby laquardia

1417:41 LC hello

1417:43 UKN p d six is going to the crash site

1417:44 LC o k thanks

1417:46 LC hello

1417:48 LC kennedy

1417:54 PD6 kennedy p d six

1417:57 LC p d six kennedy you're cleared into the
kennedy class bravo airspace to uh the site
sir at or below uh one thousand is approved

1418
1418:03 PD6 p d six

1418:19 NWA1867 tower northwest eighteen sixty seven we're
gonna exit the runway up here on yankee if
that's o k
I

1418:24 LC calling kennedy say again

1418:27 NWA1867 what would you like northwest eighteen
sixty seven to do

1418:29 LC just hold your position sir

1418:31 NWA1867 i'll hold the position

1419
1419:07 LC speedbird concord one heavy turn left next
taxiway taxi into your ramp monitor ground
point niner please

1419:12 BAWI roger left turn into the ramp ground point
nine

1419:27 LC american five eight seven heavy

1420
1420:01 LC kennedy

1420:02 UKN yeah you got p d fourteen on the case

1420:04 LC uh p d six is on the case

1420:OS UKN o k thanks

1420:06 LC (unintelligible)

1420:08 PD14 kennedy p d fourteen

1420:10 LC p d fourteen yes sir

1420:11 PD14 we know the uh details on what kind of
aircraft it was

1420:14 LC uh we've been reported that it's a heavy uh aircraft sir we don't know type possibly a seven six seven

1420:21 PD14 american craft

1420:30 LC and p d fourteen traffic two miles to the northwest of you uh your company three hundred feet inbound into the area

1420:36 PD14 o k p d fourteen look for the traffic

1420:38 LC p d three uh three correction p d six traffic uh two miles to the southeast of you your company traffic one thousand feet

1420:46 PD6 uh p d six has company

1420:48 LC thank you maintain visual

1420:49 PD6 will do

1420:50 LC p d fourteen company has you in sight will maintain visual

1420:53 PD14 o k say again where they are

1420:56 PD4 kennedy p d four

1420:58 LC p d four kennedy

1420:59 PD4 were (unintelligible) we have company in sight we're gonna be at the scene

1421

1421:02 PD4 ok p d four kennedy altimeter three zero
four three the wind three zero zero at one
zero report on station

1421:07 PD4 o k we're squawking authorized code zero
two six one

1421:10 LC p d four roger

1421:20 LC uh p d fourteen just use caution company
over floyd bennett will be heading to the
same area sir has you and your company one
half mile north of you in sight

1421:27 PD14 p d fourteen roger that

1421:29 LC p d six use caution company over floyd
bennett has you and company one mile south
of you in sight he'll be heading into the
area

1421:40 LC p d six did you copy

1422

End of Transcript

N90-TRACON-089
AAL 587

Memorandum



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

Subject: **INFORMATION:** Full Transcript;
Aircraft Accident; AAL587;
Belle Harbor, NY;
November 12, 200 1; 1417 UTC

Date: February 7, 2002

From: New York TRACON

**Reply to
Attn. of:**

To: Aircraft Accident File
N90-TRACON-089

This transcription covers the New York TRACON Kennedy Departure Controller position for the time period from November 12, 2001, 1407 UTC to November 12, 2001, 1425 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
New York TRACON, JFK Departure	J108
American Airlines, Inc. Flight 142	AAL142
Cessna Citation N40N	N40N
JFK Tower Local Controller	ATCT
American Airlines, Inc. Flight 1683	AAL1683
American Airlines, Inc. Flight 645	AAL645
Delta Airlines, Inc. Flight 2311	DAL2311
Cessna Skylane N888PD	N888PD
Japan Air Lines Flight 047	JAL047
American Airlines, Inc. Flight 587	AAL587
Beechcraft Baron N3 81 OC	N3810C
Unknown source	UKN
American Airlines Flight 686	AAL686
New York TRACON, JFK Controller #2	J108-2

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL587:

John Harris
Quality Assurance Specialist
New York TRACON

N90-TRACON-089

AAL587

Page 2 of 10

1407		
1407:07	J 108	american one forty two heavy turn left heading zero six zero
1407:10	AAL142	zero six zero american one forty two
1407:23	J108	citation four zero november turn right heading three two zero climb and maintain one seven thousand
1407:29	N40N	three twenty up to one seven thousand four zero november
1408		
1408:16	ATCT	(unintelligible) sixteen eighty three
1408:17	J108	check
1408:27	AAL1683	departure armerican sixteen eighty three we're out of nineteen hundred
1408:30	J108	american sixteen eighty three new york departure good morning radar contact climb and maintain one one thousand
1408:36	AAL1683	one one thousand american sixteen eighty three
1408:39	J108	citation four zero november contact departure one two six point eight good day
1408:43	N40N	twenty six eight uh forty November
1409		
1409:16	J108	american one forty two heavy contact departure one two six point eight good day

1409:21	AAL142	twenty six eight good day one forty two heavy
1410		
1410:02	ATCT	american six forty five
1410:13	J108	american sixteen eighty three contact departure one two four point seven five good day
1410:18	AAL1683	twenty four seventy five american sixteen eighty three we'll see you
1410:23	ATCT	(unintelligible) twenty three eleven
1410:24	J108	check
1410:26	AAL645	and departure american uh six forty five's with you we're out of seventeen for uh five
1410:30	J108	american six forty five new york departure good morning radar contact climb and maintain one three thousand
1410:36	AAL645	(unintelligible) three there american six forty five
1410:53	J108	american six forty five turn left proceed direct wavey
1410:57	AAL645	left turn uh direct wavey american six forty five
1411		
1411:29	DAL2311	'kay kennedy departure delta twenty three eleven is one point five five thousand on the bridge I
1411:34	J108	delta twenty three eleven new york departure radar contact climb and maintain one three thousand

1411:39	DAL2311	thirteen thousand feet delta twenty three eleven
1411:58	ATCT	(unintelligible) forty seven
1411:59	J108	check
1412		
1412:25	J108	delta twenty three eleven turn left heading one three zero intercept kennedy one five six radial to wavey
1412:32	DAL2311	one thirty heading intercept the one fifty six to wavey delta twenty three eleven
1412:47	J108	american six forty five contact new york center one two eight point three good day
1412:52	AAL645	one twenty eight three you too have a good day american. uh six forty five
1412:58	N888PD	good morning new york approach skylane triple eight papa delta's with you at six thousand
1413		
1413:04	J108	skylane triple eight papa delta new york departure good morning altimeter three zero four three maintain six thousand
1413:11	N888PD	three zero four three maintain six thousand triple eight papa delta
1413:18	JAL047	departure japan air forty seven heavy leaving one thousand for five starting bridge climb
1413:24	J 108	japan air forty seven heavy new york departure radar contact climb and maintain one seven thousand

1413:31	JAL047	one seven thousand to climb and maintain one seven thousand japan forty seven heavy
1413:35	J108	roger
1413:47	ATCT	five eight seven heavy
1413:48	J108	check
1413:54	J108	delta twenty three eleven contact departure correction new york center one twenty eight point three good day
1414:00	DAL2311	approach twenty eight point three delta twenty three eleven good day
1414:07	J108	japan air forty seven heavy turn left heading zero niner zero
1414:11	JAL047	heading zero niner zero japan air forty seven
1415		
1415:01	AA1587	uh new york american five eight seven heavy thirteen hundred feet we're climbing to five thousand
1415:05	J108	american five eight seven heavy new york departure radar contact climb and maintain one three thousand
1415:11	AAL587	one three that's for american five eighty seven heavy
1415:28	N3810C	new york departure baron three eight one zero charlie's with you at three thousand going to five
1415:32	J108	baron three eight one zero charlie new york departure roger maintain five thousand

1415:36	N3810C	ten charlie roger
1415:37	J108	american five eighty seven heavy turn left proceed direct wavey
1415:42	AAL587	uh uh turn direct wavey american five eighty seven heavy
1415:51	ATCT	six eight six heavy
1415:51	UKN	nice game
1415:59	UNK	(unintelligible)
1416		
1416:02	UNK	(unintelligible)
1416:03	UNK	(unintelligible)
416:25	AAL686	new york departure american six eighty six heavy's out of fourteen hundred feet
1416:34	J108	american six eighty six new york departure radar contact climb and maintain one tlu e thousand
1416-40	AAL686	one three thousand american six eighty six heavy

1417:40	J108	american six eighty six turn left proceed direct shipp
1417:44	AAL686	left direct shipp american six eighty six
1417:49	J108	japan air forty seven heavy turn left heading three six zero
1417:52	JAL047	heading three six zero japan air forty seven heavy
1417:55	AAL646	new york american six eighty six
1417:58	J108	american five eighty seven new york
1418		
1418:02	J108	american six eighty six heavy go ahead
1418:04	AAL686	A just to let you know we saw a huge urn tremendous amount of black smoke uh south of long island uh we're turning to the south of it now it's uh on the very southern portion of long island
1418:15	J108	american six eighty six heavy roger thank you
1418:24	J108	japan air forty seven heavy turn left heading three six zero
1418:27	JAL047	heading three turning left to three six zero japan air forty seven
1418:39	J108	american six eighty six that smoke that you see where is it right now

1418:45 AAL686 ok it's uh --- about five miles behind us um looks like um if you're coming in uh runway four left it's uh right off to the left of the um of the of the approach end of the runway but uh all the way on the southern portion of long island uh right where the shore line is

1419
1419:07 J108 ok so it's it's (unintelligible) in the water or on the land

1419:10 AAL686 it's on the land and it's uh looks uh tremendous like uh it's a huge fire a tremendous amount of black smoke -- uh kennedy tower would probably be able to see that with no problem

1419:24 J108 roger thank you

1419:27 N3810C and approach this is baron three eight one zero charlie we're coming up on kennedy airport and we see that same plume of black smoke uh just about at our uh eleven o'clock position

1419:37 J108 roger thank you

1419:39 JAL047 departure japan air forty seven confirm heading three six zero

1419:43 J108 japan air forty seven uh uh affirmative contact departure one two six point eight good day

1419:49 JAL047 one two six eight japan air forty seven good day

1420
1420:35 J108 american six eighty six heavy contact new york center one two eight point three good day

1420:40 AAL686 ok one two eight point three american six eighty six heavy so long

1420:59	UKN	negative
1421		
1421:15	J108	ten papa charlie uh correction one zero charlie fly heading two seven zero
1421:19	N3810C	ten charlie two seven zero
1422		
1422:31	J108	one zero charlie what do you see off to your left
1422:34	N3810C	a big column of rising brown smoke just about in the middle of the land mass uh south southeast of the old uh floyd bennett field
1422:44	J108	alright thank you
1422:58	J108	alright bernie thirty ones no right turns robbinsvilles to eleven uh ten charlie is on a two seventy heading right now this guy's still doing the victor sixteen i didn't give him a heading yet these are the only two i'm working and all the p ds are (unintelligible)
1423:11	J108-2	alright
1423:12	N3810C	approach that smoke is now directly off our nine o'clock
1423:16	J108-2	say again
1423:17	N3810C	that smoke is now directly off our left wing at nine o'clock
1423:20	J108-2	roger

1423:41 N3810C and approach this is ten charlie do you want us to go to dixie now

1423:45 J108-2 november one zero charlie yeah you can proceed direct dixie

1423:48 N3810C ten charlie roger

1423:52 J 108-2 november eight papa delta you can proceed direct dixie

1423:55 N888PD eight papa delta direct dixie
1424

1424:20 N3810C and approach ten charlie is now looking uh right down at that uh smoke column now and it's a big intense fire down there

1424:25 J108-2 okay uh we've got helicopters there

1425

End of Transcript