



# Federal Aviation Administration

## Memorandum

Date: February 2, 2009

To: Aircraft Accident File N90-TRACON-0122

From: New York Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Full Transcript  
 Aircraft Accident, AWE1549  
 New York City, NY, January 15, 2009

This transcription covers the New York Terminal Radar Approach Control Facility (TRACON) L116 DR position for the time period from January 15, 2009, 2020 UTC, to January 15, 2009, 2040 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
New York TRACON LaGuardia Departure	L116
Biscayne Air	BSK699
Northwest Airlines	NWA337
Cessna N376G	N376G
LaGuardia ATCT	LGA
America West Cactus 1549	AWE1549
Unknown	UNKN
Jet Link 2760	BTA2760
Teterboro ATCT	TEB
Eagle Flight 4718	EGF4718
New York TRACON NOBBI position	L106
Boeing N37NY	N37NY
Gulfstream N780E	N780E
Jet Link 2762	BTA2762
Lear Jet N4415W	N4415W

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.

Robert Olsen  
 Quality Assurance Support Specialist  
 New York TRACON

2020  
 2020:57 L116 biscayne six ninety nine contact departure one two zero point eight five

2021:01 BSK699 twenty eighty five for biscayne six six nine

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2021:02 L116 good day

2021:41 NWA337 northwest three thirty seven a thousand for five thousand

2021:44 L116 northwest three thirty seven new york departure radar contact climb and maintain one five thousand

2021:47 NWA337 one five thousand northwest three thirty seven

2022  
2022:29 N376G hello departure global three seven six golf four point four for seven thousand

2022:34 L116 november seven six golf new york departure climb and maintain one five thousand

2022:38 N376G right up to one five thousand cessna six golf

2022:56 L116 northwest three thirty seven turn left three six zero

2022:59 NWA337 left three six zero northwest three thirty seven

2023:44 L116 november seven six golf fly heading of two six zero contact departure one two zero eight five so long

2023:50 N376G two zero eight five and two sixty on the heading seven six golf good day

2024  
2024:06 L116 northwest three thirty seven turn left heading three two zero

2024:08 NWA337 three two zero northwest three thirty seven

2024:58 LGA cactus fifteen forty nine

2025:12 L116 northwest three thirty seven contact departure one one eight point one seven

2025:16 NWA337 eighteen one seven northwest three thirty seven

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2025:51 AWE1549 cactus fifteen forty nine seven hundred climbing five thousand

2026:00 L116 cactus fifteen forty nine new york departure radar contact climb and maintain one five thousand

2026:04 AWE1549 maintain one five thousand cactus fifteen forty nine

2026:57 UNKN seventy (unintelligible)

2026:59 L116 everyday

2027:03 BTA2750 new york jetlink twenty seven sixty is five thousand turning right to one five zero

2027:07 L116 jetlink twenty seven sixty climb maintain one zero thousand

2027:11 BTA2760 one zero thousand jetlink twenty seven sixty

2027:32 L116 cactus fifteen forty nine turn left heading two seven zero

2027:36 AWE1549 ah this is uh cactus fifteen thirty nine hit birds we lost thrust in both engines we're turning back towards laguardia

2027:42 L116 okay yea you need to return to laguardia turn left heading of uh two two zero

2027:46 AWE1549 two two zero

2027:49 L116 tower stop your departures we got an emergency returning

2027:53 LGA who is it

2027:54 L116 it's fifteen twenty nine he ah bird strike he lost all engines he lost the thrust in the engines he is returning immediately

2027:59 LGA cactus fifteen twenty nine which engines

2028:01 L116 he lost thrust in both engines he said

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2028:03 LGA got it

2028:05 L116 cactus fifteen twenty nine if we can get it to you do you want to try to land runway one three

2028:11 AWE1549 we're unable we may end up in the hudson

2028:17 L116 jetlink twenty seven sixty turn left zero seven zero

2028:19 BTA2760 left turn zero seven zero jetlink twenty seven sixty

2028:31 L116 alright cactus fifteen forty nine it's going to be left traffic to runway three one

2028:34 AWE1549 unable

2028:36 L116 okay what do you need to land

2028:46 L116 cactus fifteen forty nine runway four is available if you want to make left traffic to runway four

2028:50 AWE1549 i am not sure if we can make any runway oh what's over to our right anything in new jersey maybe teterboro

2028:55 L116 okay yea off to your right side is teterboro airport

2029:02 L116 do you want to try and go to teterboro

2029:03 AWE1549 yes

2029:05 L116 teterboro uh empire actually laguardia departure got an emergency inbound

2029:10 TEB okay go ahead

2029:11 L116 cactus fifteen twenty nine over the george washington bridge wants to go to the airport right now

2029:14 TEB he wants to go to our airport check does he need any assistance

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2029:17 L116 ah yes he ah he was a bird strike can i get him in for  
runway one

2029:19 TEB runway one that's good

2029:21 L116 cactus fifteen twenty nine turn right two eight zero you  
can land runway one at teterboro

2029:25 AWE1549 we can't do it

2029:26 L116 okay which runway would you like at teterboro

2029:28 AWE1549 we're gonna be in the hudson

2029:33 L116 i'm sorry say again cactus

2029:41 L116 jetlink twenty seven sixty contact new york one two six  
point eight

2029:45 BTA2760 twenty six eight jetlink twenty seven sixty

2029:51 L116 cactus ah cactus fifteen forty nine radar contact is lost  
you also got newark airport off your two o'clock and about  
seven miles

2030:06 L116 eagle flight forty seven eighteen turn left heading two one  
zero

2030:09 EGF4718 two one zero un forty seven eighteen i don't know i think  
he said he was going in the hudson

2030:14 L116 cactus fifteen twenty nine uh you still on

2030:22 L116 cactus fifteen twenty nine if you can ah you got ah runway  
two nine available at newark off your two o'clock and seven  
miles

2030:32 L116 eagle flight forty seven eighteen climb maintain one two  
thousand

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2030:34 EGF4718 okay one two thousand and ah leaving five and two eighty heading

2030:41 L116 and eagle flight forty seven eighteen i'm sorry i missed that say again

2030:45 EGF4718 and uh we're up to twelve thousand uh two eighty on the heading

2030:48 L116 okay thank you eagle flight forty seven eighteen turn left two two zero

2030:51 EGF4718 two two zero forty seven eighteen

2031  
2031:30 UNKN was that cactus up by the tappan zee

2031:32 L116 uh yeah it was a cactus he was just north of the ah george washington bridge when they had the bird strike

2032  
2032:03 L116 eagle flight forty seven eighteen contact departure one two four point seven five

2032:08 EGF4718 uh twenty four seventy five forty seven eighteen

2032:37 L106 hey patty

2032:38 L116 yeah

2032:39 L106 seven n y i'll just put him on a two seventy heading and leave him at six

2032:42 L116 whatever you want man

2032:43 L106 and eighty echo i'll put on a one eighty for wake

2032:45 L116 that's good

2033  
2033:23 N37NY good afternoon new york boeing three seven november yankee out of six for seven coming to a heading of two fifty

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2033:27 L116 november seven november yankee climb and maintain one five thousand

2033:31 N37NY one five thousand three seven november yankee

2033:38 L116 alright alright departure we're stopped on departure runway four three sixties runway

2033:44 L116 okay

2033:45 L116 you know about the cactus

2033:46 L116 right

2033:47 L116 uh i guess it was a double bird strike and he lost all thrust so

2033:50 N780E new york gulfstream seven eighty echo level seven thousand and right turn to uh one nine zero

2033:52 L116 (unintelligible) what you want to do as far as departures

2033:55 L116 okay i'll figure it out

2033:56 L116 two fifty one five eight zero echo the altimeter three zero two four

2034:00 N780E two four

2034:01 L116 you're not talking to jetlink yet they're gone all frequencies are normal

2034:04 L116 just those two okay

2034:21 UNKN okay thanks

2034:27 BTA2762 uh new york jetlink twenty seven sixty two we're with you five thousand uh zero nine zero

2034:31 L116 jetlink twenty seven sixty two new york good afternoon  
altimeter three zero two four climb and maintain one zero  
thousand

2034:38 BTA2762 okay one zero ten thousand and i believe it's a three  
twenty heading

2034:43 L116 alright the altimeter is three zero two four continue on  
the ninety heading

2034:47 BTA2762 it's a ninety heading maintaining uh climb maintain ten  
thousand

2034:56 L116 boeing seven november yankee fly a heading of one nine zero  
and if not already doing so climb and maintain one five  
thousand

2035:03 N37NY heading one ninety and we are going up to fifteen three  
seven november yankee

2035:13 L116 gulfstream seven eight zero echo new york you on

2035:16 N780E yes sir we checked in at seven thousand and we're heading  
one nine zero

2035:19 L116 gulfsteam seven eight zero echo altimeter three zero two  
four fly heading two two zero climb and maintain one two  
thousand

2035:31 L116 gulfsteam seven eight zero echo fly heading two two zero  
climb and maintain one two thousand altimeter three zero  
two four

2035:39 N780E okay two (unintelligible) heading up to twelve thousand  
eighty echo

2036  
2036:12 L116 boeing seven november yankee turn right heading two seven  
zero and contact departure on one two zero point eight five

2036:20 N37NY twenty eighty five two seven uh two seventy on the heading  
for seven november yankee



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2036:32 N37NY they find that a three twenty

2036:36 L116 uh i'm not sure yet

2036:39 L116 jetlink twenty seven sixty two fly heading zero seven zero  
contact departure on one two six point eight

2036:47 BTA2762 okay zero seven zero and uh one two six point eight twenty  
seven sixty two

2037  
2038  
2038:09 L116 gulfstream seven eight zero echo contact departure on one  
two four point seven five so long

2038:14 N780E twenty four seventy five eighty echo so long

2039  
2039:25 N4415W (unintelligible) heading two six zero

2039:31 L116 lear four four one five whiskey new york good afternoon  
altimeter three zero two four fly a heading of two five  
zero climb maintain one one thousand

2039:41 N4415W two four heading (unintelligible) uh say again on the  
altitude

2039:44 L116 one one eleven thousand

2039:46 N4415W up to one one eleven thousand one five whiskey  
2040

End of Transcript