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.

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

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
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
cactus fifteen forty nine seven hundred climbing five thousand

cactus fifteen forty nine new york departure radar contact climb and maintain one five thousand

maintain one five thousand cactus fifteen forty nine

seventy (unintelligible)

everyday

new york jetlink twenty seven sixty is five thousand turning right to one five zero

jetlink twenty seven sixty climb maintain one zero thousand

one zero thousand jetlink twenty seven sixty

cactus fifteen forty nine turn left heading two seven zero

ah this is uh cactus fifteen thirty nine hit birds we lost thrust in both engines we’re turning back towards laguardia

okay yea you need to return to laguardia turn left heading of uh two two zero

two two zero

tower stop your departures we got an emergency returning

who is it

it’s fifteen twenty nine he ah bird strike he lost all engines he lost the thrust in the engines he is returning immediately

cactus fifteen twenty nine which engines

he lost thrust in both engines he said
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 L116 do you want to try and go to teterboro

2029:02 L116 yes

2029:03 AWE1549 teterboro uh empire actually laguardia departure got an emergency inbound

2029:05 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
ah yes he ah he was a bird strike can i get him in for runway one
runway one that’s good
cactus fifteen twenty nine turn right two eight zero you can land runway one at teterboro
we can’t do it
okay which runway would you like at teterboro
we’re gonna be in the hudson
i’m sorry say again cactus
jetlink twenty seven sixty contact new york one two six point eight
twenty six eight jetlink twenty seven sixty
cactus ah cactus fifteen forty nine radar contact is lost you also got newark airport off your two o’clock and about seven miles
eagle flight forty seven eighteen turn left heading two one zero
two one zero un forty seven eighteen i don’t know i think he said he was going in the hudson
cactus fifteen twenty nine uh you still on
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
eagle flight forty seven eighteen climb maintain one two thousand
okay one two thousand and ah leaving five and two eighty heading

and eagle flight forty seven eighteen i'm sorry i missed that say again

and uh we're up to twelve thousand uh two eighty on the heading

okay thank you eagle flight forty seven eighteen turn left two two zero

two two zero forty seven eighteen

was that cactus up by the tappan zee

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

eagle flight forty seven eighteen contact departure one two four point seven five

uh twenty four seventy five forty seven eighteen

hey patty

yeah

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

whatever you want man

and eighty echo i'll put on a one eighty for wake

that's good

good afternoon new york boeing three seven november yankee out of six for seven coming to a heading of two fifty
November seven November Yankee climb and maintain one five thousand.

One five thousand three seven November Yankee.

Alright alright departure we’re stopped on departure runway four three sixties runway.

Okay.

You know about the cactus.

Right.

Uh I guess it was a double bird strike and he lost all thrust so.

New York Gulfstream seven eighty echo level seven thousand and right turn to uh one nine zero.

(unintelligible) what you want to do as far as departures.

Okay I’ll figure it out.

Two fifty one five eight zero echo the altimeter three zero two four.

Two four.

You’re not talking to Jetlink yet they’re gone all frequencies are normal.

Just those two okay.

Okay thanks.

Uh New York Jetlink twenty seven sixty two we’re with you five thousand uh zero nine zero.
jetlink twenty seven sixty two new york good afternoon altimeter three zero two four climb and maintain one zero thousand

okay one zero ten thousand and i believe it’s a three twenty heading

alright the altimeter is three zero two four continue on the ninety heading

it’s a ninety heading maintaining uh climb maintain ten thousand

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

heading one ninety and we are going up to fifteen three seven november yankee

gulfstream seven eight zero echo new york you on

yes sir we checked in at seven thousand and we’re heading one nine zero

gulfstream seven eight zero echo altimeter three zero two four fly heading two two zero climb and maintain one two thousand

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

okay two (unintelligible) heading up to twelve thousand eighty echo

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

twenty eighty five two seven uh two seventy on the heading for seven november yankee
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  
2040  
N90-TRAČON-0122
AWE1549
Page 9 of 9

End of Transcript