

**Docket No: SA-516**

**Exhibit No: 3-B**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

**AIR TRAFFIC CONTROL TRANSCRIPTS B - F**

- B - 1. Kennedy Air Traffic Control Tower Gate Hold Position. 5 pages
- B - 2. Kennedy Air Traffic Control Tower Ground Control Position. 2 pages
- C. Kennedy Air Traffic Control Tower Local Control Position. 3 pages
- D. New York TRACON, Kennedy Departure Position. 13 pages
- E. New York TRACON, Kennedy Departure Hand-off. 5 pages
- F. New York TRACON, Watch Supervisor Position. 5 pages



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION; Transcript; Reference  
Aircraft Accident: TWA800, 23 Southwest  
of Hampton VOR, July 18, 1996

Date: 07/26/96

From: Manager, Kennedy ATCT

Reply to  
Attn. of:

To: This transcription covers the Kennedy ATCT Gate Hold  
position for the time period from July 17, 1996,  
2254 UTC to July 18, 1996, 0013 UTC

Agencies Making Transmissions

Kennedy Gate Hold

Trans World Airlines 800 (Lifeguard)

Abbreviations

GH

TWA800

I hereby certify that the following is a true transcription of the recorded conversations between TWA800 and ATC pertaining to the subject aircraft accident involving TWA800:

*George A. Dodelin*

George A. Dodelin

Air Traffic Manager

July 26, 1996

2254

2255

2256

2257

2258

2258:01 GH do I have any t w a aircraft on frequency

2258:05 TWA800 t w as eight hundreds on frequency

B1-1

2258:07 GH alright t w a eight hundred do me a favor ah we just tried to send word to your company flight eight thirty one that atlanta was stopped and now we just got a release so ah go through company ops and tell them that the atlanta flight has a release going to atlanta the flight number is eight thirty one

2258:24 TWA800 wilco

2258:25 GH thanks

2259  
2259:24 TWA800 and ah kennedy gate hold t w as eight hundreds back with you ah we went through the company eight thirty one should be coming up in a little bit and for your information our new departure time is two three three zero

2259:38 GH for ah flight eight thirty one

2259:41 TWA800 no for t w as eight zero zero

2259:43 GH two three three zero ok ah do you want me to change that in the computer your pre your proposed time is twenty three hundred so its good for two hours beyond that its good for ah til twenty five hundred or zero one hundred if you look at it that way

2259:58 TWA800 ah thats fine ah i just wanted to update ah for your benefit ah that we would be thirty minutes late

2300  
2300:04 GH ok yeah thats fine and ah just check the current atis and advise this frequency when your ready to taxi out and advise which ramp exit you'll be using.

2300:08 TWA800 wilco t w as eight hundred

2301  
2302  
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2353

2354

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2359

0000

0001

0002

0003

0004

0005

0006

0007

0007:51 TWA800 kennedy gate hold t w as eight hundred heavy we're a lifeguard ah we're ready to taxi out delta alpha with tango

0008

B1-4

0008:01 GH t w a eight hundred alright contact ground one two one point niner ah for the taxi  
just let him know that you are a lifeguard

0008:06 TWA800 roger

0009

0010

0011

0012

0013

End of Transcript

B1-5



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Transcript; Reference  
Aircraft Accident: TWA800, 23 Southwest  
of Hampton VOR, July 18, 1996

Date: 07/26/96

From: Manager, Kennedy ATCT

Reply to  
Attn. of:

To: This transcription covers the Kennedy ATCT Ground  
Control position for the time period from July 18, 1996,  
0003 UTC to July 18, 1996, 0017 UTC

Agencies Making Transmissions

Kennedy Ground Control  
Trans World Airlines 800 (Lifeguard)

Abbreviations

GC  
TWA800

I hereby certify that the following is a true transcription of the recorded conversations between TWA800 and ATC pertaining to the subject aircraft accident involving TWA800:

*George A. Dodelin*  
George A. Dodelin  
Air Traffic Manager  
July 26, 1996

0003  
0004  
0005  
0006  
0007

0008:12      TWA800      kennedy ground t w as eight hundred heavy lifeguard coming out delta  
alpha with tango

0008:18      GC      all right t w a eight hundred heavy ahh you're a lifeguard today

B2 -1

0008:24      TWA800      yes sir

0008:25      GC              you know every day you come out and we don't know that your a life guard  
and then you tell us you are and ahh if you could tell company to you ahh  
you know put that in their flight plan it would help us out alot

0008:37      TWA800      t w a eight hundred you gotta understand i don't think they knew it either  
until the last minute

0008:42      GC              alright t w a eight hundred taxi right on alpha and hold short of echo

0008:46      TWA800      t w as eight hundred right alpha hold short of echo

0009  
0010  
0011  
0012

0012:04      GC              t w a eight hundred make a left turn on um taxiway echo behind carnival  
and hold short of ahh runway three one right and ahh you can monitor  
tower now on one two three point niner

0012:17      TWA800      t w as eight hundred heavy left echo hold short of runway three one  
right and over to tower bye

0013  
0014  
0015  
0016  
0017

End of Transcript

B2-2



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Transcript; Reference  
Aircraft Accident: TWA800, 23 Southwest  
of Hampton VOR, July 18, 1996

Date: 07/26/96

From: Manager, Kennedy ATCT

Reply to  
Attr. of:

To: This transcription covers the Kennedy ATCT Local  
Control position for the time period from July 18, 1996,  
0008 UTC to July 18, 1996, 0025 UTC

Agencies Making Transmissions

Abbreviations

Kennedy Local Control

LC

Trans World Airlines 800 (Lifeguard)

TWA800

New York TRACON Flight Data

FD

I hereby certify that the following is a true transcription of the recorded conversations between TWA800 and ATC pertaining to the subject aircraft accident involving TWA800:

*George A. Dodelin*  
George A. Dodelin  
Air Traffic Manager  
July 26, 1996

0008

0009

0010

0011

0012

0013

0013:39 LC

and lifeguard t w a eight hundred heavy tower good evening  
you with me

0013:55 LC

data local a taxi insertion please

C-1

0013:56 LC hey

0013:57 FD ah

0013:58 LC ah t w a eight hundred heavy to bette

0013:58 FD check

0013:59 LC is a lifeguard flight he'll be behind speedbird one eighty six  
0014  
0014:01 FD check

0014:03 LC thanks s n

0014:04 FD alright

0014:10 LC t w a eight hundred heavy lifeguard kennedy tower

0014:14 TWA800 t w as eight hundred heavy lifeguard go ahead

0014:17 LC i'm gonna put you behind british airways sir the company heavy seven six  
knows to follow you so make on the runway a left at zulu alpha and follow  
british

0014:25 TWA800 t w as eight hundred heavy o k right on ahh thirty one or ahh correction  
thirteen left and follow british

0015

0016

0017

0017:18

LC

t w a eight hundred heavy caution wake turbulence departing seven fifty seven runway two two right taxi into position and hold

0017:23

TWA800

t w as eight hundred lifeguard positon and hold two two right

0118

0018:21

LC

t w a eight hundred heavy lifeguard wind two four zero at eight runway two two right cleared for takeoff

0018:27

TWA800

t w as eight hundred heavy lifeguard cleared for takeoff two two right

0019

0019:59

LC

t w a eight hundred heavy contact new york departure one three five point niner good evening

0020

0020:03

TWA800

t w as eight hundred heavy good night

0021

0022

0023

0024

0025

End of Transcript

C-3



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

# Memorandum

N90  
DOT/FAA

Subject: **INFORMATION:** Transcript; Reference Aircraft  
Accident: TWA800; 23 SW HTO, July 18, 1996

Date: July 18, 1996

From: New York, TRACON

Reply to  
Attn. of: LaFleur: x2944:

To: This transcription covers the New York TRACON Kennedy  
Departure position for the time period from July 18, 1996,  
0015 UTC to July 18, 1996, 0029 UTC

Agencies Making Transmissions

Delta Airlines, Inc. 76  
New York TRACON, Kennedy Departure  
Cessna Aircraft Corp., Skyhawk N734NA  
Delta Airlines, Inc. 140  
Air South, Inc. 579  
John F. Kennedy Air Traffic Control Tower  
Aircraft type unknown, N12Q  
Trans States Airlines, Inc. d/b/a Trans World Express 797  
Trans World Airlines, Inc. 842  
British Airways 186  
Trans World Airlines, Inc. 800  
Trans World Airlines, Inc. 900  
Alitalia-Linee Aeree Italiane. S.P.A. 609  
Trans States airlines, Inc. d/b/a Trans World Express 797  
Unknown  
Trans States airlines, Inc. d/b/a Trans World Express 775  
Carnival Air, Inc. 193  
New York TRACON, Empyr  
Boston Enroute Air Traffic Control Center  
United airlines, Inc. 2

Abbreviations

DAL76  
JFKD  
N734NA  
DAL140  
KKB579  
JFKT  
N12Q  
LOF727  
TWA842  
BAW186  
TWA800  
TWA900  
AZA609  
LOF797  
UNKN  
LOf775  
CAA193  
EMPYR  
ZBW  
UAL 2

Benjamin P. LaFleur  
Quality Assurance Specialist  
July 18, 1996

D,

ZBW-ARTCC-126  
TWA800  
Page 2 of 13

0015:00 JFKD six seventy new york radar contact climb and maintain five thousand turn left heading one three zero say altitude leaving

0015:04 DAL76 delta seventy six heavy one three zero altitude leaving two thousand

0015:09 JFKD four november alpha descend and maintain three thousand five hundred into class b

0015:14 N734NA four november alpha going from six five to three five hundred

0015:18 JFKD delta one fourty heavy direct bette resume own navigation and contact new uh boston center one three two point three good night

0015:24 DAL140 thirty two three direct bette good night sir

0015:27 JFKD kahki blue five seventy nine uh traffic at ten thirty eleven o'clock six miles southwest bound out of six thousand v f r cessna one seventy two

0015:36 KKB579 five seventy nine we're looking

0015:37 JFKT t w a eight forty two heavy

0015:38 JFKD delta seventy six heavy climb maintain one one elven thousand

0015:42 DAL76 delta seventy six heavy one one thousand

0015:44 JFKD november one two quebec direct kennedy then direct deer park

0015:47 N12Q direct kennedy direct deer park one two quebec

D2

0015:49 JFKD kahki blue five seventy nine traffic no factor  
contact departure one two four point seven five

0015:54 KKB579 kahki blue five seventy nine good day

0015:56 JFKD november seven three four november alpha  
contact new york approach one three five point  
three five

0016  
0016:01 N734NA one three five three five four november alpha  
good evening

0016:03 JFKD good night sir

0016:04 LOF727 new york water ski seven twenty seven's with  
you out of one point seven five thousand

0016:08 JFKD water ski seven twenty seven new york departure  
radar contact climb and maintain seven thousand

0016:12 LOF727 going to seven thousand water ski seven twenty  
seven

0016:17 JFKD delta seventy six heavy direct bette resume own  
navigation

0016:21 DAL76 delta seventy six going direct bette

0017  
0017:06 TWA842 t w a eight forty two heavy we're out of one  
thousand for five thousand

0017:09 JFKD t w a eight forty two heavy new york departure  
radar contact climb and maintain five thousand

0017:15 TWA842 climb to five thousand eight forty two heavy

0017:35 JFKD water ski seven twenty seven turn left heading two zero zero join victor one resume own navigation

0017:39 LOF727 left to two hundred to join victor one water ski seven two seven

0017:47 JFKD t w a eight forty two heavy turn left heading one three zero

0017:51 TWA842 one three zero eight forty two heavy

0018  
0018:23 JFKD t w a eight forty two heavy climb and maintain one one eleven thousand turn left heading zero niner zero

0018:28 TWA842 zero nine zero up to one one thousand eight forty two heavy

0018:31 JFKD delta seventy six heavy boston center's on one three two point three good night

0018:35 DAL76 two three good night

0018:36 BAW186 departure evening speedbird one eight six passing one four zero zero three

0018:40 JFKD speedbird one eighty six new york departure radar contact climb and maintain five thousand

0018:45 BAW186 climb five thousand speedbird one eight six

0018:47 JFKD speedbird one eighty six turn left heading zero niner zero

0018:51 BAW186 zero nine zero speedbird one eight six

D4

0018:53 JFKD water ski seven twenty seven contact departure  
one two four point seven five good night

0018:57 LOF727 twenty four seventy five good night water ski  
seven two seven

0019  
0019:19 JFKD t w a eight forty two heavy no delay through  
five thousand if you can please

0019:23 TWA842 eight forty two heavy we'll give you our best  
rate

0019:27 JFKD t w a eight forty two heavy direct bette resume  
own navigation

0019:30 TWA842 direct bette t w a eight forty two heavy

0019:33 JFKD speedbird one eighty six turn left heading zero  
four zero

0019:35 BAW186 zero four zero speedbird one eight six

0020:13 TWA800 kennedy departure t w a's eight hundred heavy  
lifeguard leaving nine hundred climbing five  
thousand

0020:19 JFKD lifeguard t w a eight hundred heavy new york  
departure radar contact climb and maintain one  
one thousand

0020:25 TWA800 t w a's eight hundred heavy climb and maintain  
one one thousand

0020:29 JFKD one two quebec fly heading zero four zero  
vector new haven

0020:33 N12Q zero four zero can we go r nav

05

0020:35 JFKD ah no zero four zero for now for traffic

0020:37 N12Q one two quebec

0020:39 JFKD speedbird one eighty six climb and maintain one one thousand eleven

0020:42 BAW186 one one thousand speedbird one eight six

0020:45 JFKD t w a eight hundred heavy turn left heading one five zero

0020:48 TWA800 t w a's eight hundred heavy turn left heading one five zero .

0020:51 JFKD t w a eight forty two heavy thanks for the climb boston center one three two point three

0020:56 TWA842 thirty two three eight forty two heavy good night

0020:58 JFKD speedbird one eight six turn right heading zero five zero

0021  
0021:01 BAW186 zero five zero speedbird one eight six

0021:03 JFKD cessna one two quebec traffic three o'clock five miles turning northeastbound climbing out of your altitude at seven five seven

0021:10 N12Q one two quebec we're looking

0021:28 N12Q one two quebec no joy

0021:30 JFKD ah he's no factor now

0021:58 TWA900 departure t w a nine hundred heavy with you out of nine hundred for five thousand

0022  
0022:01 JFKD t w a lifeguard t w a eight hundred heavy turn left heading zero seven zero

0022:07 TWA800 t w a's lifeguard eight hundred heavy turn left heading zero seven zero

0022:11 JFKD t w a niner hundred heavy new york departure radar contact climb and maintain one one thousand

0022:16 TWA900 climb one one thousand t w a nine hundred heavy

0022:30 JFKD t w a eight hundred heavy or lifeguard t w a eight hundred heavy turn left heading zero five zero vector climb and around traffic

0022:35 TWA800 t w a's eight hundred heavy turn left heading zero five zero

0022:43 JFKD t w a eight hundred heavy the traffic in the turn will be three o'clock and five miles northeastbound four thousand nor is a company seven two five five in trail will be a saab fairchild when your out of five i'll have on course

0022:55 TWA800 t w a's eight hundred heavy understand

0023  
0023:01 JFKD one two quebec what ah heading your looking for

0023:05 N12Q uh zero six zero

0023:08 JFKD cessna one two quebec procede on course contact approach one two five point seven

D7

0023:12 N12Q twenty five seven thanks for your help

0023:15 JFKD t w a nine hundred heavy turn left heading one two zero

0023:18 TWA900 heading one two zero t w a nine hundred heavy

0023:19 JFKD t w a eight hundred heavy direct bette resume own navigation

0023:23 TWA800 t w a's eight hundred heavy direct bette own navigation

0023:31 JFKD speedbird one eighty six departure's twenty six eight

0023:34 BAW186 uh one twenty six eight speedbird one eight six

0023:36 JFKD t w a uh lifeguard t w a eight hundred heavy contact boston one three two point three

0023:42 TWA800 t w a's eight hundred ah heavy say again the frequency

0023:44 JFKD one three two point three

0023:47 TWA800 t w a's eight hundred heavy good day

0023:49 JFKD t w a niner hundred heavy turn left heading zero niner zero

0023:52 TWA900 zero niner zero t w a niner hundred heavy

0023:55 AZA609 departure alitalia six zero nine good evening

0023:57 JFKD alitalia six zero nine heavy new york departure  
radar contact climb and maintain one one  
thousand

0024  
0024:01 AZA609 climb and maintain one one thousand six zero  
niner

0024:03 JFKD t w a niner heavy direct bette resume own  
navigation

0024:06 TWA900 direct bette t w a niner hundred

0024:47 JFKD alitalia six zero nine heavy turn left heading  
one four zero .

0024:51 AZA609 left heading one four zero six zero nine

0025  
0025:01 JFKD t w a niner hundred heavy contact boston center  
one three two point three good night sir

0025:05 TWA900 thirty two three t w a nine hundred good day

0025:13 LOF797 departure water ski seven ninety seven with  
you out of one thousand for five thousand two  
zero five on the heading

0025:19 JFKD water ski seven ninety seven thank you maintain  
two thousand turn left heading one three zero

0025:23 LOF797 o k we'll stop it at two thousand and one three  
zero on the heading water ski seven ninety  
seven

0025:27 JFKD local

0025:27 JFKT local

D9

0025:28 JFKD waterski seven ninety seven came out on a two  
oh five heading at five

0025:31 JFKT he did

0025:33 JFKD yeah he did

0025:34 JFKT i appologize he shouldn't have

0025:35 JFKD he's turning so don't launch a guy up his rear  
please

0025:36 JFKT i have no one launched uh but

0025:37 JFKD well just just don't send him around

0025:39 JFKT o k

0025:41 JFKD heh heh alright

0025:42 JFKT thanks

0025:43 JFKD see ya

0026  
0026:02 JFKD water ski seven ninety seven climb and maintian  
one four thousand turn left heading zero niner  
zero

0026:06 LOF797 one four thousand and zero niner zero water ski  
seven ninety seven

0026:14 JFKD alitalia six zero nine heavy turn left heading  
zero niner zero

0026:17 UNKN blocked

0026:18 JFKD alitalia six zero nine heavy turn left heading  
zero niner zero

0026:21 AZA609 left heading zero nine zero six zero nine

0026:26 JFKD water ski seven seventy five try to check in

0026:29 LOF775 yes sir through two for five

0026:31 JFKD water ski seven seventy five new york thank you  
radar contact climb maintain six thousand

0026:35 LOF775 up to six thousand water ski seven seventy five

0026:38 JFKD alitalia six zero niner heavy direct bette  
resume own navigation

0026:41 AZA609 direct bette six zero nine

0027  
0027:01 JFKD water ski seven seventy five turn heading two  
zero zero join victor sixteen resume own  
navigation

0027:06 LOF775 two zero zero join victor sixteen water ski  
seven sevnty five

0027:10 JFKT united two heavy

0027:11 JFKD thank you

0027:34 CAA193 new york departure carnival one ninety three  
out of one thousand five hundred climbing to  
five

DH

0027:38 JFKD carnival one ninety three new york radar  
contact turn left heading one five zero climb  
and maintain one three thousand

0027:44 CAA193 left to one five zero one three thousand one  
ninety three

0027:48 EMPYR departure this is empyr point out

0027:50 JFKD uh nine tango charlie

0027:52 EMPYR yeah he's going direct laguardia at two five

0027:54 JFKD point out approved

0027:55 EMPYR thank you (unintelligible)

0027:59 JFKD sardi kennedy ninety two hand off

0028:00 ZBW sorry about that

0028:01 JFKD that's alright

0028:02 JFKD alitalia six zero niner heavy contact boston  
center one three two point three

0028:05 AZA609 one three two point three good night six zero  
nine

0028:07 JFKD good night sir

0028:09 JFKD water ski seven ninety seven turn left heading  
zero three zero

0028:11 LOF797 zero three zero water ski seven ninety seven

D12

ZBW-ARTCC-126  
TWA800  
Page 13 of 13

0028:18 JFKD carnival one ninety three direct wavey resume  
own navigation

0028:21 CAA193 thank you direct wavey carnival one ninety  
three

0028:42 UAL2 uh departure united two heavy is out of twelve  
hundred for five thousand

0028:46 JFKD united two heavy new york departure radar  
contact climb maintain one one thousand

0028:50 UAL2 climb to one one thousand united two heavy

End of Transcript

D13



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

# Memorandum

E

Subject: **INFORMATION:** Transcript; Reference Aircraft  
Accident; TWA800; 23 SW HTO; July 18, 1996

Date: July 18, 1996

From: New York TRACON

Reply to  
Attn. of:

To: This transcription covers the New York TRACON Kennedy  
Departure Hand-Off position for the time period from July 18,  
1996, 0015 UTC to July 18, 1996, 0041 UTC.

#### Agencies Making Transmissions

John F. Kennedy Air Traffic Control Tower  
New York TRACON, Kennedy Departure Hand-Off  
Fine Airlines, Inc. (Miami FL.) 73  
Boston Center, SARDI Position, Controller 1  
Boston Center, SARDI Position, Controller 2  
New York TRACON, Traffic Management Unit  
Unknown

#### Abbreviations

JFKT  
H/O  
FBF73  
ZBW1  
ZBW2  
TMU  
UNK

I hereby certify that the following is a true transcription of the recorded conversations  
pertaining to the subject aircraft accident involving TWA800:

Dwight D. MacConnell  
Quality Assurance Specialist  
July 18, 1996

0015  
0016  
0017  
0018  
0019  
0020

E1

0021  
0022  
0023  
0024  
0025  
0026  
0027  
0028  
0029  
0030  
0031  
0032  
0033

0033:23 JFKT clear to land runway two two left wind two six

0033:28 JFKT shots local

0033:29 JFKT you got it s n

0033:33 JFKT ha ha yea thank you

0034  
0035

0035:18 H/O kennedy

0035:19 ZBW1 need to stop all uh departures into uh sardi sector which would be beach and uh

0035:25 H/O o k

0035:26 ZBW1 im sorry your uh bette happe departures

0035:30 H/O no more after what we got airborne obviously thank you s f

ZBW-ARTCC-126  
TWA800  
Page 3 of 5

0035:31 ZBW1 o k

0035:34 JFKT maintain four thousand

0035:37 JFKT go ahead override

0035:38 FBF73 two two right maintain four thousand pineair seventy three heavy

0035:41 JFKT go ahead

0035:43 UNKN bette and happe bette and happe

0035:45 JFKT o k i've got a bette rolling and that will be the last one

0035:49 H/O alright

0035:53 H/O boston sar boston sardi kennedy ninety two line

0036  
0036:01 H/O boston sardi kennedy ninety two

0036:03 ZBW2 sardi

0036:04 H/O yea we understand there was a stop on your bette happe traffic from new york (unintelligible) kennedy

E 3

ZBW-ARTCC-126  
TWA800  
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0036:07 ZBW2 i guess so for right now we got an emergency over here

0036:09 H/O very good s f

0036:10 ZBW (unintelligible) of an airplane

0036:18 H/O uh desk kennedy

0036:22 TMU yea

0036:23 H/O yea alright disregard  
0037  
0038  
0039

0039:33 H/O boston sardi kennedy ninety two

0039:35 H/O uh disregard

0039:49 H/O boston sardi kennedy ninety two line

0039:51 ZBW2 sardi

0039:52 H/O after american one hundred heavy we've got we still got a  
stop you won't be seeing any until you give us the word  
otherwise

0039:56 ZBW2 yea you can start em up now we're all set

E4

ZBW-ARTCC-126

TWA800

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0039:59 H/O o k very good

0039:59 ZBW2 yea

0040:00 H/O o k

0040:00 ZBW2 thanks for your help j b

0040:00 H/O thank you  
0041

End Of Transcript

E-5



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

# Memorandum

F

Subject: **INFORMATION:** Transcript; Reference Aircraft  
Accident; TWA800; 23 SW HTO; July 18, 1996

Date: July 18, 1996

From: New York TRACON

Reply to  
Attn. of: :

To: This transcription covers the New York TRACON  
Watch Supervisor position for the time period from  
July 18, 1996, 0038 UTC to July 18, 1996, 0051 UTC.

Agencies Making Transmissions

New York TRACON Area Manager In Charge  
Regional Operations Center

Abbreviations

AMIC  
ROC

I hereby certify that the following is a true transcription of the recorded conversations  
pertaining to the subject aircraft accident involving TWA800:

Dwight D. MacConnell  
Quality Assurance Specialist  
July 18, 1996

0038

0039

0040

0041

0042

0043

0043:39 AMIC tracon gallo

0043:40 ROC this is john at the ops center

F1

ZBW-ARTCC-126  
TWA800  
Page 2 of 5

0043:42 AMIC yeah

0043:43 ROC hey ah this ah explosion in the water

0043:46 AMIC right

0043:49 ROC got anything else

0043:50 AMIC um jolly one four was dispatched from suffolk ah gabreski to take a look at it he's about fifteen south there's something burning in the water he says it looks like a burning vessel so

0043:59 ROC that so

0044

0044:01 AMIC right hold on i gotta get the other phone

0044:05 ROC what twa eight hundred

0044:07 ROC yeah

0044:09 ROC i couldn't understand twa

0044:12 ROC (unintelligible)

0044:15 ROC who you talking

0044:20 ROC yeah alright i'm gonna call ah

F2

ZBW-ARTCC-126

TWA126

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0044:25 ROC good thing i came in john

0044:30 AMIC sorry to keep you waiting

0044:31 ROC that's alright listen

0044:36 AMIC that was flight service on the other line

0044:38 AMIC there investigating right now they had another ah confirmed report of an aircraft down at smithpoint park but a p d helicopters gonna launch to investigate that

0044:41 ROC ok listen boston center lost ah contact with a twa flight eight hundred from kennedy to ah paris

0044:43 AMIC who did

0044:45 ROC boston center

0044:46 AMIC oh god

0044:50 ROC so ah can you run a check ah

0044:52 AMIC yes

0044:54 ROC if you guys worked that guy

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0044:57 AMIC yes ok i will i'll get right back to you

0044:58 ROC alright

0044:59 ROC bye

0045

0046

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0049:51 UNK he was in the water

0049:53 UNK yes sir

0049:55 ROC yeah mr gallo steve in the ops center

0049:55 AMIC yeah steve

0049:56 ROC did they confirm twa eight hundred is that confirmed down

0049:58 AMIC boston center says they lost contact at with twa eight hundred and  
ah just about that position so i have our data people ah doing a dump  
right now to see if we can get a ah ah pretty good ah track on him

0050:10 ROC yeah just let me confirm that i know you told me twenty south of  
suffolk right

0050:13 AMIC yeah

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0050:14 ROC ok thanks allot

0050:15 AMIC it's twelve miles southeast of ah smithpoint park

0050:18 ROC south what east of smiths what

0050:22 AMIC smiths point park there's a jolly helicopter on site right now

0050:24 ROC smithstone park

0050:25 AMIC smithpoint park

0050:26 ROC smithpoint park

0050:27 ROC ok

0050:28 ROC ok but it's not confirmed yet

0050:29 AMIC no not confirmed

0050:30 ROC ok thanks

0050:31 AMIC we believe we believe it is but we haven't gotten confirmation yet  
0051

End Of Transcript

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