

SECTION 9.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: October 13, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Minneapolis Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 12 R position for the time period from September 10, 2015, 1544 UTC, to September 10, 2015, 1740 UTC.

Agencies Making Transmissions	Abbreviations
November Three Seven Zero Mike Mike	N370MM
Minneapolis ARTCC, Sector 12 Radar	R12
Position	
DELTA AIR LINES, INC., DAL445	DAL445
Unknown	UNK
XOJET, INC (MCCLELLAN, CA), XOJ760	XOJ760

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.



Michael Buckingham
QC Specialist
ZMP ARTCC

1544
(1545-1613)
1614

1614:04 N370MM minneapolis center mooney three seven zero mike mike
eleven excuse me seventeen six for twenty one

1614:12 R12 three seven zero mike mike minneapolis center climb and
*(maintain) two five zero

1614:16 N370MM *(cleared) to two five zero mike mike

ACY-ATCT-0036
N370MM

Page 2 of 4

1615
(1616-1636)
1637

1637:13 R12 mooney zero mike mike contact toronto center on one three
two point five seven good day

1637:48 R12 november three seven zero mike mike contact toronto center
one three two point five seven
1638

1638:06 R12 mooney three seven zero mike mike minneapolis

1638:47 R12 mooney three seven zero mike mike minneapolis
1639

1639:28 R12 november three seven zero mike mike minneapolis
1640

1640:41 R12 delta four forty five minneapolis center good morning and
could you do me a favor

1640:46 DAL445 maybe

1640:47 R12 ya could you broadcast for a mooney three seven zero mike
mike november three seven zero mike mike and have him go
to toronto on one three two point five seven thirty two
fifty seven
1641

1641:02 DAL445 sure no problem stand by

1641:09 DAL445 november three seven zero mike mike this is delta four
four five center would like you on thirty two fifty seven
one three two five seven acknowledge

1641:27 DAL445 november three seven zero mike mike delta four four five

1641:35 DAL445 no joy center

1641:36 R12 delta four four five thank you

1642

1643

1644

1644:20 DAL445 mooney three seven zero mike mike minneapolis

1645

(1646-1700)

Page 3 of 4

1701
1701:09 UNK okay thanks
1702
1703
1704
1704:38 R12 ex oh jet seven sixty can you do me a favor

1704:41 XOJ760 yes ma'am

1704:42 R12 can you go to one two five point four seven twenty five
forty seven it's a minneapolis center frequency ah
there's a plane broadcasting there that the the
controller can't hear and he'd like you to ah relay for
us

1704:57 XOJ760 not a problem

1705:00 XOJ760 ya we can do that can you ah what's the tail number

1705:04 R12 ah i don't know the tail number---what was the hold stand
by three seven zero mike mike and they want you to put
him on frequency one two five point seven seven

1705:23 XOJ760 okay someone else answered for ex oh jet ah seven sixty do
you have another person working this for you

1705:31 R12 ah the (unintelligible) no only ex oh jet seven sixty is i
think the only aircraft that we are sending right now to
twenty five forty seven to broadcast for that aircraft
and send him to toronto center one two five point seven
seven

1705:45 XOJ760 alright will broadcast on ah twenty four forty seven for
three seven zero mike mike and will send him to twenty
five seventy five and you said that's toronto

1705:54 R12 okay um it's toronto center but the frequencies are wrong
you need to broadcast on one two five point four seven
twenty five forty seven is the frequency to broadcast the
toronto frequency to send him to is one two five point
seven seven

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 15, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Minneapolis Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 12 D position for the time period from September 10, 2015, 1534 UTC, to September 10, 2015, 1740 UTC.

Agencies Making Transmissions	Abbreviations
Cleveland ARTCC, Peck Sector	PECK
Mooney Three Seven Zero Mike Mike	N370MM
Minneapolis ARTCC, Sector 12 Radar position	R12
Minneapolis ARTCC, Sector 12 D-side Position	D12
Toronto Center, Wiarton Sector	YYZ
DELTA AIR LINES, INC., DAL445	DAL445
Unknown	UNK
XOJET, INC (MCCLELLAN, CA), XOJ760	XOJ760

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Michael Buckingham
QC Specialist
ZMP ARTCC

1534
(1535-1603)

1604
1604:02 PECK seven zero mike mike point out approved

1605
(1606-1613)

1614
1614:04 N370MM minneapolis center mooney three seven zero mike mike

eleven excuse me seventeen six for twenty one

1614:12	R12	three seven zero mike mike minneapolis center climb and *(maintain) two five zero
1614:16 1615 (1616-1631) 1632	N370MM	*(cleared) to two five zero mike mike
1632:51	D12	three seven zero mike mike he ah i threw ah the p v d up to ah peck he is going to need a point out with peck and wiarton and handoff to centralia he's going right into the corner there alright
1633:34	D12	peck traverse high one line point out
1633:47	D12	peck traverse high one line point out
1633:55	PECK	(unintelligible)
1633:56	D12	ah point out for you northeast of bad axe november three seven zero mike mike level two seven zero southeast bound
1634:03	D12	thank you (unintelligible)
1634:11	D12	wiarton traverse high one line point out
1634:33	D12	wiarton traverse high one line
1634:58 1635 1636	D12	wiarton traverse high one line point out
1636:12	YYZ	wiarton
1636:13	D12	ya this is traverse high for a with a point out for ya it's ah
1636:17	YYZ	three sierra mike

1636:18	D12	affirmative
1636:19	YYZ	he's point out approved
1636:20	D12	alright did you hear me call on the shout line at all
1636:21	YYZ	i tell ya ya know what we'll talk to him at flight level two five zero he's radar
1636:23	D12	okay and did you hear me on the shout line by chance er
1636:26	YYZ	ah ya sorry we're just a little busy
1636:28 1637	D12	oh no no problem thanks (unintelligible)
1637:13	R12	mooney zero mike mike contact toronto center on one three two point five seven good day
1637:48 1638	R12	november three seven zero mike mike contact toronto center one three two point five seven
1638:06	R12	mooney three seven zero mike mike minneapolis
1638:47	R12	mooney three seven zero mike mike minneapolis
1638:56 1639	D12	wiarton traverse high one line
1639:02	YYZ	(unintelligible)
1639:03	D12	(unintelligible) ya did that november three seven zero mike mike make it over
1639:07	YYZ	(unintelligible) haven't heard i'll check
1639:18	YYZ	traverse high wiarton
1639:19	D12	yep traverse high

1639:20 YYZ he's not here yet

1639:21 D12 *(not there yet) alright thanks

1639:28 R12 november three seven zero mike mike minneapolis
1640

1640:41 R12 delta four forty five minneapolis center good morning and
could you do me a favor

1640:46 DAL445 maybe

1640:47 R12 ya could you broadcast for a mooney three seven zero mike
mike november three seven zero mike mike and have him go
to toronto on one three two point five seven thirty two
fifty seven
1641

1641:02 DAL445 sure no problem stand by

1641:09 DAL445 november three seven zero mike mike this is delta four
four five center would like you on thirty two fifty seven
one three two five seven acknowledge

1641:27 DAL445 november three seven zero mike mike delta four four five

1641:35 DAL445 no joy center

1641:36 R12 delta four four five thank you

1641:41 D12 wiarton traverse high

1641:43 YYZ wiarton

1641:44 D12 and you can ah show

1641:45 YYZ (unintelligible)

1641:46 D12 go ahead

1641:47 YYZ sorry still not here

1641:48 D12 alright november three seven zero mike mike is nordo

1641:49 YYZ okay *(check around)

1641:50 D12 alright
1642
1643
1644

1644:20 DAL445 mooney three seven zero mike mike minneapolis
1645
(1646-1659)

1700
1700:55 UNK traverse high (unintelligible)

1700:57 D12 traverse high

1700:58 UNK that guy that came that would come off of gaylord what
would be his first frequency

1701:03 D12 ah coming off of gaylord

1701:04 UNK ya

1701:05 D12 (unintelligible) be one *(three) four point six

1701:07 UNK thirty four six

1701:08 D12 affirmative

1701:09 UNK okay thanks

1701:10 D12 yep see you later
1702
1703
1704

1704:38 R12 ex oh jet seven sixty can you do me a favor

1704:41 XOJ760 yes ma'am

1704:42 R12 can you go to one two five point four seven twenty five
forty seven it's a minneapolis center frequency ah
there's a plane broadcasting there that the the
controller can't hear and he'd like you to ah relay for
us

1704:57 XOJ760 not a problem

1705:00 XOJ760 ya we can do that can you ah what's the tail number

1705:04 R12 ah i don't know the tail number---what was the hold stand
by three seven zero mike mike and they want you to put
him on frequency one two five point seven seven

1705:23 XOJ760 okay someone else answered for ex oh jet ah seven sixty do
you have another person working this for you

1705:31 R12 ah the (unintelligible) no only ex oh jet seven sixty is i
think the only aircraft that we are sending right now to
twenty five forty seven to broadcast for that aircraft
and send him to toronto

1705:51 XOJ760 zero mike mike and will send him to twenty five seventy
five and you said that's toronto

1705:54 R12 okay um it's toronto center but the frequencies are wrong
you need to broadcast on one two five point four seven
twenty five forty seven is the frequency to broadcast the
toronto frequency to send him to is one two five point
seven seven

1706:12 XOJ760 okay call him on twenty five forty seven send him to one
twenty five seventy seven---that's correct

1706:19 R12 that's all correct

1706:20 XOJ760 okay we'll do that we'll be right back to you

Page 7 of 7

1707
1707:27 XOJ760 okay from uh ex oh jet seven sixty we broadcast in the
 blind for three seven zero mike mike to contact toronto
 on twenty five seventy seven

1707:36 R12 and you never got a reply

1707:37 XOJ760 no we did not we had another controller ah key up that
 said ah we probably couldn't hear him but just said
 broadcast it in the blind we were squelched up and did
 not ah get a response from him

1707:49 R12 okay one more thing can you go over to twenty one ah point
 five and see if that aircraft is sitting on that
 frequency and ah broadcast to toronto and send him to
 that twenty five seventy seven frequency if you do pick
 him up

1708:00 XOJ760 yes we'll do that for you and i'll get back to you
1709

1709:15 XOJ760 again to contact toronto so ah maybe he got it for you but
 ah but ah we did not get a response

1709:19 R12 okay thank you very much for trying

1709:21 XOJ760 oh you're welcome any time
1710
(1711-1739)
1740

End of Transcript

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



Federal Aviation Administration

Memorandum

Date: November 17, 2015

To: Aircraft Accident File ACY-ATCT-0036

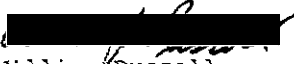
From: New York Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the New York Air Route Traffic Control Center (ARTCC) R75 R position for the time period from September 10, 2015, 1715 UTC, to September 10, 2015, 1841 UTC.

Agencies Making Transmissions	Abbreviations
Unknown	UNK
New York ARTCC, Radar Position, Sector 75, Milton	R75

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.

 11/17/2015
William Russell
Management and Program Analyst
New York Air route Traffic Control Center

1715
(1716-1744)

1745
1745:43 UNK three seven zero mike mike apparently has been a nordo for
a while one h

1746
(1747-1754)

1755
1755:44 R75 three seven zero mike mike
1756

(1757-1803)

1804
1804:18 R75 three seventy mike mike here
1805
1806

ACY-ATCT-0036
N370MM

Page 2 of 2

1806:32 R75 november three seven zero mike mike new york center how do
you read

1806:39 R75 zero mike mike if you read new york ident

1807

(1808-1809)

1810

1810:55 R75 november three seven zero mike mike new york

1811

(1812-1840)

1841

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 17, 2015

To: Aircraft Accident File ACY-ATCT-0036

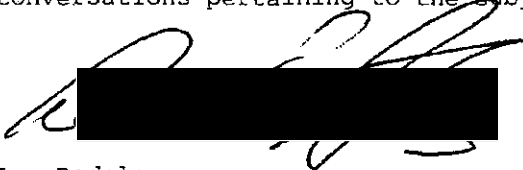
From: New York Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the New York Air Route Traffic Control Center (ARTCC) R73 R position for the time period from September 10, 2015, 1730 UTC, to September 10, 2015, 1837 UTC.

Agencies Making Transmissions	Abbreviations
New York ARTCC, Radar Position, Sector 73, Philipsburg	R73

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Lee Rodels
Support Specialist
New York Air Route Traffic Control Center

11/17/15

1730
(1731-1759)
1800
1800:10 R73 november three seven zero mike november new york center
1801
(1802-1805)
1806
1806:04 R73 november three seven zero mike mike new york center

1806:32 R73 november three seven zero mike mike if you read new york center ident please
1807
(1808-1836)
1837

ACY-ATCT-0036
N370MM

Page 2 of 2

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 16, 2015

To: Aircraft Accident File ACY-ATCT-0036

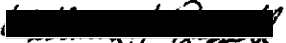
From: New York Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the New York Air Route Traffic Control Center (ARTCC) RA73 RA position for the time period from September 10, 2015, 1731 UTC, to September 10, 2015, 1846 UTC.

Agencies Making Transmissions	Abbreviations
New York ARTCC, Radar Associate Position, Sector 73, Philipsburg	RA73
New York ARTCC, Radar Associate Position, Sector 39, Parke	RA39

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.

 11/16/2015
William Russell
Management and Program Analyst
New York Air route Traffic Control Center

1731
(1732-1800)

1801
1801:21 RA73 pending is three seven zero mike mike nordo going to
atlantic city i just took the handoff an i'm flashing to
thirty nine

1802
(1803-1806)

1807
1807:27 RA73 thirty nine

1807:27 RA39 thirty nine

ACY-ATCT-0036
N370MM

Page 2 of 2

1807:29	RA73	ya reference this guy zero mike mike flashing at you we were told that they might scramble fighters on him soon just to let you know
1807:36	RA39	okay
1807:36 1808 (1809-1813) 1814	RA73	m r
1814:52	RA73	go ahead over ride
1814:54	RA39	ya did you ever get in contact with three seventy mike mike
1814:57	RA73	negative
1814:58	RA39	you don't have him
1814:59	RA73	negative ya we don't have him
1815:00	RA39	okay
1815:03 1816 (1817-1845) 1846	RA73	m r

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 17, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: New York Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the New York Air Route Traffic Control Center (ARTCC) R91 R position for the time period from September 10, 2015, 1735 UTC, to September 10, 2015, 1854 UTC.

Agencies Making Transmissions	Abbreviations
New York ARTCC, Radar Position, Sector 91, Williamsport	R91
Williamsport Tower	IPT
University Park Tower	UNV
Unknown	UNK
N785MT, Cessna 500	N785MT
N46PB, Rand Robinson	N46PB

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.

 11/17/15
Fernando Trupiano
Front Line Manager
New York Air Route Traffic Control Center

1735
(1736-1804)
1805

1805:30 R91 november three zero seven mike mike new york on guard if
you read this transmitter ident

1806:00 R91 williamsport ninety one

1806:01 IPT tower

1806:02 R91 hey can you do me a favor and broadcast on your guard frequency for an aircraft

1806:05 IPT we don't have guard

1806:06 R91 you don't have guard

1806:09 IPT no ah the ah flight service monitors guard here

1806:09 R91 oh alright

1806:10 IPT alright

1806:10 R91 thanks

1806:12 IPT yep

1806:17 R91 university park ninety one

1806:19 UNV tower go ahead

1806:20 R91 you got a guard frequency there

1806:21 UNV yeah i do

1806:22 R91 you do

1806:23 UNV affirmative

1806:23 R91 alright two things then commuter seventeen is inbound himab in four minutes and if you could transmit for a november three seven zero mike mike on guard for me if you raise him by chance frequency one three two point eight seven

1806:40 UNV thirty two eighty seven yeah i'll give him a try

1806:41 R91 thank you

1806:42 UNV a g
1807

1807:54 R91 november three seven zero mike mike new york center on
guard

1808
1809
1809:15 UNK november three seven zero mike mike are you on frequency

1809:21 R91 november three seven zero mike mike on guard

1809:42 UNK (unintelligible) one two four point six two zero mike mike
1810
1811

1811:35 R91 ah mike tango i need to ask a favor here if you have a
second

1811:40 N785MT go right ahead

1811:42 R91 ah if you have a pen and paper i've just got a couple
frequencies for you we're trying to raise an aircraft um
the callsign is november three seven zero mike mike
that's three seven zero mike mike ah if you could
broadcast for him on the first frequency one three two
decimal four two if you can just switch to that and
broadcast to see if you can raise him if you are able to
raise him have him come up on new york center one three
two point eight seven

1812

1812:07 N785MT got it we'll be back with you in just a minute

1812:10 R91 thank you

1812:16 N46PB ah new york four six papa bravo thirteen descending to one
one eleven thousand and you r zero mike airplane was just
on guard he's got a freq now

1812:20 R91 four six papa bravo you did ah you heard that aircraft on

guard

1812:22 N46PB yeah i did

1812:23 R91 okay thank you

1812:29 N785MT okay mike tango hasn't switched over yet do you want us to stay with you now

1812:31 R91 ah see if you can reach him and relay to him on guard if you can and have him come up on thirty two eighty seven

1812:36 N785MT we'll do it

1812:58 UNK november three seven zero mike mike
1813

1813:48 R91 five mike tango you said ah no joy on guard

1813:52 N785MT that's affirmative no joy on guard do you want me to try thirty two forty two

1813:54 R91 ah yeah you know what give that a shout and why don't you continue your descent also maintain one four thousand now
1814

1814:02 N785MT alright down to one four thousand and i'll check back on here with you in just a second

1814:39 N785MT new york seven eight five mike tango no joy thirty two forty two

1814:41 R91 roger i got one more for you it's one three two decimal five seven give that one a shout and ah you can come back

1814:46 N785MT roger
1815

1815:30 N785MT ah new york seven eight mike tango back with you no joy on thirty two fifty seven either

ACY-ATCT-0036
N370MM

Page 5 of 5

1815:35 R91 seven eight mike tango roger thank you and ah seven, eight
five mike tango descend and maintain one zero thousand
1816
(1817-1821)
1822
1822:47 UNK mooney three seven zero mike mike you on
1823
1823:15 UNK mooney three seven zero mike mike over
1823:30 UNK mooney three seven zero mike mike if you're on frequency
new york is looking for you on one two four point six two
five twenty four sixty two
1824
(1825-1853)
1854

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 17, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: New York Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the New York Air Route Traffic Control Center (ARTCC) R56 R position for the time period from September 10, 2015, 1738 UTC, to September 10, 2015, 1903 UTC.

Agencies Making Transmissions	Abbreviations
New York ARTCC, Radar Position, Sector 56, Kennedy	R56
Unknown	UNK
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA2254	SWA2254

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Lee Rodels
Support Specialist
New York Air Route Traffic Control Center

1738
(1739-1807)

1808
1808:29 R56 fifty six

1808:31 UNK punch up c i d two nine two i'm sure they already tried
this but if you would just try him on guard for me please

1808:35 R56 two nine two i'll try b u

ACY-ATCT-0036
N370MM

Page 2 of 3

1808:37 UNK thanks a lot

1808:43 R56 november three seven zero mike mike

1808:45 R56 november three seven zero mike mike on guard contact the
new york center one three two point one that's three
seven zero mike mike one three two point one

1809

1809:10 UNK november three seven zero mike mike are you on frequency

1809:13 R56 three seven zero mike mike contact the new york center one
three two point one thirty two one

1809:22 UNK contact new york twenty four sixty two mike mike
1810

1810:13 UNK mike mike did you copy
1811
1812
1813

1813:01 SWA2254 november three seven zero mike mike

1813:36 SWA2254 november three seven zero mike mike southwest twenty two
fifty four

1814
(1815-1821)
1822

1822:04 R56 november three seven zero mike mike new york on guard

1822:18 R56 november three seven zero mike mike if you hear new york
on guard ident please

1822:32 UNK mooney three seven zero mike mike you on

1822:58 R56 november three seven zero mike mike new york
1823

1823:14 UNK mooney three seven zero mike mike over

1823:26 UNK mooney three seven zero mike mike if you are on frequency
new york is looking for you on one two four point six two
five twenty four sixty two

1824

ACY-ATCT-0036
N370MM

Page 3 of 3

1824:13 R56 november three seven zero mike mike new york

1825

(1826-1830)

1831

1831:52 R56 november three seven zero mike mike new york

1832

1832:03 R56 november three seven zero mike mike new york

1832:33 R56 november three seven zero mike mike do you hear new york
on guard

1833

(1834-1902)

1903

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 16, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: New York Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the New York Air Route Traffic Control Center (ARTCC) R39 R position for the time period from September 10, 2015, 1738 UTC, to September 10, 2015, 1849 UTC.

Agencies Making Transmissions	Abbreviations
New York ARTCC, Radar Position, Sector 39, Parke	R39
Unknown	UNK
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA2254	SWA2254
New York ARTCC, Radar Position, Sector 92, Pottstown	R92

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.

 11/16/2015
William Russell
Management and Program Analyst
New York Air route Traffic Control Center

1738
(1739-1807)
1808

1808:30 R39 cid two ninety two i'm sure they already tried this but if you would just try him on guard for me please

1808:37 UNK two ninety two i'll try him

1808:37 R39 thanks a lot

ACY-ATCT-0036
N370MM

Page 2 of 3

1808:39 UNK okay
1809
(1810-1811)
1812
1812:16 R39 three seven zero mike mike new york center

1812:22 R39 southwest twenty two fifty four you have a moment

1812:31 SWA2254 say again

1812:33 R39 southwest twenty two fifty four could you transmit on
guard for a three seven zero mike mike on this frequency
on guard

1812:47 SWA2254 yes sir we'll do it

1812:48 R39 thany you sir
1813
1813:21 R39 nine two

1813:22 R92 yes

1813:23 R39 can you see if november three seven zero mike mike is
sitting on your frequency

1813:25 R92 i've been trying yeah he's not here

1813:27 R39 okay

1813:50 R39 southwest twenty two fifty four thanks for your help

1813:53 SWA2254 no problem
1814
(1815-1817)
1818
1818:10 R39 november three seven zero mike mike if you read new york
center ident
1819
(1820-1848)

ACY-ATCT-0036
N370MM

Page 3 of 3

1849

End of Transcript



Federal Aviation Administration

Memorandum

Date: September 25, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Allentown Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Allentown Airport Traffic Control Tower (ATCT) LC position for the time period from September 10, 2015, 1738 UTC, to September 10, 2015, 1850 UTC.

Agencies Making Transmissions	Abbreviations
Allentown ATCT Local Control	LC
New York Air Route Traffic Control Center	ZNY
Unknown	UNK
Allentown ATCT Radar Controller-in-Charge	RCIC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


John R. Herber
Support Specialist
Allentown ATCT

1738
(1739-1807)
1808

1808:17 LC calling allentown

1808:18 ZNY yeah i have a question do you have guard capability ah on top of the tower there to broadcast for aircraft by any chance

1808:24 LC ah yeah what's the call sign

ACY-ATCT-0036
N370MM

Page 2 of 4

1808:25 ZNY ah the call sign is november it's a mooney it's november
three seven zero mike mike and right now he's twenty west
of ah allentown right now trying to find him

1808:35 LC and you want him on twenty four sixty two

1808:36 ZNY twenty four sixty two would be perfect

1808:50 LC november three seven zero mike mike allentown tower if
you're hearing this transmission contact new york center
on one two four point six two

1809

1809:07 UNK and november three zero zero mike mike are you on
frequency

1809:12 LC november three seven zero mike mike allentown tower on
guard if you can hear this contact new york center one
two four point six two twenty four sixty two

1809:23 UNK and contact new york twenty four sixty two zero mike mike

1809:28 LC should be coming over to you new york

1809:30 ZNY thanks

1809:40 UNK mike mike did you copy (unintelligable)

1809:45 UNK (numerous aircraft talking on guard frequency some
attempting to establish contact with mooney three seven
zero mike mike)

1810
(1811-1812)

1813

1813:44 UNK ninety two's looking for you guys

1813:54 LC ninety two allentown eighty seven did you call

1813:56 ZNY is this the tower

ACY-ATCT-0036
N370MM

Page 3 of 4

1813:57 LC yeah

1813:58 ZNY were you able to get in touch with that mike mike

1814:01 LC yeah i thought he took the change

1814:02 ZNY do me a favor try him otherwise they're going to scramble fighters on him he's nordo right now just north of lancaster at twenty five thousand can you try him again

1814:09 LC i'll give him another shot

1814:10 ZNY november three seven zero mike mike and put him on me twenty four sixty two

1814:13 LC you got it

1814:14 ZNY thanks a lot

1814:25 LC november three seven zero mike mike allentown tower on guard
1815

1815:03 LC november three seven zero mike mike allentown tower on guard

1815:20 LC ninety two allentown tower eighty seven

1815:22 ZNY yes

1815:23 LC yeah he's not listening to me this time

1815:24 ZNY alright thank you

1815:25 LC okay

1815:33 RCIC hey did you happen to be able to speak with that mike mike

on guard

1815:37 LC i tried him the first time and i got a hold of him and it
sound like it took the frequency change and then i heard
them looking for him again on guard so ah center just
talked to me i just shout him again twice and no response

1815:48 RCIC alright thanks

1816

1817

1818

1818:51 RCIC jeff

1818:52 LC yeah

1818:53 RCIC i keep getting calls did you actually get confirmation
that you talked to that guy on guard

1818:57 LC i thought it was him yes

1818:59 RCIC but he didn't say three oh seven mike mike ah thanks for
the frequency change cause i wasn't in the room i didn't
hear it

1819:05 LC i i couldn't give you verbatim exactly what he said but i
thought he took the frequency change then i read it back
again slower

1819:12 RCIC alright i'll pass that on

1819:14 LC alright

1820

(1821-1849)

1850

End of Transcript



Federal Aviation Administration

Memorandum

Date: September 25, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Allentown Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Allentown Airport Traffic Control Tower (ATCT) RCIC SI position for the time period from September 10, 2015, 1745 UTC, to September 10, 2015, 1850 UTC.

Agencies Making Transmissions	Abbreviations
Allentown ATCT Radar	RCIC
Controller-in-Charge	
New York Air Route Traffic Control Center	ZNY
Allentown ATCT Local Control	LC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.



John R. Herber
Support Specialist
Allentown ATCT

1745
(1746-1814)
1815

1815:16 RCIC allentown approach this is casey may i help you

1815:18 ZNY hi casey matt new york center how you doing

1815:20 RCIC i'm doing well and yourself

1815:22 ZNY were you able to speak to zero mike mike did he come up on

your frequency

1815:25 RCIC ah let me call the tower guy and see hold on one second

1815:33 RCIC hey did you happen to be able to speak with that mike mike on guard

1815:37 LC i tried him the first time and i got a hold of him and it sound like it took the frequency change and then i heard them looking for him again on guard so ah center just talked to me i just shout him again twice and no response

1815:48 RCIC alright thanks
1816

1816:24 ZNY area d matt mendelson

1816:26 RCIC matt casey from allentown ah the guy upstairs said the first time he tried to talk to him it sounded like the guy took the frequency change then ah i guess i just walked back in the room and then ah i guess he tried him a little bit later and he didn't respond the second time around

1816:44 ZNY but he did speak to him at one point he he responded

1816:46 RCIC yeah well he didn't respond but he it sounded from the guy in the tower sounded like he took the frequency change i don't know if the conversation was whether he said thank you or what

1816:56 ZNY okay

1816:57 RCIC but it sounded like he got it

1816:58 ZNY alright ah we'll try to hunt this guy down they're about to launch some fighters to ah to intercept him they're they're kind of concerned about this guy but ah okay thank you

ACY-ATCT-0036
N370MM

Page 3 of 4

1817:06 RCIC alright thanks

1817:07 ZNY bye
1818

1818:27 RCIC allentown approach this is casey

1818:30 ZNY yeah jim schultz operations manager new york center how
you doing

1818:32 RCIC i'm doing alright

1818:33 ZNY just thought i'd get confirmation if you did or did not
speak to november three seven zero mike mike on the guard
frequency the ah nordo aircraft

1818:41 RCIC yeah let me ah put you on hold one minute i'm gonna call
up and get a little bit more information out of the tower
guy

1818:51 RCIC jeff

1818:52 LC yeah

1818:53 RCIC i keep getting calls did you actually get confirmation
that you talked to that guy on guard

1818:57 LC i thought it was him yes

1818:59 RCIC but he didn't say three oh seven mike mike ah thanks for
the frequency change cause i wasn't in the room i didn't
hear it

1819:05 LC i i couldn't give you verbatim exactly what he said but i
thought he took the frequency change then i read it back
again slower

1819:12 RCIC alright i'll pass that on

ACY-ATCT-0036
N370MM

Page 4 of 4

1819:14 LC alright

1819:18 RCIC okay talking to the guy in the tower he said he can't
remember the ah conversation verbatim but he read him the
frequency one time and then he read it again slower and
he said it sounded like he took the frequency change

1819:33 ZNY and he's sure on the call sign it was three seven zero
mike mike

1819:37 RCIC yeah cause i walked in and caught the tail end of that bit

1819:40 ZNY allentown okay

1819:41 RCIC alright

1819:42 ZNY thank you

1819:43 RCIC thanks
1820
(1821-1849)
1850

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 16, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Washington Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) 19 R position for the time period from September 10, 2015, 1748 UTC, to September 10, 2015, 1909 UTC.

Agencies Making Transmissions

New York ARTCC
Washington ARTCC
Unknown
Potomac Tracon
Washington ARTCC

Abbreviations

ZNY
ZDC R19
UNK
PCT
ZDC R59

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Marina Liburdi
Support Specialist
ZDC

1748
(1749-1817)
1818

1818:38 ZNY woodstown this is yardley on the double o line

1818:41 ZDC R19 woodstown

1818:42 ZNY you got dupont right

1818:43 ZDC R19 yeah

Page 2 of 4

1818:44 ZNY alright then zero mike mike

1818:45 ZDC R19 uh huh

1818:46 ZNY he's been nordo fo a while they're going to start scrambling fighters on him

1818:48 ZDC R19 okay bud

1818:49 ZNY alright w e
1819

1819:26 ZDC R19 three seven zero mike mike washington center on guard
three seven zero mike mike contact washington one two
five point four five

1820
1821
1822

1822:31 UNK mooney three seven zero mike mike you on

1822:36 ZDC R19 three seven zero mike mike come up on washington on one
two five point four five

1822:57 ZDC R19 mooney three seven zero mike mike washington center on
guard contact wash center on one two five four five

1823

1823:15 UNK mooney three seven zero mike mike over

1823:19 ZDC R19 three seven zero mike mike wash center how do you hear

1823:27 UNK and mooney three seven zero mike mike if you're on
frequency new york is looking for you on one two four
point six two five twenty four sixty two

1823:33 ZDC R19 that's somebody else

1823:39 ZDC R19 whatever alright he's the one they're getting ready to
scramble fighters on him he's landing atlantic city needs
a code you have the handoff you're not talking to him
everybody knows about it

1824

1824:56 ZDC R19 three seven zero mike mike washington on guard november
three seven zero mike mike contact washington one two
five point four five one two five point four five ident

1825
1826

1826:12 ZDC R19 november three seven zero mike mike washington november
three seven zero mike mike contact washington one two
five point four five one two five point four five

1827
1828

1828:36 ZDC R19 november three seven zero mike mike washington on guard
november three seven zero mike mike contact washington
one two five point four five twenty five forty five ident

1829

1829:01 PCT november three seven zero mike mike potomac approach

1829:21 ZDC R19 november three seven zero mike mike wash

1829:37 ZDC R59 fifty nine

1829:39 ZDC R19 hey i'm eighteen nineteen zero mike mike he is nordo there
i guess everyone's been informed i've been trying him on
guard multiple times there and uh no joy

1829:49 ZDC R59 okay do they actually have no radio or just no
communications

1829:50 ZDC R19 yeah no communications so he's officially a norac

1829:51 ZDC R59 okay

1829:53 ZDC R59 okay

1829:54 ZDC R19 um but yeah we we tried him on guard a few times

1829:56 ZDC R59 royer

1829:57 ZDC R19 yup

1830
(1831-1837)

ACY-ATCT-0036
N370MM

Page 4 of 4

1838

1838:41 ZDC R19 washington center calling november three seven zero mike
 mike radio check

1839

(1840-1908)

1909

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 16, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Washington Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) 59 R position for the time period from September 10, 2015, 1759 UTC, to September 10, 2015, 1909 UTC.

Agencies Making Transmissions

Abbreviations

Washington ARTCC

ZDC R59

Washington ARTCC

ZDC R19

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Marina Liburdi
Support Specialist
ZDC

1759

(1800-1828)

1829

1829:37 ZDC R59 fifty nine

1829:38 ZDC R19 hey i'm eighteen nineteen zero mike mike he is nordo there
i guess uh everyone's been informed i've been trying him
on guard multiple times and uh no joy

1829:48 ZDC R59 okay do they actually have no radio or just no
communication

1829:50 ZDC R19 yeah no communication so he's officially a norac

Page 2 of 2

1829:51 ZDC R59 okay

1829:53 ZDC R59 okay

1829:54 ZDC R19 um but yeah we we tried him on guard a few times

1829:56 ZDC R59 royer

1829:57 ZDC R19 yup

1830

(1831-1835)

1836

1836:03 ZDC R59 november three seven zero mike mike radio check

1836:13 ZDC R59 mooney three seven zero mike mike if you read washington
center please ident

1837

1838

1838:40 ZDC R59 washington center calling november three seven zero mike
mike radio check

1839

(1840-1908)

1909

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 17, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Washington Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) 51 R position for the time period from September 10, 2015, 1803 UTC, to September 10, 2015, 1934 UTC.

Agencies Making Transmissions

Abbreviations

Washington ARTCC
ACY ATCT

ZDC R51
ACY

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Marina Liburdi
Support Specialist
ZDC

1803
(1804-1832)
1833

1833:15 ZDC R51 atlantic city eight ten casino

1833:21 ACY atlantic city

1833:22 ZDC R51 yeah we got a guy landing atlantic city he's ah he's nordo
right now just north of cedar lake at twenty five
thousand feet his call sign is november three seven zero
mike mike if you happen to get him ah just put him on my
frequency one two seven point seven he's he's about
fifteen northwest of the field right now

ACY-ATCT-0036
N370MM

Page 2 of 5

1833:40 ACY is he squaking two four seven zero

1833:41 ZDC R51 yup that's the one

1833:41 ACY alright j o

1833:43 ZDC R51 j w
1834
1835
1835:01 ZDC R51 november three seven zero mike mike if you read washington
center ident

1835:29 ACY casino atlantic city eight ten line

1835:33 ZDC R51 casino

1835:34 ACY we've got ah f sixteens ready to go reference the mooney
that's at twenty five thousand

1835:39 ZDC R51 roger

1835:40 ACY and the call sign's cosmic four one you guys aware of that

1835:43 ZDC R51 i am not aware of that but i am now

1835:45 ACY okay and they're probably going to be leaving in just a
moment

1835:47 ZDC R51 alright j w

1835:48 ACY j o

1835:58 ZDC R51 november three seven zero mike mike washington center
1836
1837
1837:01 ZDC R51 november three seven zero mike mike washinton center if
you read washington center ident and contact washington

center one two seven point seven november three seven
zero mike mike contact washington one two seven point
seven acknowledge with ident

1838

1838:33 ZDC R51 november three seven zero mike mike if you read washington
center ident

1839

1839:24 ZDC R51 november three seven zero mike mike washington center on
guard november three seven zero mike mike ident contact
washington center one two seven point seven

1840

1841

1841:21 ZDC R51 atlantic city eight ten casino

1841:29 ACY atlantic city

1841:30 ZDC R51 yeah southeast of atlantic city five miles november three
seven zero mike mike is still nordo he started a descent
on his own as soon as he got about five miles northwest
of atlantic city

1841:39 ACY alright

1841:40 ZDC R51 ah so we're just going to flash you the track if you want
it if he comes up um we're going to keep trying him on
guard if he comes up he'll be your control uh

1841:49 ACY okay two four seven zero's radar contact

1841:50 ZDC R51 yeah that's the one j w

1841:51 ACY a l

1842

1842:01 ZDC R51 november three seven zero mike mike washinton center on
guard november three seven zero mike mike if you read
washington center ident and contact atlantic city
approach one two four point six november three seven zero
mike mike ident contact atlantic city approach one two
four point six

1843

1844

1844:35 ZDC R51 november three seven zero mike mike washington center on
guard november three seven zero mike mike if you read

washington center ident attempt contact atlantic city
approach one two four point six november three seven zero
mike mike contact atlantic city approach one two four
point six acknowledge with ident

1845

1845:34 ACY casino atlantic city eight ten line

1845:37 ZDC R51 casino

1845:38 ACY cospics are going it's two f sixteens squaking six five
five seven so i'll try to flash them to you when they get
airborne

1845:44 ZDC R51 okay you can go right to one three thousand with them okay

1845:47 ACY j o

1845:48 ZDC R51 j w
1846

1846:33 ZDC R51 november three seven zero mike mike washington center on
guard november three seven zero mike mike acknowledge
with ident attempt contact washington center uh
correction attempt contact atlantic city approach one two
four point six november three seven zero mike mike
contact atlantic city approach one two four point six
ident

1847

(1848-1856)

1857

1857:52 ACY casino atlantic city request control for uh citation two
delta bravo

1857:55 ZDC R51 november two delta bravo is your control

1857:58 ACY a c thank you

1857:58 ZDC R51 hey did the co are you still talking to the cosmic

1857:59 ACY we are yes sir

1858:01 ACY they do i have nothing yet nothing yet and we're sending a coast guard out there as well

1858:05 ZDC R51 outstanding thank you

1858:07 ZDC R51 alright

1858:08 ZDC R51 i w

(1900-1902)

1903:04 ZDC R51 we just lost an aircraft november three seven zero mike
 mike (unintelligible) uh but they have all the
 information on that right there so i mean i don't think
 they'll ask you anything about it but he he it was right
 there we gave them the lat long (unintelligible) he came
 across at twenty five thousand feet and then just augured
 in right there so that's it cosmic flight's there here
 comes the coast guard out to try to search for him and
 that's over the water or in the water (unintelligible)
 alright that's it brother

(1905-1933)

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 02, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Atlantic City Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Atlantic City Airport Traffic Control Tower (ATCT) OSIC FM position for the time period from September 10, 2015, 1754 UTC, to September 10, 2015, 1857 UTC.

Agencies Making Transmissions

Abbreviations

Atlantic City OSCIC
Washington ARTCC

SI
ZDC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Randy M Trainor
Support Specialist
Atlantic City ATCT

1754
(1755-1823)

1824

1824:43 SI atlantic city approach diana

1824:46 ZDC hi diana this is sean at washington

1824:48 SI hi sean

1824:49 ZDC i was calling to give you a heads up on a november three seven zero mike mike have you already got a call on that aircraft

ACY-ATCT-0036
N370NM

Page 2 of 3

1824:55 SI i don't three seven zero mike mike not that i know of

1824:58 ZDC it's a mooney inbound to atlantic city right now he's
up at altitude and has been nordc about an hour and forty
five minutes now

1825:04 SI alrighty what altitude is he at

1825:07 ZDC he's at twenty five thousand feet

1825:09 SI oh my goodness

1825:10 ZDC we're giving you a call just in case he looks up on the carts and
looks for your frequencies or maybe if you have an atis you know if
he checks that that you can put something on the atis a special i
don't know how you guys do that in the terminal environment

1825:22 SI is he coming here

1825:23 ZDC yes

1825:24 SI okay he's probably one of our mooney fly in's for the
weekend then

1825:27 ZDC yeah that's it okay it is a mooney aircraft

1825:31 SI okay

1825:32 ZDC alright

1825:33 SI alrighty very good

1825:34 ZDC thanks a lot

1825:35 SI oh do you well where is he right now seen

ACY-ATCT-0036
N370MM

Page 3 of 3

1825:37 ZDC he is gimme a second

1825:57 ZDC he is let's call it about sixty miles northwest of
atlantic city

1826:06 SI oh he's northwest of a c y

1826:08 ZDC yeah

1826:09 SI okay alrighty we'll let you know if we hear anything from
him

1826:13 ZDC okay good enough

1826:14 SI okay very good thanks

1826:16 ZDC bye
1827
(1828-1856)
1857

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 02, 2015

To: Aircraft Accident File ACY-ATCT-0036

From: Atlantic City Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N370MM
Atlantic City, NJ, September 10, 2015

This transcription covers the Atlantic City Airport Traffic Control Tower (ATCT) SAR AR position for the time period from September 10, 2015, 1803 UTC, to September 10, 2015, 1919 UTC.

Agencies Making Transmissions	Abbreviations
Washington ARTCC	ZDC
Atlantic City Approach SAR AP	AP
USANG F16's	USANG

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N370MM.


Randy M Trainor
Support Specialist
Atlantic City ATCT

1803
(1804-1832)

1833

1833:20 ZDC atlantic city eight ten casino

1833:23 AP atlantic city

1833:24 ZDC yeah we got a guy landing atlantic city he's nordo right now he's over cedar lake at twenty five thousand feet and his call sign is november three seven zero mike mike if you happen to get him put him on my frequency one two seven point seven he's about fifteen northwest of the field

1833:42 AP is he squawking two four seven zero

1833:44 ZDC yup that's the one

1833:45 AP j l

1833:46 ZDC j w

1833:53 AP mooney three seven zero mike mike atlantic city approach
1834

1834:09 AP mooney three seven zero mike mike on guard frequency if
you can hear this transmission ident

1835:00 AP mooney three seven zero mike mike if you can hear this
transmission ident

1835:34 AP casino atlantic city eight ten line

1835:37 ZDC casino

1835:38 AP we've got f sixteens ready to go reference the mooney
that's at twenty five thousand

1835:43 ZDC roger

1835:44 AP and the call sign is cosmic four one are you guys aware of
that

1835:48 ZDC i am not aware of that but i am now

1835:50 AP okay and they're probably gonna be leaving in just a
moment j l

1835:53 ZDC j w
1836
(1837-1840)
1841

ACY-ATCT-0036
N370MM

Page 3 of 5

1841:26	ZDC	atlantic city
1841:33	AP	atlantic city
1841:34	ZDC	yeah southeast atlantic city five miles november one three zero mike mike is still nordo he started a descent on his own soon as he got five northwest of atlantic city
1841:44	AP	alright
1841:45	ZDC	so we're just gonna flash you the track if you wanted it if it comes up we're gonna keep trying him on guard if he comes up he'll be your control
1841:53	AP	okay two four seven zero is radar contact
1841:55 1842	ZDC	yup that's the one j w
1842:53 1843	AP	mooney three seven zero mike mike atlantic city approach how do you hear
1843:37	ZDC	atlantic city
1843:39	AP	atlantic city
1843:40	ZDC	yeah are the fighters still plan on going after this guy
1843:43	AP	they're still waiting there they're like ready at the runway right now they haven't said they're gonna go yet
1843:50	ZDC	okay just wondering
1843:51 1844 1845	AP	alright
1845:03	AP	mooney three seven zero mike mike on guard how do you hear
1845:36	AP	casino atlantic city eight ten line

1845:38	ZDC	casino
1845:40	AP	cosmic's are going it's two f sixteens squawking six five five seven so i'll try and flash them to you when they get airborne
1845:45	ZDC	okay go right up to one three thousand with them
1845:49	AP	j l
1845:50 1846	ZDC	j w
1847:00	USANG	approach cosmic four one flight rolling
1847:04	AP	cosmic four one flight atlantic city departure roger and the toi is now descending out of five thousand three hundred they'e are about seven miles off the coast
1847:12	USANG	cosmic four one
1847:27	AP	cosmic four one the toi two thousand seven hundred indicated
1847:33	USANG	cosmic four one
1847:36	USANG	cosmic four one is airborne passing
1847:39	AP	cosmic four one radar contact he's just at eight hundred feet he's going into the ocean
1847:48	USANG	cosmic four one
1847:52	AP	cosmic four one what altitude do you need
1847:55	USANG	cosmic four one would like block five thousand to eight thousand if able

ACY-ATCT-0036
N370MM

Page 5 of 5

1848:05	AP	cosmic four one maintain block altitude five thousand through eight thousand
1848:08	USANG	five thousand through eight thousand cosmic
1848:15	AP	casino atlantic city eight ten line
1848:16	ZDC	casino
1848:17	AP	i just gave the cosmic's block altitudes five thousand through eight thousand i'll just keep them on my frequency
1848:20	ZDC	okay
1848:21	AP	j 1
1848:24	AP	cosmic four one say again
1848:26	USANG	cosmic four one request block down to a thousand feet
1848:31	AP	cosmic four one block altitudes one thousand through eight thousand is approved
1848:35	USANG	cosmic four one
1848:42	AP	mooney zero mike mike radar contact lost
1849		
(1850-1918)		
1919		

End of Transcript
