

1250:00 piedmont thirty four thirty six is at two zero zero

1250:04 piedmont thirty four thirty six new york center good morning

1250:09 morning

1250:16 kitty hawk seventy four contact cleveland center one three three point zero seven

1250:20 three three zero seven good morning kitty hawk seventy four

1250:22 thanks

1252:36 new york center good morning united fifteen twenty three climb through twenty seven for twenty eight

1252:41 united fifteen twenty three new york center good morning higher altitude in just a moment

1252:45 thanks

1252:50 center falcon one zero eight kilo charlie two nine o

1252:52 falcon one zero eight kilo charlie new york center rodger

1253:23 air shuttle fifty eight o seven through flight level one eight o to two four o

1253:26 air shuttle fifty eight o seven new york center rodger

1253:30 delta ninety nine thirty at three five o

1253:33 delta ninety nine thirty new york center rodger

1253:43 falcon eight kilo charlie contact new york center one two eight point five seven

1253:48 twenty eight five seven k c

1254:09 united fifteen twenty three climb and maintain flight level three five zero

1254:14 out of twenty eight for three five united fifteen twenty three

1254:26 air shuttle fifty eight o seven climb and maintain flight level three one zero

1254:31 flight level three one o air shuttle fifty eight o seven

1255:06 morning new york united ninety three with you twenty five and a half for two eight o

1255:09 united ninety three new york center good morning

1255:14 good morning new york november four five six lima mike is one seven thousand we're joining up j sixty four

1255:18 lear four five six lima mike new york center rodger

1255:22 execjet nine fifty six is out of sixteen thousand for seventeen thousand direct elliot

1255:26 execjet nine fifty six new york center climb and maintain flight level two eight zero

1255:29 two eight zero execjet nine fifty six

1255:33 three nine seventy three point out

1255:35 go ahead

1255:37 northwest of pottstown c d one nine five to climb

1255:41 that is approved

1255:44 lear six lima mike climb and maintain flight level two eight zero

1255:47 two eight zero lima mike thank you

1256:08 seven five seven three point out

1256:10 yes sir

1256:11 southwest of hour three three eight is going direct buffalo

1256:15 three three eight point out is approved

1256:17 n m

1256:24 delta ninety nine thirty contact cleveland center one three three point zero seven

1256:29 delta ninety nine thirty one three three zero seven good bye

1256:32 bye

1257:02 amtram seven ninety seven contact cleveland center one three three point zero seven

1257:07 okay one three three zero seven amtram seven ninety seven good day

1257:10 bye

1257:12 united ninety three climb and maintain flight level three five zero

1257:16 leaving two eight for three five o united ninety three

1257:51 seventy three

1257:51 seventy three

1257:54 ah this is ninety three eight forty nine is a maintenance flight selingsgrove williamsport wants to climb to twenty do you want to take a point out on him or un

1257:59 selingsgrove williamsport climbing to twenty point out approved

1258:01 alright

1258:11 gulfstream six ur correction learjet six lima mike climb and maintain flight level four three zero

1258:16 thank you very much four three zero lima mike

1258:22 center allegahny thirty eight zero two sixteen seven for eighteen

1258:28 alleghany thirty eight o two new york center rodger

1258:43 lear six lima mike I got a a flight short cut for you here if your interested in it

1258:48 yes sirr go ahead

1258:49 six lima mike fly your present heading when you get it loaded up into the nav proceed direct to burni intersection that's bravo uniform romeo november india then direct to saint louis then the rest of the route unchanged

1259:02 okay we can do that real quickly burni saint louis and and changed

1301:13 new york center execjet nine a fifty six out of two four five for two eight zero

1301:19 execjet nine fifty six new york center climb and maintain flight level three five zero

1301:23 three five zero execjet nine fifty six

1301:27 piedmont thirty four thirty six contact thee a cleveland center one two six point seven two

1301:33 okay cleveland on twenty six seventy two for piedmont thirty four thirty six we'll see you

1301:38 bye

1301:43 an center execjet nine fifty six a we're requesting three nine o as a final today

1301:47 execjet nine fifty six climb and maintain flight level three niner zero

1301:50 three nine zero execjet nine fifty six thanks

1302:42 ah center its air canada six eight five twenty one five for three three zero

1302:46 air canada six eighty five new york ceenter rodger

1302:59 good morning new york u s air seventeen fifty three one seven thousand

1303:02 u s air seventeen fifty three new yoork center rodger

1303:44 seventy three

1304:45 seventy three

1303:46 ten is extreamely busy I have got an aircraft going to denver do you think I could bring him out j sixty or j six four way

1303:54 sure

1303:55 um what should I give him like pottstown pottstown three twenty to

1303:59 you you go pottstown direct to philpsburg j sixty iowa city j ten to um lima bravo foxtrot

1304:10 j te how bout I just give hime j 60 to iowa city and you

1304:12 i'll

1304:12 you do the rest

1304:14 yes

1304:14 thanks

1304:20 three nine seven three point out

1304:22 thirty nine

1304:25 suzie c i d nine three eight to climb

1304:26 approved

1304:27 m

1304:28 u s air seventeen fifty three climb and maintain flight level two six zero

1304:32 flight level two six zero u s air seventeen fifty three

1305:07 air canada six eighty five ammend your altitude to flight level two seven zero for now

1305:11 flight level two seven zero air canda six eighty five

1305:24 air shuttle fifty eight o seven contact the new york make it cleveland center one one niner point seven two

1305:30 nineteen seventy two fifty eight o seven

1305:33 sir frontier five seventy five two six zero for two eight zero

1305:36 frontier five seventy five new york center rodger

1306:00 twenty seven from a seventy three

1306:02 go ahead

1306:03 will you be able to take a baltimore jet your way going direct

1306:06 yeah i'll try

1306:07 right e

1306:16 new york good morning west wind three three mike kilo is out of of twelve two for one seven thousand

1306:22 west wind three three mike kilo new york center rodger

1306:30 it'll be a moment go ahead seventy three

1306:32 control on three mike kilo

1306:34 yeah

1306:35 n m

1306:36 west wind three mike kilo fly heading of a two seven zero for traffic do not exceed two five zero knots until advised climb and maintain flight level two four zero

1306:45 okay two seventy on the heading and not to exceed two five zero until advised and up to flight level two five zero mike kilo

1306:51 rodger the altitude is two four zero for now

1306:53 yeah i apoligize two four zero

1306:56 yes

1306:57 seven three

1306:58 do you have information on united twelve eleven some guy going um over philpsburg j sixty iowa city

1307:02 somebody called about it before but that would be just fine

1307:04 hey new york astro jet one seven three

1307:07 what do i give him after that

1307:08 coming level two five zero

1307:10 you ah just give him pottstown philpsburg and i will give him the rest of the route here

1307:11 alright daaaa philpsburg ga j sixty iowa city and you'll give him the rest

1307:15 yeah right

1307:16 s s

1307:17 m

1307:20 west wind one se correction astro jet one seven three whiskey new york center descend and maintain flight level one eight zero

1307:26 cleared now to one eight zero seven three whiskey

1307:31 air canada six eighty five contact new york center on one two eight point five seven

1307:36 twenty eight fifty seven air canada six eight five so long

1307:39 bye

1307:42 lear six lima mike contact the a cleveland center one three three point zero seven

1307:48 thirty three zero seven lima mike so long

1307:50 bye

1307:52 u s air twelve fifty three climb and maintain flight level threeee one zero

1308:00 i'm sorry it's a u s air seventeen fifty three seventeen fifty three climb and maintain flight level three one zero

1308:05 flight level three one zero u s air seventeen fifty three

1308:08 alleghany thirty eight o two contact new york center on one two eight point five seven

1308:14 one two eight point five seven alleghany thirty eight zero two

1308:17 philpsburg franklin eight pointout

1308:17 frontier five seventy five climb and maintain flight level three one zero

1308:22 three one zero frontier five seventy five

1308:31 astro jet seven three whiskey is cleared direct to the baltimore airport

1308:36 the baltimore airport seven three whiskey

1308:42 united fifteen twenty three contact cleveland center one three three point zero seven

1308:48 thirty three o seven united fifteen twenty three shit

1308:52 alright west wind three mike kilo turn right heading three two zero

1308:55 right turn to three two zero mike kilo

1309:40 philpsburg franklin eight line point out

1309:41 astro jet seven three whiskey contact the a new york center on one three two point two

1309:46 thirty two two we'll see you seven three whiskey

1309:48 bye

1309:49 philpsburg is on the eight

1309:51 look northwest of philpsburg the code is zero seven seven seven we're making a right turn out there back into our airspace at thirty three

1309:59 point out approved m

1310:00 c b

1310:07 u s air seventeen fifty three climb and maintain flight level three five zero

1310:13 flight level three five zero u s air seventeen fifty three

1310:15 rodger what is your rate of climb right now

1310:17 ah 2500 feet per minute

1310:18 philpsburg brecks on the eight line another point out

1310:22 rodger would you be able to keep that rate of climb all the way to thirty five

1310:25 ah pretty close to it it will slow down some

1310:27 alright do the best you can if you would for me right up to thirty five

1310:29 okay

1310:32 swissdale ten line this is cleveland center

1311:09 west wind three mike kilo cleared direct to philpsburg resume navigation climb and maintain flight level three one zero

1311:16 okay direct philpsburg own navigation up to three one zero mike kilo thank you

1311:21 three mike kilo you can resume normal speed at this time thanks

1311:25 normal speed mike kilo thank you

1311:27 new york northwest fourteen nineteen twelve in a half for one seven thousand

1311:30 american thirty two

1311:31 middletown six six this is imperial got a ga

1311:35 northwest fourteen nineteen new york center rodger

1311:41 northwest fourteen nineteen climb and maintain flight level two eight zero

1311:47 well two eight o northwest fourteen nineteen

1311:50 new york center air shuttle fifty seven sixty eight three three o

1311:54 air shuttle fifty seven sixty eight new york center rodger

1312:28 center contenental four twenty eight climbing to ahhhhhh out of two three zero for two eight zero

1312:36 contenental four twenty eight new york center climb and maintain flight level three one zero

1312:40 maintain three one zero contenental four twenty eight

1312:58 new york good morning united a twelve eleven with you leveling one seven thousand

1313:03 united twelve eleven new york center rodger

1313:08 and do you you still want us on a three two two zero heading for united twelve eleven

1313:13 united twelve eleven cleared direct to philpsburg resume nav climb and maintain flight level two six zero

1313:19 okay two six zero direct philps burg own nav united twelve eleven

1313:24 rodger

1313:29 new york center united eleven forty one with you passing one five thousand for one seven thousand

1313:37 sorry i got hung up on the line there who's calling

1313:39 that was united eleven forty one passing one five two for one seven thousand

1313:47 united eleven forty one new york center rodger

1314:12 united eleven forty one resume normal speed

1314:15 normal speed united eleven forty one

1314:31 execjet nine fifty six contact cleveland center one three three point zero seven

1314:36 three three zero seven execjet nine fifty six so long

1314:39 bye

1314:43 air shuttle fifty seven sixty eight traffic at one o'clock ten miles west bound is at thirty one

1314:49 ah rodger looking fifty seven sixty eight

1314:51 frontier five seventy five traffic at ten o'clock and eight northbound at thirty three

1314:57 five seventy five we're looking

1315:05 traffic in site fifty seven sixty eight

1315:10 contenental four twenty eight da turn right heading three three zero join j sixty resume navigation

1315:18 three three zero join jet sixty normal nav contenental four twenty eight thank you

1315:23 contenental four twenty eight climb and maintain flight level three five zero

1315:26 climb and maintain three five zero contenental four twenty eight

1315:27 philpsburg eight line tyrone question

1315:30 united eleven forty one climb and maintain flight level three one zero

1315:35 three one zero for united eleven forty one

1315:38 rodger

1315:40 u center eagle four six three is out of er coming up on two seven o for two eight o

1315:41 swissdale ten line tyrone

1315:42 eagle flight four sixty three new york center rodger

1315:46 united twelve eleven i have the remainder of your routing when your ready for it

1315:50 go ahead

1315:51 united twelve eleven your cleared to the a denver airport via philpsburg j sixty ioowa city j ten north plat the sage three arrival climb and maintain flight level three one zero

1316:08 okay for united twelve eleven we have a philpsburg j one sixty iowa city j ten a north plat sage three three one zero and we're cleared to climb three one zero at this time

1316:21 affirmative climb and maintain flight level three one zero united twelve eleven

1316:25 three one zero united twelve eleven



1316:36 west wind three mike kilo amend your altitude to flight level two seven zero

1316:41 we're leveling flight level two seven zero mike kilo

1316:52 air shuttle fifty seven sixty eight contact new york center on one two eight point five seven

1316:58 two eight five seven fifty seven sixty eight

1317:04 new york u s air twenty six fifty four two seven o climbing two eight o

1317:08 u s air twenty six fifty four new york center rodge

1317:18 u s air twenty sixty four if i climbed you how fast can you get out of thirty three

1317:24 a we can hurry right on up today

1317:27 u s air twenty six fifty four climb and maintain flight level three five good rate through thirty three is helpful

1317:33 okay sir good rate through thirty three and on up to three five o twenty six fifty four

1317:37 thanks

1317:40 northwest fourteen nineteen climb and maintain flight level three five zero

1317:44 kay up to three five o northwest fourteen nineteen

1317:52 u s air seventeen fifty three contact cleveland center one three three point zero seven

1317:57 one three three point zero seven u s air seventeen fifty three

1318:08 and middleton six six imperial

1318:22 u s air eleven ninety seven climb and maintain flight level two eight zero

1318:27 three eight kilo

1318:31 airway one forty seven to mazie then direct philly

1318:34 thats what we got thank you

1318:35 okay navy j t seven five three fly heading of three two zero

1318:37 hey new york a good morning one star two level at two eight o

1318:38 certainly u s air eleven

1318:42 contenental one thirty two climb and maintain flight level three five zero

1318:50 three five contenetal one thirty two previous controller restricted us to two eight zero knots

1318:54 rodger i'll need that for right now

1318:56 eagle flight four sixty three climb and maintain flight level three one

1319:00 three one o eagle four sixty three

1319:03 u s air eleven ninety seven at one seven thousand

1319:06 u s air eleven ninety seven new york center climb and maintain flight level two eight zero

1319:11 two eight zero u s air eleven ninety seven and if you would note we would request three nine o for a final

1319:17 u s air eleven ninety seven climb and maintain flight level three niner zero

1319:20 three niner zero u s air eleven ninety seven

1319:25 west wind three mike kilo climb and maintain flight level two eight zero

1319:30 it's up to two eight zero mike kilo

1319:32 west wind three mike kilo contact cleveland center on one one niner point seven two

1319:37 nineteen seventy two nice day sir

1319:39 thanks

1319:44 say new york united one seven two do you know how the ride is west bound

1319:47 i have no complaints anywhere any altitude at the moment

1319:50 yes sir

1319:55 northwest fourteen nineteen whats your speed in the climb and your planned mach number for the cruise today

1320:02 two seventy now and point seven six for the cruise

1320:04 northwest fourteen nineteen amend you altitude to flight level three one zero

1320:08 three one zero northwest a fourteen nineteen

1320:36 lear twenty six fifty four if you could zoom it right through thirty three for me and report leaving the altitude

1320:42 okay we're doing that twenty six fifty four

1320:47 how bout if northwest fourteen nineteen stays at twenty eight for the final

1320:50 northwest fourteen nineteen ma rodger maintain flight level two eight zero

1320:54 two eight o thanks

1321:02 and we're out of thirty three twenty six fifty four

1321:03 u s twenty six fifty four thank you contact the cleveland center now one three three point zero seven

1321:08 three three zero seven twenty six fifty four

1321:16 united twelve eleven flight level three one zero is going to be as high as i can get you due to other traffic a if your still looking for higher on the next frequency you can just ask them then

1321:23 not a problem united twelve eleven

1322:23 united six ninety six with you twenty seven five descend to flight level one eight zero

1322:27 united six ninety six new york center rodger

1322:30 frontier five seventy five contact cleveland center on one one niner point seven two

1322:35 nineteen seventy two frontier five seventy five so long

1322:39 united ninety three starting to pick up some light chop at thirty five any ride reports

1322:44 its the a first complaint i've had and united ninety three contact the cleveland center now on one three three point zero seven

1322:55 middletown six line quick question

1322:56 thirty three o seven united ninety three

1323:00 northwest fourteen nineteen contact cleveland center on one one niner point seven two

1323:05 nineteen seventy two northwest fourteen nineteen

1323:10 philpsburg ten line

1323:15 okay

1323:19 philpsburg ten line

1323:31 u s air eleven ninety seven fly heading of two eight five it will be to pararell traffic

1323:39 two eight five heading u s air eleven ninety seven

1324:05 swissdale ten tyrone

1324:07 united twelve eleven contact the a cleveland center one one niner point seven two

1324:12 nineteen seventy two will see you later for united twelve eleven

1324:15 right

1324:19 this is citation one two mike alpha through two zero three for two eight zero good morning

1324:31 citation one two mike alpha new york center rodger climb and maintain flight level three one zero

1324:36 climbing to three one zero mike alpha

1324:40 united eleven forty one resume normal speed if you were still assigned anything contact cleveland center one one niner point seven two

1324:48 a nineteen seventy two united eleven forty one good day

1325:24 united six ninety six contact new york center on one three two point two

1325:29 thirty two two united six ninety six so long

1325:31 right

1326:10 secret

1326:10 franklin philpsburg eight line hand off

1326:11 p d all the ways up

1326:13 now locally yes

1326:14 sorry about that

1326:16 just keep them all coming philpsburg will work we're busy right now

1326:19 we should be just about done here any minute

1326:20 we'll unfortunately were not

1326:21 i'm sorry

1326:21 we got all the eastbound stuff that we were holding now

1326:24 i'm sorry

1326:24 just keep them all coming

1326:26 okay

1326:28 contental four twenty eight contact cleveland center on one three three point zero seven

1326:33 thirty three zero seven four twenty eight good night

1326:34 bye

1326:58 swissdale ten line clarion

1327:08 center good morning challenger six eighty seven six eighty nine with you twenty four point six for two eight zero

1327:14 challenger six eighty nine new york center rodger

1327:43 swissdale ten from clarion

1327:55 u s air eleven ninety seven fly heading two niner zero in a minute you can load up dryer in the nav i have a direct course here in a little bit

1328:00 okay two nine

no more follows