**USAir Flight 1549 Transcript**

On the Federal Aviation Administration website there are audio recordings of incident and accident data. This “New York Tracon” recording has the interactions between Air Traffic Control at LaGuardia Airport and various planes in the sector. It includes interactions with USAir Flight 1549 before and during the 2009 incident in which the pilot landed the plane in the Hudson River.

<https://www.faa.gov/data_research/accident_incident/2009-01-15>

Compare the FAA transcript to this conversation analytic transcript on the website.

See Garcia (2016) for an analysis of the USAir Flight 1549 incident [Garcia, Angela Cora. (2016). “Air Traffic Control Interactions in Routine and Emergency Contexts: A Case Study of Flight 1549 ‘Miracle on the Hudson’.” *Journal of Pragmatics* 106(2016): 57-71. <https://doi.org/10.1016/j.pragma.2016.10.005>]

**Notes:**

1. Time preceding each line of transcript is the time on the audio recording on the FAA website (e.g., line 1 begins at 1 minute 21 seconds into the audio recording). The time after each line number shows the time on the official FAA transcript. The speaker’s identification appears after the official time (e.g., in line 1, the speaker is “L116”, the air traffic officer who is handling these radio calls. In line 2, the speaker is a crew member on the plane identified with the call sign “BSK699.”

2. Note that the buzzing sound of the radio precedes almost every utterance; there is often a lengthy silence between turns.

1:21

1 2020:57 L116

biscayne six ninety nine?, contact departure one two zero point eight five

(0.2)

2 2021: 01 BSK699

(twenty) eight five for biscayne six six nine ( )

(0.2)

3 2021:02 L116

>good=day<

(about 39 seconds)

2:05

4 2021:41 NWA337

(north)west three thirty seven (uh thousand) for five thousand

(0.8)

5 2021:44 L116

northwest three thirty seven new york departure radar contact climb and maintain one five thousand

(0.1)

6 2021:47 NWA337

one five thou:sand northwest three: thirty seven

(about 41 seconds)

2:54

7 2022:29 N376G

hello departure!, global three seven six golf four point fou:r for seven thousand

(about 2 seconds)

8 2022:34 L116

november seven six golf new york departure climb and maintain one five thousand

(0.2)

9 2022:38 N376G

right up to one fi:ve thousand. seven six golf

(about 17 seconds)

3:20

10 2022:56 L116

northwest three thirty seven turn left three six zero?

(0.2)

11 2022:59 NWA337

left (0.2) three six zero northwest three: thirty seven

(about 44 seconds)

4:08

12 2023:44 L116

november seven six golf? >(flight=heading)< of two six zero?, contact departure one two zero eight five so=long

(0.5)

13 2023:50 N376G

two zero eight fi:ve and two sixty on thuh heading. seven six golf >good=day<

(about 8 seconds)

4:30

14 2024:06 L116

northwest three thirty seven turn left heading three two zero

(0.2)

15 2024:08 NWA337

three two zero northwe:s:t three: thirty seven

(about 50 seconds)

5:22

16 2024:58 LGA

>(cactus fifteen=forty=nine)<

(about 13 seconds)

5:36

17 2025:12 L116

northwest three thirty seven contact departure one=one eight point one seven

(0.2)

18 2025:16 NWA337

(eighteen) one seven northwest three thirty seven

(about 34 seconds)

6:16

19 2025:51 AWE1549

cactus fifteen forty nine seven hundred climbing fi:ve thousand

(about 6 seconds)

20 2026:00 L116

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

(0.5)

21 2026:04 AWE1549

maintain one five thousand cactus fifteen forty nine

(about 52 seconds)

7:21

22 2026:57 UNKN

(seventy) (unintelligible) (okay)

(0.2)

23 2026:59 L116

(have a good) day

(about 4 seconds)

7:26

24 2027:03 BTA2750

>new york jetlink twenty seven sixty< is five thousand turning (in your) right!, to one five zero

(0.2)

25 2027:07 L116

jetlink twenty seven sixty climb maintain one zero thousand

(about 2 seconds)

26 2027:11 BTA2760

one zero thousand. jetlink twenty seven sixty

(about 21 seconds)

27 2027:32 L116

cactus fifteen forty nine turn left heading two seven zero?,

(0.1)

((according to the final report AWE1549 made a may day call which was obscured by L116’s line 27))

28 2027:36 AWE1549

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

(0.4)

29 2027:42 L116

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

(0.3)

30 2027:46 AWE1549

two two zero

(0.6) ((beep sound))

31 2027:49 L116

tower stop your departures we got emergency returning

(0.6)

32 2027:53 LGA

>who is it<

(0.2)

33 2027:54 L116

it’s fifteen twenty nine he a:h bird strike he lost all engine he lost thuh thrust in thee engines he is returning immediately

(0.1)

34 2027:59 LGA

cactus fifteen twenty nine (0.1) whi:ch engines?

(0.2)

35 2028:01 L116

he lost thrust in both engines he said

(0.2)

36 2028:03 LGA

GOt it.

(0.4)

37 2028:05 L116

cactus fifteen twenty ni:ne?, (0.4) if we can get it to you?, do you want to try to land runway one three?

(0.5)

38 2028:11 AWE1549

we’re unable. (0.2) we may end up in thuh hudson.

(about 6 seconds)

39 2028:17 L116

jetlink twenty seven >sixty turn left zero seven zero<

(0.2)

40 2028:19 BTA2760

>left turn zero seven zero jetlink twenty seven sixty< ((said quickly))

(about 11 seconds)

8:54

41 2028:31 L116

alright cactus fifteen forty nine it’s going to be LEft traffic to runway three one

(0.4)

42 2028:34 AWE1549

unable.

(about 2 seconds)

43 2028:36 L116

okay what do you need to land

(about 9 seconds)

9:10

44 2028:46 L116

cactus fifteen forty nine runway? four? is available if you want to make left traffic to runway four

(0.5) ((background noise in pause))

45 2028:50 AWE1549

i am not sure if we can make any runway u:h what’s over to our right anything in new jersey maybe teterboro?

(0.5)

46 2028:55 L116

okay yea off to your right side is teterboro airport.

(about 4 seconds)

47 2029:02 L116

do you want to try to go to >teterboro?<

(0.2)

48 2029:03 AWE1549

ye:s.

(0.2)

49 2029:05 L116

((tone sounds—phone connection?)) TETERBORO U::H (0.2) empire (0.2) actually laguardia departure got (an) emergency inbound

(0.2)

50 2029:10 TEB

>okay go=ahead<

(0.2)

51 2029:11 L116

cactus fifteen twenty nine over thuh george washington bridge (‘e) wants to go to yer=airport right now

(0.2)

52 2029:14 TEB

he wants to go to our airport check. does he need (any) assistance

(0.2)

53 2029:17 L116

ah yes he ah he was uh bird strike can i get him in for u:h runway one?

(0.2)

54 2029:19 TEB

>runway one that’s good.<

(0.2)

9:45

55 2029:21 L116

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

(0.4)

56 2029:25 AWE1549

we can’t do it.

(0.5)

57 2029:26 L116

okay which runway would you like at teterboro

(0.2)

58 2029:28 AWE1549

we’re gonna be in thuh hudson.

(about 5 seconds) ((background noises on tape))

( )

59 2029:33 L116

(i’m) (0.2) i’m sorry say again cactus (about 6 seconds pause) alright.

(about 3 seconds)

60 2029:41 L116

>jetlink twenty seven sixty contact new york one two six point eight<

(about 2 seconds)

61 2029:45 BTA2760

>twenty six eight jetlink twenty seven sixty<

(about 4 seconds)

62 2029:51 L116

cactus: ah- (1.0) cactus fifteen forty nine radar contact is lost you also got newark airport off your two o’clock (and/in) about seven miles

(about 8 seconds)

63 2030:06 L116

eagle flight forty=seven eighteen turn left heading two one zero?

(about 2 seconds)

64 2030:09 EGF4718

two one zero u:h forty seven eighteen (0.2) (u::h) i think he said he was going in thuh hudson

(0.5)

65 2030:14 L116

cactus fifteen twenty nine u:h >you still on?<

(about 7 seconds)

66 2030:22 L116

cactus fifteen twenty ni:ne if you ki:n U:h (0.3) you got a:h runway uh two nine available at newark off your two o’clock (and/in) seven miles

(about 3 seconds)

67 2030:32 L116

>eagle flight forty seven eighteen climb maintain one two thousand<

(about 1.5 seconds)

68 2030:34 EGF4718

okay one two thousand and ah ( ) five and (two eighty heading)

(about 5 seconds pause)

69 2030:41 L116

(and) eagle flight forty seven eighteen i’m sorry i missed that >say it again<

(about 2 second pause)

70 2030:45 EGF4718

and uh we’re up to twelve thousand uh two eighty (on thuh heading)

(0.5 seconds)

71 2030:48 L116

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

(0.2)

72 2030:51 EGF4718 two two zero forty seven eighteen