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T3707

9/11 COMMISSION

POSITION 14

PARTS 1 THROUGH 4

MR. : This is a continuation of the recording of the tapes from the East area Command Center on September 11th, position 14, part one, start time 1215 Zulu, 8:15 local.

[Inaudible background conversation.]

MR. : [inaudible].

MR. : Hey, Philadelphia tower. We are plus 15 minute departure delays at 42 due to in-trails.

MS. : What in-trail is that?

MR. : Oh, the Medina, the Pottstown. Mostly the Medina.

MS. : The Medina?

MR. : Yeah; mostly Medina.

MS. : Okay, and shall we add, shall we add some relief? How many airplanes--

MR. : I advised them, about five minutes ago, we were approaching delays. They said

"gotcha, okay."

MS. : Okay.

MR. : They knew.

MS. : How many airplanes you got
out there?

MR. : Oh, we've got, sitting in the
lineup now, about eighteen.

MS. : Okay. Eighteen that are
being delayed or--

MR. : No. No, no, no.

MS. : --is it--

MR. : We're probably gonna end up
with about ten, ten [inaudible].

MS. : Okay.

MR. : I mean, we're gonna keep
moving, we're just, just getting to that point
where we've hit 15 minutes.

MS. : Okay; thank you.

MR. : Okay. Could you advise the
centers, please.

MS. : Okay.

MR. : Thank you.

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MR. : Hello?

MR. : Are you still on?

MR. : New York Center's here.

MR. : Boston Center here?

MR. : Yeah; we're here.

MR. : Yeah. New York Center, we just brought them into this conference. Could you give them an update on, on what you know at this point.

MR. : Yeah. What we know is that there was at Cambridge, several minutes ago, we did have a threat come out over the frequency, and on a frequency of 127.82 [?] [inaudible] was part of a two niner zero. Aircraft is now down in New York [inaudible] New York Center's airspace. We're pulling the tape to try to determine what was actually said and we're, we're gonna try to get the fighters up to just take a look.

MR. : Okay. This is New York Center. We're watching the airplane, he's 15 west of Kennedy now. We have one or two confirmations

that he's still a 29--excuse me--one a 29. One a 31 didn't, couldn't see him.

I also had conversation with American Airlines and they've told us that they believe that one of their stewardesses was stabbed and that there are people in the cockpit that have control of the aircraft, and that's all the information they have right now.

MR. : Okay. We do have a couple a transmissions and whoever was talking in the cockpit, the pilot or co-pilot or whatever, was wet-keying [?] the mike when some a these statements were being made. So as soon as we get the tape, we'll let you guys know.

MR. : Okay. Meanwhile, has anybody contacted--

[Simultaneous conversations.]

MR. : [inaudible]--

MR. : --the military?

MS. : Yes--

MR. : Yeah, we have. We tried a couple places. Now we're down to Atlantic City to

try to get someone up to take a look.

MR. : Okay. Who was--

MR. : In fact the, the phone number is what you're saying.

MS. : Yes, sir.

MR. : Who's that just said that?

MR. : Yeah, let's [inaudible] the national operations manager's position [inaudible] center.

MS. : Wonderful. Thank you so much.

MR. : You're welcome.

MR. : Hey, Terry. Tom. Try Otis also.

MR. : We did.

MR. : Anything? Any luck?

MR. : No; we did not have any luck. That's why we're down to Atlantic City.

MR. : Okay.

MR. : Excuse me. Chris Cambone [ph], acting air traffic DZR [?] manager, New England Region, is also one.

MR. : Okay. Command Center, you
on?

MR. : Command Center's on.

MR. : Okay. Are you going to--I
guess Boston will get in touch with Atlantic City.
But do you have any direct line to the military
for, for [inaudible]?

MR. : I believe the supervisor's
going to the COF [?] unit now.

MR. : Okay.

MR. : [inaudible] new information.
We, we lost the primary target about 20 west of
Kennedy, it looks like, and there's an ELT report
in that area. Anybody copy?

MR. : Say that again, please.

MR. : I said we, we've--well, it
looks like we lost a primary target about 20 west
of Kennedy and we had a report of an ELT in the
area. We're going to--I guess we'll get some Coast
Guard activity up there.

MR. : Yeah; we lost the track too.

MR. : Hey, Boston, this is New

York. What type aircraft was the American?

MR. : 767.

MR. : This is the ACI Watch. Say again, if you lost track of the aircraft. Over.

MR. : Boston has lost track and on our frequency we have confirmed that it was a hijack and from the tapes.

MR. : Yeah, New York confirms we've lost the track as well and we were--we got a report of an ELT in the area that track was in. Kennedy tower reports--are you serious?

MR. : [inaudible].

MR. : Kennedy tower reports that there was a fire at the World Trade Center and that's, that's the area where we lost the airplane.

MR. : Anybody on?

MR. : Yeah. Boston's here.

MS. : Yeah. On, on CNN News. It's on the news.

MR. : It's on the news. The airplane hit the Trade Center?

MS. : Yeah.

MR. : Okay. I, I guess there's no more, no further use to New York Center on this line right now or--Command Center [inaudible]?

MR. : [inaudible].

MR. : Yeah. Yeah. Rick [?]?

MR. : It is Rick.

MR. : Yeah. Is there any further use for us to be on this telephone now or--

MR. : I'm gonna keep the line open. If you need to talk to me, just talk to me. I'm listening to it.

MR. : Okay.

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MS. : This is Jennifer in the Operations Center.

MR. : [inaudible] Boston Center. go ahead.

MS. : Okay. It looks like the World Trade Center is--either the airplane went through it or its been bombed. It's on CNN right now and the building is in smoke.

MR. : [inaudible].

MS. : The top of the building.

MS. : [News Broadcast]: Pictures from New York are just coming in now. We hope to have more information as soon as it's available. The word is a plane has crashed into one of the towers at the World Trade Center in New York. We'll keep you posted as soon as we get more information. Right now at 8:53, we check traffic on the three. Colin [?] [inaudible].

MR. : Deb, thank you. [inaudible].

MR. : [inaudible].

MR. : Yeah.

[Inaudible background conversation.]

MR. : [inaudible] news that a plane has crashed into the World Trade Center in New York [inaudible].

MR. : [inaudible].

MS. : [inaudible].

MR. : A 767.

MS. : No, I mean what hit the World Trade Center. What hit the World Trade Center can't--

MR. : Yeah, it can't be American.
Not enough damage.

MS. : There's damage [inaudible].

MR. : Well, when they lost the
primary target, it was descending, because it's
usually 500 knots [inaudible].

MS. : [inaudible]. Wanda.

[Hang-up sound.]

MS. :

MR. : [inaudible] Command Center
[inaudible].

MR. : Oh, it's too much of a
coincidence, I think.

[Inaudible background conversation
ongoing. Open mike.]

MR. : [inaudible] I just paged her
about the event. [inaudible] was en route--

MR. : Yeah. Hold on. I'm on the
Net.

MR. : CNN's reporting that a plane
just crashed [inaudible] World Trade Center.
[inaudible]. I'm in the middle of a traffic jam

here [inaudible] my wife to the airport. Yeah, we're stuck. A tractor-trailer [inaudible]. This is serious stuff.

MS. : [inaudible].

[Inaudible background conversation; open mike.]

MS. : It came out the other side [inaudible].

MR. : [inaudible] come out. It just imploded when it went through the building [inaudible].

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MS. : This is the Boston CASO [?]. Just to report that the CASO manager and two supervisors are dropping off the Net for a few minutes. We will reconnect when we're over at the airport, which should be about ten minutes. Thank you.

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[Background conversation.]

MR. : Okay, Jim, nice to see you.

MR. : A pleasure. Yeah; too bad it

couldn't [inaudible].

MS. : [inaudible].

MS. : [inaudible]

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MR. : This is Bob Pierce with the
NTSB.

MR. : Hello?

MR. : I got [inaudible].

[Hang-up sound.]

[Inaudible background conversation; open
mike.]

MR. : We lost, lost their track
right in--

MS. : [inaudible].

MR. : --Kennedy [inaudible].

MS. : They're gonna have to--

MR. : There's too much [inaudible].

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MS. : [news broadcast] [inaudible]
and reportedly has been hit by [inaudible] there is
a gaping hole at--

MS. : Center for National
Operations [?], Tracey.

MR. : [inaudible].

[Hang-up.]

- - -

MR. : Hello, this is Bob Pierce at
NTSB. Hello?

MR. : Command Center--

[Simultaneous conversation.]

MR. : [inaudible] Boston here.

MR. : Oh, hi. It's Bob Pierce at
NTSB.

MR. : Hello?

MR. : Yes, sir.

MR. : We're just trying to get a
time a departure. A time a crash.

MR. : Okay. I can get you
departure time. Hold on a sec.

Bob, we're doing a [inaudible] now just to
try to pull the data.

MR. : Okay, and we're sure this is
the flight that hit the, obviously that hit the

World Trade Center at the same--

MR. : Working from what we saw,
there's no doubt.

MR. : Okay. Then did the pilot
report the hijack?

MR. : Yes; yes. 1200 departed
Boston.

MR. : I'm sorry, what?

MR. : Departed Boston at 1200.

MR. : At 1200 Zulu.

MR. : Yes.

MR. : And when did he report the
hijack?

MR. : You know what? I don't have
the time in front a me. We've got a tape
downstairs that confirms it.

MR. : [inaudible] about 15, 20
minutes ago.

MR. : Yeah, about 15, 20 minutes
after departure, we do have the, the voice
recording that's been pulled, so we'll be able to
get that at some point in time.

MR. : Okay, and time a crash we have as just a few minutes ago?

MR. : Yeah.

MR. : Okay. Do we have the number of people on board?

MR. : No; we di--you know what? What we had, which we, we cleared him to an altitude and that was, the next transmissions we heard were conversations in the cockpit.

MR. : Okay. I'm just gonna hold the line but I'm gonna go and talk to my boss.

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MR. : Hello?

MR. : Hey, Tommy, you still there?

MR. : Yes, I am, Terry.

MR. : Tommy, I'm gonna reconfirm with, with downstairs, but the, as far as the tape, but [inaudible] seemed to think that the guy said that "We have planes" [inaudible] because it was the accent, or there's more than one, but I'm gonna, I', gonna reconfirm that for you, and I'll back to you real quick; okay?

MR. : Appreciate it.

MS. : [inaudible] what?

MR. : Planes as in plural.

MR. : Tommy, it sounds like, we're talking to New York, that there's another one aimed at the World Trade Center.

MR. : There's another aircraft?

MR. : The second one just hit the Trade Center.

MR. : Okay. Yeah, we gotta get--we gotta alert the military real quick on this.

[Background conversation.]

MR. : It hit another--another airplane just crashed in the other tower.

MR. : Do we know what type, Terry?

MR. : No; we just got that report from the New York Center.

MR. : We're standing by.

MR. : [inaudible], we're gonna stop --but we're gonna shut, we're gonna shut Boston down. I suggest the same elsewhere.

MR. : You're gonna do what, Terry?

MR. : We're shutting the airplanes down; we're not letting anyone go right now.

MR. : That's a good move. We're waiting to hear from security.

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[Inaudible background conversation.]

MR. : [inaudible] ground stop all traffic--

MS. : We're gonna, we're gonna do that right now, Bill.

MR. : That means everything.

MS. : There's too much going on for them to handle all the planes [inaudible].

MS. : This is the Operations Center, New England. Can I interrupt for a minute.

MR. : Go ahead.

MS. : Go ahead.

MS. : It appears that it was a different aircraft that hit the World Trade Center. It's being reported on CNN right now.

MR. : Yeah. It's the second airplane, it's the second hit on the World Trade

Center.

[Beeping sound audible.]

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MR. : [inaudible].

MR. : No; no. That's, that's one
of their questions.

MR. : [inaudible]--

MR. : Hey, Tony?

MR. : We have [inaudible].

MR. : We'd have to check with--

MR. : Terry, go ahead.

MR. : Is there a way or to try to
get messages to the airborne aircraft for increased
secur--security for the cockpit or something, the
ACARs [?] or something.

MR. : [inaudible] I just do not
have anybody else up there that can--

MR. : [inaudible] internationals
that are coming to Kennedy and we're trying to talk
to them, but we don't want to scare anybody but we
want the, the--they were talking about possibly
making some transmissions on frequencies for these

guys coming overseas, to just, you know, increase the security for cockpit operations.

MR. : Yeah. Terry, we're getting a lotta traffic on this bridge. I copied that. Let's keep doing that. Contact through the Command Center, the ATA reps, see if we can get the airline company operations to contact their aircraft. I'd recommend maybe a possibility of the stuff coming in from overseas, Bangor as an alternative site, but leave that up to them.

MR. : Yeah, we'll leave it up to them but we're also gonna let 'em know to increase the security for cockpit access.

MR. : All right. That sounds like a good plan.

MS. : This is New England waiting on I, ACI.

MR. : This is ACI.

MS. : Okay. This is New England. We have our security division in a conference and we'd like to add you on as well or net the two of you.

MR. : Okay. ACI is on this line
and it is my understanding that they're--

[Start Part 2.]

MR. : This is a continuation of
position 14, part 2. Start time will be 1308 Zulu.

MR. : [inaudible; open mike.]

MR. : All right. That sounds like
a good plan.

MS. : This is New England waiting
on I, ACI, please.

MR. : This is ACI.

MS. : Okay. This is New England.
We have our security division in a conference and
we'd like to add you on as well or net the two of
you.

MR. : Okay. ACI is on this line
and it is my understanding that they're activating
the center upstairs.

MS. : I'm sorry; we were cut off.
They're activating what?

MR. : They're activating the
reaction center upstairs.

MR. : That's correct.

MS. : Okay. [inaudible]. Okay.

ACI is connected.

MS. : Okay. We need ACI.

MR. : Okay; thank you.

MS. : ACI has [inaudible] they're reacting [inaudible]. They are on the bridge, so if you need anything, just go ahead and speak up.

MS. : [inaudible] looking for [inaudible] so she might be wanting to establish another--

MR. : He's working on it right now.

MS. : [inaudible]--

MR. : Hey, New England Com Center, do you--did you say that security has a separate conference going on?

MR. : Maybe you've already done this. Can you advise all the dispatchers for any international traffic coming in--

MR. : New England Region Com Center?

MR. : Yes; go ahead.

MR. : Did you say that security has a separate telecon going on?

MR. : They've got a couple separate ones going on; yeah.

[Inaudible background conversation.]

MR. : One--either one, it makes no difference, just drop me into one so we can update 'em on what we've done.

MR. : Okay; yup. Who is this? Tom?

MR. : Yeah.

MR. : Okay. Actually, they're just setting it up now. There isn't a lotta people [inaudible] they're all climbing on now. You want me to put you on anyway?

[Inaudible background conversation; open mike.]

[Beeping sound audible.]

MR. : Excuse me. This is duty officer in New England Region. Just to advise you, our air traffic division has advised they'll stop all traffic in the New England region.

MR. : Tommy. You there? Terry.

MR. : Yeah, Terry. I'm here.

MR. : All right. What we know now, both of these airplanes took off a Boston. American 11, United 175. So i don't know what you wanna do down there with those guys, but they both took off outta Boston, it seems.

MR. : Boston has been ground stopped.

MR. : I understand. So I don't know what, security-wise, down there--

MR. : Yeah; they're on that. Terry, if you can, if you can on another line--this bridge is getting too congested. Another extension, 7583. I need to get some information.

MR. : This is Bob [inaudible] NTSB. I just want to get info on that United flight, the 757.

MR. : Terry, can you call me on 7583.

MR. : Tommy, I'm going to 7583. NTSB, we'll get back to--

MR. : Hey, Tom.

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MR. : Yeah?

MR. : Is NTSB still there? Hello?

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MR. : FAA Tactical Net; go ahead.

FAA Tactical Net. FAA Tactical Net.

MR. : Tactical Net. Who you trying to get in touch with?

MR. : I was advised that AEU 700's trying to come on.

MR. : This is Air Traffic. We weren't aware of that.

MR. : What was the question? Is NTSB still on [inaudible]?

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MR. : Hello?

[Inaudible background conversation; open mike.]

MR. : FAA Tactical Net; go ahead.

MS. : Hello. This is Loretta McNair in Brussels, Belgium. Is anyone from

Security a part of the net?

MR. : That's affirmative.

MS. : Okay. I'm just wondering if anything is being coordinated with respect to all security persons at this time in the system?

MR. : Stand by, Loretta.

MR. : Peter Falcone [?]. This is Marcus Arroyo [ph]. Which net is this?

MR. : This is Tactical, Marcus.

MR. : Okay.

MR. : FAA Tactical Net to AEU 700.

MR. : This is AEU 700. Go ahead, please. This is Dominic.

MR. : Make that Europe, Dominic. Disregard. Loretta McNair?

MS. : Yes.

MR. : You can drop off, Loretta. Contact ACO 100.

MS. : Okay. I sure will; thank you.

MR. : Tactical net clear.

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MR. : I already did it.

MR. : Listen; listen. I already told 'em, I already gave [inaudible] instruction. Close the gates, our people who have decal on the car come in. Any truck deliveries, they've gotta confirm 'em outside the fence.

MR. : Break, Dominic. You have got an open mike.

MR. : Oh, sorry.

MR. : Okay.

MR. : New York, this is Boston.

Are you there? New York Center?

[No reply.]

[Inaudible background conversation.]

MS. : [inaudible] with the Federal Bureau of Investigation is on.

MR. : Can I help you? Or do you have some information for me? Better yet.

[Pause.]

MR. : This is FAA Tactical Net.

MR. : Go ahead.

MR. : Was that FBI joining?

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FBI MR. [redacted] : This is FBI, [redacted] [ph]

at SIOC.

MR. : Thank you, sir.

[Background conversation; open mike.]

MR. : [inaudible] you probably met me when I was out in Sacramento [inaudible]. I don't know [inaudible] talked back and forth. I remember the name from out there, from out in California [inaudible].

[Inaudible background conversation.]

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MR. : What do you need?

[Inaudible background conversation.]

MR. : Tactical Net to Eastern Region.

AEA MR. : This is Eastern Region. Go ahead.

? MR. : Can you call me on [redacted]

[redacted]

AEA MR. : Hold on a second. [redacted] --give me the last four again.

MR. : [redacted]

MR. : Okay; will do.

[Inaudible background conversation; open mike.]

MR. : I was just talking to him. [inaudible] that they know, they're kind of mentally prepared for it.

[Inaudible background conversation; open mike.]

MR. : No. I'm [inaudible] SIOC. Captain [inaudible] was--just got here. So you're sending up some IRS [?] [inaudible]. Mr. [inaudible], do you have the latest information? It's a--you got the 15 minutes prior to the crash, American Airline Flight No. 11, Boston to LA, was hijacked with [inaudible] passengers. [inaudible]. Yes. And all, all we're going on is [inaudible]. We don't, we don't [inaudible]. But it was a Boeing 767 out of [inaudible] second plane crashed and it's also twin-engined, it's also a civilian airliner, but that's all I can tell from the silhouette along with FAA Ops Net right now.

MS. : [inaudible] ghost target

that's missing off the radar right now, Boston bound for In--Indiana [inaudible].

[Inaudible background conversation; open mike.]

MR. : When we get a moment here, either you or Marilyn, probably go around to see who knows what in here about this, [inaudible] they know any more than you or I know.

[Inaudible background conversation.]

MS. : Which aircraft?

MR. : We believe Flight, American 77 [inaudible].

MR. : Hey.

MR. : Yes, sir. How you doing?

MR. : [inaudible].

MR. : Cassie Chandler [ph] was up here. She's sending some, some IRS's up.

[Inaudible background conversation; open mike.]

MR. : [inaudible].

MR. : Uh-huh.

MR. : [inaudible].

MR. : Uh-huh.

MR. : I don't know [inaudible]
Boston [inaudible].

MR. : Okay.

MR. : American Airlines Flight
1100.

MR. : Okay. 1100. Okay.

MR. : [inaudible] have an intruder,
seemed to be under duress. Pilot [inaudible] make
out the voice in the background but it sounded like
someone was already hurt. We have no information
[inaudible] second flight [inaudible].

[Inaudible background conversation.]

MR. : Paul, can you [inaudible]
some additional [inaudible] batteries [inaudible].

MR. : World Trade Center
anniversary. That was July.

MR. : Okay; let me get this one.
The first flight--first flight--

MR. : Boston-LA.

MR. : 700. Boston to LA. It was
hijacked. Pilot under duress.

MR. : We have an open mike on the
TAC Net.

MR. : It sounded like there was
someone hurt.

MR. : Okay.

MR. : [inaudible].

[Inaudible background conversation.]

MR. : No info on the second.

MR. : Pete Sarconi [ph], are you
monitoring the Tactical Net?

MR. : Affirmative. Go ahead,
Marcus.

MR. : Okay. We know about Flight
11, American Flight 11. We know about American
Flight 77. Are you aware of United 175?

MR. : Oh, wait a second here.

MR. : Negative.

MR. : Okay. Air traffic is
reporting that they've lost Flight 175 off a radar.
United 175. We don't know where it originated
from. We believe it might have also been Dulles.
They lost it over Indiana.

MR. : Okay.

MR. : This is preliminary.

MR. : Okay. Last position was over
Indiana.

MR. : Guys, this is Boston. United
175 was off a Boston.

MR. : Was outta Boston?

MR. : Yes.

MR. : Okay.

MR. : Second flight not scheduled--

[Inaudible background conversation.]

MR. : Back to Marcus, that comes
from our Air Traffic?

MR. : That comes from our Air
Traffic.

MR. : Okay; clear.

MR. : Okay. Who, who just came on
and, and said it was outta Boston? We're getting
conflicting information, Pete. I'd like to confirm
who, who came on and said that United 175 was outta
Boston? Over.

MR. : No. Is, is your IRS here?

MR. : FAA Tactical Net to that last party reporting on UAL 175.

MR. : Yeah, the United flight outta Chicago--

MR. : That's what I just said. They lost it over Indiana. I wonder if that means--

[Simultaneous conversation.]

MR. : [inaudible] I'm going to drop off for another telecon.

MR. : Okay. TAC Net back to Marcus, you're getting your info from Air Traffic?

MR. : That is correct.

MR. : Okay. We'll, we'll go with that till further notice.

MR. : They've got an aircraft--

MR. : All right. We're going to follow up on 175 out of Dulles, at Dulles. Over. TAC Net clear.

MR. : They lost all contact with it over Indiana but they could have stopped [inaudible] automatic code, if they shut it off or

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[inaudible]. That was United Airlines Flight 175. Basically runners. They come in here; we go up there. No, that's why we're--yeah. And then--but yeah, if we had, we had runners here, we could go around and collect information. EPSI's [?] handling some a the calls.

Now they basically walk in here and we, we give 'em the latest update [inaudible].

[Inaudible background conversation.]

MR. : FBI has joined the conference. They are requesting an update, please.

FBI MR. : Hello. This is
[?] from the FBI in Boston.

TACNET MR. : Hello? FBI, this is FAA Tactical net; go ahead.

FBI MR. : Yeah. This is FBI Boston. We're trying to get an update. I'm one a the agents at the airport.

MR. : FAA Tactical Net to FBI Boston.

MR. : FBI Boston's on.

MR. : Can you--

MR. : Go ahead.

MR. : Go ahead, FBI.

MR. : Yeah, this is FBI Boston.

We're trying to get an update from FAA.

MR. : Stand by.

MR. : Thank you.

MR. : Great Lakes Region is in the conference.

MR. : [inaudible].

[Inaudible background conversation.]

MR. : Who do you need to talk to?

MR. : This is FBI Boston. We're trying to get a, an update from FAA.

MR. : FAA Tactical Net back to Boston FBI.

MR. : Go ahead. FBI is on.

MR. : We have two reports, preliminary information, believed to be American Airlines Flight 77 and Flight 11, collided with World Trade Center. Also a preliminary report, United Airlines Flight 175 off radar. No further information.

MR. : Okay, sir. That's American 77 and United 175?

MR. : That's correct.

MR. : Do we have their airport of origin on both of those.

MR. : Okay. Back to FBI. It's American Flight 77, second flight is 11. Those are the two aircraft believed to be involved with World Trade Center. Route is reported as Dulles to Los Angeles for 77. Boston to Los Angeles for 11. United Airlines is not believed to be involved in World Trade Center at this time.

MR. : Okay. So it's American 77 and American 11?

MR. : That's, that's correct.

MR. : American 11 was Boston to LA?

MR. : That's the report I've got.

MR. : Okay. And the other one was Dulles to LA?

MR. : Dulles to LAX.

MR. : I've got two flights here now. The second one, American Airlines 77.

MR. : Okay. So it's 77 and 11.

MR. : Dulles--

MR. : That's affirmative.

MR. : --to LA.

MR. : The other report was regarding United 175. We had a report that it was off the radar.

MR. : The United Airlines was not involved [inaudible].

MR. : Okay. Is that--where was that United 175 from?

MR. : We're getting conflicting reports on that, FBI, on the 175.

MR. : Where did it go off radar?

MR. : United one seventy--

[Hang-up sound.]

MR. : Stand by, please. Back to FBI. I've got a report from Eastern, FAA Eastern Region Air Traffic, that it dropped off radar over Indiana.

MR. : And United 175?

MR. : That's correct.

MR. : Do you know where that--

MR. : Excuse me; negative. That's not correct. That's American 77 that dropped off a radar in Indiana Center.

MR. : Okay. Who's that reporting, please?

MR. : The Air Traffic Systems Command Center here in Herndon, Virginia.

MR. : Thank you, sir. Copy FBI?

MR. : Yes. We have American 77-- Here's the recap from Command Center. We have American 11, was the first one, Boston to LAX. United 175, Boston to LAX. The third aircraft, American 77 was a Dulles to LAX, was lost off radar in southern Indiana; whereabouts are still unknown. They're trying to recreate some radar data.

United 93 is the fourth aircraft in Cleveland Center airspace. That was a Newark origination to San Francisco and there was some screaming heard on board the aircraft and a reference to a bomb being on board.

MR. : Eastern Region Tech Net to

Headquarters Tech.

MR. : Tactical Net, go ahead.

MR. : Okay. We have a fast-moving VFR aircraft moving towards the White House. We've just been informed now that it's moving away from the White House. Be alert that this is information coming from air traffic.

MR. : TAC Net copy.

MR. : Four. Now there's four.

United 99, Newark to San Francisco, over Cleveland, heard screaming.

MR. : No; it's United 93; not 99.
93.

MS. : Hello?

MR. : And just for everyone's information, Command Center has implemented basically a nationwide ground stop for all arrivals and departures.

MR. : The information I got, the first one was AA 11, Boston-LA. The second one was UA 155, Boston to LA, operator over southern [inaudible]. No; no. No; no. This is, this

is--this one--these two are World Trade Center.
And that definitely would be one of them. Okay,
John.

MR. : [inaudible].

- - -

MR. : This is Boston FBI to FAA
Control.

MR. : This is the FAA Command
Center in Washington.

MR. : Yeah. This is Boston. I was
wondering if I could just run down those--

MR. : UA 175--

MR. : --planes numbers again only
because there was some confusion in exactly which,
which two went to World Trade and which other two
are missing.

MR. : Okay. From our understanding
at this time, American 11 was the first to hit
World Trade. That was originally Boston-LA.
United 175 we believe is the second aircraft,
Boston to LA, a Boeing 767. The other two flight
call signs that we have now are United 93 and

American 77.

[Background conversation.]

MR. : [inaudible] fast-moving VFR--

MS. : Okay. Lee?

MR. : United 93 was where.

MS. : Eastern Region Command

Center. Dawn.

MS. : Eastern Region Command

Center. Dawn.

MR. : United 93, originally
desti--from Newark destined to San Francisco.

American 77 is Washington Dulles to Los Angeles.

MR. : 77 and 93 had problems, or
have they dropped from radar?

MR. : We believe--we're attempting
to get further--we believe American 77, there might
have been reports of screaming on the frequency.

MR. : A plane hitting the west side
of the Pentagon! A plane's hitting the west side
of the Pentagon.

MR. : Please report that to Ops H.

MR. : Report of a plane hitting the

west side of the Pentagon.

MR. : FAA Tech. Who's reporting?

[Inaudible background conversation.]

MR. : Lee, that came from Air Traffic. They were tracking that airplane on radar.

MR. : [inaudible] west side of Pentagon?

MR. : It just hit the west--check around the Pentagon [inaudible].

MR. : [inaudible] the Pentagon just got hit by [inaudible].

[Inaudible background conversation.]

MR. : They're talking about it on FAA Tac Net [inaudible] apparently has got an eyewitness report [inaudible].

[Beeps audible.]

MR. : FAA TAC Net back to Eastern Region.

MR. : Eastern Region on.

MR. : Did you copy that report regarding Pentagon?

MR. : Correct; thank you.

MR. : Boston appears to be a hijack situation. Another aircraft, United 93, airborne. Cleveland Center.

MS. : Are you getting this, Washington? We're--this is Eastern Region. We're getting more information to you as we speak.

MR. : Cleveland Center says he's got a bomb on board United ninety [inaudible].

[Inaudible background conversation.]

MS. : [inaudible] on ground.

MS. : What time was that? That [inaudible].

MR. : I believe those--

MS. : United? United. Bomb threat. A bomb threat [inaudible].

[Simultaneous conversation; background conversation.]

MR. : He's airborne.

MS. : Airborne.

MR. : [inaudible] is American Airlines 11.

MS. : Who reported that?

MR. : LA.

MR. : Boston Center.

MS. : Through Boston. Okay.

[Inaudible background conversation.]

MS. : This is [inaudible]. We have United Airlines 93 airbor--airborne out of Cleveland, the report being that there's a bomb on board.

[Inaudible background conversation.]

MR. : [inaudible] number three aircraft, American Airlines 77, Dulles to Los Angeles--

MR. : FAA Command Center to the FBI.

MR. : FBI Boston's on.

MR. : Okay. FBI Boston, we have indications United 93 is in the vicinity of Pittsburgh or west of Pittsburgh and the aircraft is starting a descent. No one is in contact with that aircraft.

MR. : United Airlines 93, Newark to

San Francisco is over Bos--it's over Pittsburgh. It's in a descent. They're not in contact with the aircraft. They said they heard screaming, the word bomb over a radio transmission. No contact with air traffic control. We also have a report at 9:40, at 9:39 a.m., an aircraft crashing into the west side of the Pentagon; no further details. We also had a report at 9:36 of an aircraft moving towards and then away from the White House.

MR. : FAA TAC Center to Air Traffic Command.

MR. : 9:36. They said it was--

MR. : FAA Command Center; go ahead.

MR. : They were moving towards and then away from the White House. No further [inaudible]. The Pentagon one is apparently an eyewitness. There's smoking, the Pentagon's smoking.

MR. : FAA TAC to Air Traffic Command.

MR. : Command Center; go ahead.

MR. : Any further on 93?

MR. : Negative at this time. If
[inaudible].

MR. : Thank you.

MR. : Who is this: FAA TAC?

MR. : Tactical Net, FAA
headquarters. *[Candor would be moderator] b/c he was ATC*

MR. : Okay. If we get anything
further, we'll pass it along.

- - -

[Inaudible background conversation.]

MR. : FAA TAC Net, FAA Command
Center.

MR. : Go ahead, sir.

MR. : Okay. We need some
assistance. We have an aircraft that's claiming to
be a presidential support unit, that wants to go to
JFK, one two--120 radio at 056, and we need some
confirmation that this flight is in fact affiliated
with tha--you know, that entity and before we would
permit that to occur.

MR. : Stand by, please.

MR. : This is Rich Dusharm. We had

an Air Force One movement scheduled for today,
we'll verify--

MR. : [inaudible]--and then away
from the White House.

[Inaudible background conversation; open
mike.]

MR. : Okay, FAA TAC Net, FAA
Command Center.

MR. : FAA TAC Net; go ahead.

MR. : Okay. This is the Command
Center. We've received a report that United 93 is
descending in the area of Cleveland, the city of
Cleveland, Ohio.

MR. : Now they say 93 is descending
over Cleveland.

MR. : Okay. I've got that. 93
descending over Cleveland?

MR. : That's the latest report that
we have received at the FAA Command Center.

MR. : Thank you.

MR. : Announcing that 93 is
descending over Cleveland, not Pittsburgh.

MR. : How the hell do they connect
[?] all these planes [inaudible].

[Inaudible background conversation.]

MS. : [inaudible] Flight 93
descending [inaudible].

MR. : Towards Cleveland.
Descending towards Cleveland.

MR. : Hey, Phil. Phil. Phil.
Get, get John to make copies of [inaudible] you sit
here and handle calls. John. John, go ahead and
make multiple copies of that and start passing 'em
around in the Ops Center. That's the latest we
have. Here's a copier. That copier is jammed.
There's one in Op D [ph], if that one's jammed. Op
D. Straight up and to the left. Thank you.

MR. : [inaudible] there was a
report of a bomb threat on board [inaudible].

[Inaudible background conversation; open
mike.]

MR. : I'm on FAA TAC Net
[inaudible] to the [inaudible].

MR. : Yeah.

[Inaudible background conversation.]

MR. : On this one they said high speed, approaching and going away from the aircraft. They say that they've got Secret Service on alert around the White House. One of the [inaudible] blurbs at the bottom [inaudible].

[Inaudible background conversation.]

MR. : He might be up in Ops D making copies of that.

MS. : [inaudible].

MR. : Not at this moment.

That's--this is FAA TAC Net [inaudible] that's the latest we've got. Yeah; the TAC Net. The technical net that connects all their air traffic control centers. Here's John.

MR. : FAA TAC back to Air Traffic Command.

MR. : Air Traffic Command; go ahead.

MR. : We're still working that request on a presidential support.

MR. : Okay. The call, the call

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sign we were given was [REDACTED]

[REDACTED] if that helps.

MR. : Thanks, Tony.

[Inaudible background conversation.]

MR. : Okay.

MR. : Just read it.

MR. : [inaudible] update. This is at 9:48. You have an aircraft with a call sign of

[REDACTED], claims to be a presidential aircraft, requesting clearance to JFK. They can't identify this aircraft. They're trying to do that now, trying to confirm it's presidential.

[Inaudible background conversation.]

MR. : Fourteen.

MR. : FAA Tactical Center to Air Traffic Command.

MR. : Go ahead.

MR. : We can't authenticate that call sign that you provided.

MR. : Okay. Do--okay; understood; thank you.

[Inaudible background conversation.]

MR. : We've got a aircraft, claims
it's a presidential aircraft--

MR. : FAA Tactical Net to FAA
Boston and the Net.

MR. : FAA has grounded all
aircraft.

MR. : New England Regional Office
is on. This is the Boston CASO [?].

MR. : Okay. We have a report from
Air Traffic, Delta 1989, Cleveland to Boston,
confirmed hijacking. Delta 1989, Cleveland-Boston,
confirmed hijacking.

MR. : Okay. 9:52. I've got Delta
1989, Cleveland to Boston, confirmed hijacking.

MR. : This is the FAA Traffic
Command Center. We're also confirming it's Delta
1989, Boston to Cleveland, a Boeing 767 and--

MR. : Boeing 767.

MR. : --and we're getting
indications from Cleveland Center the aircraft is
being hijacked.

MR. : John, we've got Delta 1989,

Cleveland to Boston--

[Simultaneous conversation.]

FAA HQ MR. : Washington Tactical Net to Eastern Region. Air traffic is clearing all airspace in the Washington area. All aircraft incoming are being diverted, clearing the area completely out. All aircraft are being held on the ground; over.

AEA MR. : Okay. I copy that, Eastern Region. All aircraft being held on the ground, Eastern Region.

Background MR. : Did you get that? There was a aircraft claiming to be a presidential aircraft, call sign . They wanted a radio to JFK. They could not determine [?] the call sign. They cannot determine the aircraft is presidential.

ATC SCC MR. : And this is the FAA Air Traffic Command Center advising that Delta 1989 is currently in the vicinity of Toledo, Ohio.

MR. : Toledo, Ohio. Delta 1989 is currently in Toledo, Ohio.

Boston - MR. : This is the Boston CASO.

What was the originating point for Delta 1989?

MR. : This is the Air Traffic Command. We indicate Boston as the origination. Boston Logan.

MR. : All right. We'll have agents go over and check that.

MR. : Okay? What was your call, John?

MR. : Okay. Indication also the original Delta 1989 was westbound towards Chicago, now turning back eastbound, northeastbound, currently in the area of Toledo, Ohio.

MR. : Understand. We'll have agents go there immediately.

MR. : Regional Ops Center, this is New York TRACON update.

MS. : New York TRACON wants to give an update--

MR. : John, your name again [inaudible]? [inaudible].

MR. : Go ahead, TRACON.

MR. : I think we've identified the

location of a departure point for aircraft number one. At approximately 1203 Zulu time, aircraft number one appears to have departed Poughkeepsie airport and established a southerly heading at a speed of about 160 knots. The profile looks like it might be a light twin.

MR. : Right. And that's all we have; right?

MR. : We have, Rick. I tried to get in touch with Poughkeepsie tower; however, the phone lines are overloaded and the circuits are busy.

MR. : Do you know a time a departure?

MR. : Affirmative. 1203 Zulu time.

MR. : Do you know if the bridge [inaudible]?

MR. : Yeah; it's right there.

MR. : Could you send, page Louis Ramirez [ph], tell him [inaudible].

MR. : Rich, it's right here [inaudible].

[Inaudible background conversation.]

MR. : Tell him that I got--

MR. : ESOP [?], this is Eastern
Region. Do you copy?

MR. : 1203 Zulu.

MR. : FAA Tactical Command to Air
Traffic Command Herndon.

MR. : Air Traffic Command Herndon.
Go ahead.

MR. : Can we have a status on
United 93.

MR. : Stand by. We'll try to
ascertain.

[Pause.]

MR. : Okay. The open line--

MR. : FAA TAC, Air Traffic Command.

MR. : Go ahead, please.

MR. : Okay. The update. United 93
it is unconfirmed, they believe it's a primary
target, 20 miles northeast of Johnstown,
Pennsylvania, aircraft presumably is now eastbound.

MR. : Okay. No radio contact?

MR. : Negative. That is correct;
no radio contact.

MR. : Okay. I've got that. Thank
you.

MR. : Here is an update on 93.
United Airline 93.

MS. : Tracey, you're in--you're in
with CASO [?] and ATCI.

MS. : Thank you.

MS. : Okay.

MR. : Eastbound; no radio contact.
So we can just [inaudible] 0956 is the update on
the [inaudible]. Here we go; here's the update.

On United Airlines 93, this is at 0956 our
time, they have it on radar. It's 20 miles
northeast of Jonestown, Pennsylvania.

MR. : That's Johnstown.

MR. : Johnstown. Johnstown,
Pennsylvania. It's eastbound; no radio contact.
Okay. Okay. It's Johnstown.

[Start Part 3.]

MR. : This is a continuation of the

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tape recordings from september 11th, position 14A,
tape 2, part 1 [sic], start time 1359 Zulu.

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MR. : [inaudible] no radio contact.

Okay. Okay. It's Johnstown.

MR. : [inaudible].

MR. : No; it's the United Airlines,
cause I think Johnstown is Johnstown, Pa.

Johnstown. Johnstown.

MR. : [inaudible].

MR. : FAA TAC Net, Air Traffic.

MR. : Looks like we got another
plane down.

MR. : This is FAA TAC; go ahead,
Air Traffic.

MR. : The--we're establishing a
bridge with all the facilities on another bridge to
keep you updated on some movements, any further
reports and--

MR. : Yeah. This is FBI SIOC. We
just have video, TV, the top of the World Trade
Center dropped into the streets.

MR. : Okay. We're copying that on

breaking news.

MR. : Rick [?]. Rick?

MR. : New York TRACON's on.

MR. : Hello, Rick?

MR. : New York TRACON, FAA

Tactical, go ahead.

MR. : I just wanted Rick Dusharm to know that we're going down to skeleton teams here in the building and I need him to give me a call if he has a problem with that.

MR. : FAA TAC Net and Net Air Traffic.

MR. : FAA TAC Net. Go ahead.

MR. : Okay. The latest update we received, United 93 is currently 21 miles east of Johnstown, Pennsylvania, heading eastbound, last reported at 8,000 feet and not in any radio contact.

MR. : They may not know what's going on.

MR. : Okay. Eight thousand feet, eastbound, 21 miles east of Johnstown, Pa. No

radio contact.

MR. : That's correct.

MR. : Back to New York TRACON.

MR. : New York TRACON is here.

MR. : Do you have that party, Rick
Dusharm on the line?

MR. : I don't hear him.

MR. : FAA TAC Net to Rich Dusharm,
New York TRACON.

Okay, New York, I'm reporting up, you're
going down to a skeleton team?

MR. : Yes.

MR. : They're evacuating the
Capitol, the Treasury, the White House and the
State Department. How about the FBI? There's
[inaudible]. Yeah.

MR. : Washington Net, Great Lakes
Security.

MR. : We have the, the Capitol, the
White House, the State Department and the Treasury,
are all being evacuated.

MR. : Mr. [inaudible], we've got

the Capitol, the White House, the Treasury Department, the State Department, are all being evacuated, if anybody wants to think about [inaudible]. The Cap--the Capitol, White House, Treasury, State, all being evacuated.

MR. : Washington Net, FAA Security, Great Lakes Region.

MR. : Go ahead, Great Lakes.

MR. : Washington, Oak Brook, Illinois police are reporting receiving a 911 air phone call from a passenger reporting to be on United Flight 93. He's reporting three hijackers on board with knives and making threats of a bomb on board.

MR. : Okay. I've got a passenger reportedly on United 93, three armed individuals with knives?

MR. : Roger. Reporting also making bomb threats. The call was received by Oak Brook, Illinois police, by 911 air phone.

MR. : Cell phone.

MR. : Okay. I got that. 911 air

phone. Oak Brook PD.

[Two different conversations going on.]

MR. : In touch with a passenger.

Do they still have the passenger on the line?

MR. : Three armed hijackers.

MR. : No; they do not.

MR. : Okay. Passenger broke contact. 911 call, three armed individuals with knives. Also bomb threats.

MR. : With bomb threat. Passenger broke, broke off contact [inaudible]. He's on a cell phone. It was a 911 call, Joe.

MR. : FAA TAC back to--was that Great Lakes region?

MR. : Roger.

MR. : Okay. I've got it.

[Inaudible conversation in background.]

MR. : That's a 9-1, 911 cell phone--

MS. : Go ahead, sir.

MR. : Yes. This is Fuller at Pittsburgh approach control. At 1345 we evacuated

the building and went ATCO. We received word from the Hopkin [?] sector at Cleveland Center, there was a 757 with a possible board on--a bomb on board that was bound for Los Angeles, that they lost radio contact with, and it was turned around and headed toward Pittsburgh.

It affair--apparently overflowed the airport, we returned to the building and we have lost track of the target. We're resuming services now, going to restaff the building at 1400 Zulu. Are there any questions?

FR is off.

MR. : Here's an update on 93. We have a flight profile. It took off from Pittsburgh, came around, headed back towards Pittsburgh, overflowed the airport and headed eastbound.

MR. : Larry [?].

MR. : No radio contact.

MR. : Okay. FAA Net, Air Traffic.

MR. : FAA TAC Net; go ahead.

MR. : Okay. We received an update

on Delta 1989, we believe the aircraft advised that they are not being subject on [inaudible] and I believe are landing at Cleveland. It's Delta 1989.

MR. : Okay. So you've got radio contact with Delta 1989 landing at Cleveland?

MR. : That was Delta Airlines advised us of that. That was one a the aircraft that was repor--reportedly [inaudible].

MR. : Okay. Comes in via Delta Airlines.

MR. : That's right.

MR. : From a landing?

MR. : Say again.

MR. : That's reportedly a normal landing?

MR. : That is correct.

MR. : Okay; thank you.

MR. : Okay. Delta 1989. Delta 1989. It's landed safely at Cleveland.

MR. : [inaudible].

MR. : Yes. We lost radio contact [inaudible] Delta 1989 has landed safely at

Cleveland. Delta--yeah, Delta 1989--

MR. : FAA TAC Net, FAA Air Traffic
Control.

MR. : Stand by one, please.

[Background conversation.]

MS. : I know that many of you are
very concerned [inaudible] national emergency--

MR. : Okay. That was Air Traffic
Command?

MR. : That is correct.

MR. : Go ahead, sir.

MR. : We have a request. Are
we--facilities are checking with us to release
aircraft that may be associated with law
enforcement activity and military activity and
search and rescue. Is it, is it okay to release
them? Currently we have all aircraft ground
stopped, that are not airborne; obviously aircraft
that are en route are being advised to land at the
closest destination and we just wanted to--the
national operations manager has a request to
clarify that we are able to permit military and law

enforcement aircraft to fly.

[Two different conversations ongoing.]

MR. : We have a report in the vicinity of the United, of black, black smoke here, just again the position I just gave you at Johnstown was the last known position. We're trying to see if we can get any ELT checks.

MR. : --that are not airborne, obviously aircraft that are en route are being advised to land at the closest destination, and we just wanted to--the national operations manager has a request to clarify, that we were able to permit military and law enforcement aircraft to fly.

MR. : Okay. So you're releasing law enforcement military aircraft.

MR. : Well, we're checking with, with, with you and make sure that it's all right to do so.

MR. : All right. Let me look into that one here.

MR. : Okay. Can I ask who the decision making authority is that you're in

regar--your contact was there?

MR. : Command Center, ACC.

MR. : Air Traffic Command Center;
go ahead.

MR. : Negative. I'm replying to
your inquiry.

MR. : Yes; go ahead.

MR. : Okay. We're in contact with
the ACC director here at headquarters.

MR. : Is that the civil--is that
security director?

MR. : That's affirmative.

MR. : Okay; thank you. Okay. So
we'll--we have the national operations manager here
at the Command Center, and we will, you know, await
your work on military and law enforcement, if it's
okay for them to go.

MR. : We'll get right back to you.

MR. : Thank you very much.

[Inaudible background conversation.]

MS. : [inaudible].

MR. : You're essential. Look at

the bright side.

MS. : [inaudible].

MR. : Yeah.

MR. : [inaudible] Delta Airlines reported that 1989 [inaudible]. Okay? Great.

The military and police [inaudible] requesting permission to go airborne [inaudible]. No. They're grounded all aircraft nationwide--

MR. : Okay. TAC Net back to Air Traffic Command.

MR. : Go ahead.

MR. : We are working on that request. I'll get right back on it.

MR. : Okay. Thank you very much.

[Inaudible background conversation; open mike.]

MR. : How about AG's detail? Okay. Do they know where the AG's [inaudible] detail is located [inaudible]? I know. We may have to physically go there and tell them.

MR. : FAA Tech Net, Air Traffic Command Center. Arrivals that are coming into the

East Coast later this afternoon.

MR. : Can you please repeat that.
This is Boston CASO [?].

MR. : Yeah. We just wanted to see
if there's a plan for the international arrivals
that are already airborne, inbound to the
Northeast.

MR. : [inaudible] we'll have
somebody go over to the international terminal now.

[Inaudible background conversation.]

MR. : FAA Tactical Net to Air
Traffic Command, Herndon.

MR. : Air Traffic Command.

MR. : I have an affirmative on that
request to release law enforcement military
aircraft.

MR. : Okay, message received, and
we'd just advise you that a group of fighters and
tankers have launched out of Maguire and in an
effort to avoid being a potential target on the
ground.

MR. : Okay; got it.

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[Inaudible background conversation.]

MR. : FAA TAC Net with an update.

ANE MR. : Air Traffic Command Center,
New England Region.

MR. : Go ahead. Air Traffic
Command, go ahead.

ANE MR. : Can you give us a call on a
separate line. We're having trouble with the
bridge here.

[?].

MR. : Okay; you broke up. .
You broke up after that.

MR. : .MR. : ; we'll give you a call.

MR. : Thank you.

FAA HQ MR. : TAC Net with an update. I
report all inbound international flights are being
diverted to Canada. All inbound aircraft being
diverted to Canada.

ATC SCC MR. : FAA TAC Net, FAA Air Traffic
Control.

MR. : Go ahead.

MR. : Okay. We have several items. Number one, Air Force One is airborne. We have some concerns, the Washington Center has some targets in the area that are unidentified and there are concerns for the, for the safety of that aircraft.

MR. : Okay. Back to Air Traffic Command. Air Force One is airborne and several unidentified targets in the Washington area posing a threat?

MR. : That is correct. We're unsure of the targets. We just received indication, and I'll try and confirm from where. Stand by one.

MR. : Okay.

MR. : Do we have NMCC on board?

MR. : [inaudible] NNC.

MR. : [inaudible].

MR. : NMCC?

MR. : NOCC is on.

MR. : Military Command Center?

MR. : I believe that as the

Maintenance Command Center that checked in and FAA TAC Net, we probably should get a military entity on here. We also received word from Air Force One via Jacksonville Center. They're requesting a fighter escort.

MR. : Yeah, we definitely need to link up with NMCC, National Military Command on this. We're gonna work on that here. Do you have a liaison on your end?

MR. : We, we have some COF [?] representatives. Maybe we can get them on board.

MR. : Okay; thanks; appreciate it.

MR. : We're just advised that CARF is trying to get the link set up right now.

MR. : Air Force One [inaudible]. There are unidentified aircraft in the area. Okay. Number one is 93, it's 20 minutes outside a D.C. [inaudible].

[Inaudible background conversation.]

MR. : What number is on your phone? I'll transfer the call to you if you tell me where you're at. [inaudible].

MR. : Okay. They got that information. Here's the next two bits of information. 1012. All inbound international flights are being diverted to Canada. That's a 1012.

[Inaudible background conversation.]

MR. : Okay. At 1013--at 1013 Air Force One launched from Andrews. There are unidentified aircraft in the area.

MR. : Secret Service. Air Force One launched. Secret Service. Air Force One launched at 10:13. Unidentified aircraft in the area. Requested fighter escort. He is requesting fighter--they're requesting permission for the fighters to launch to escort the President.

MR. : [inaudible].

MR. : Yeah. [inaudible] permission for other military aircraft to launch, so I suspect they will [inaudible] fighters are launching to escort the President. Air Force One.

MR. : [inaudible].

MR. : They launch from Andrews,

Andrews Air Force Base.

MR. : [inaudible].

MR. : I don't know yet.

[inaudible].

MR. : [inaudible].

MR. : Okay. Randy [ph], this is--put everything under FAA, TAC Net. T-A-C Net. FAA TAC Net; yeah.

MR. : So everything [inaudible].

MR. : Yes.

MR. : Okay.

MR. : This is New York TRACON with a update on a possible aircraft. We tracked a Sikorsky helicopter, 76010, from Poughkeepsie to the Trade Center, it appeared to fly into the Trade Center at 12:27. That is preliminary information.

MR. : They're saying that a Sikorsky helicopter flew into the Trade Center.

MR. : TRACON, FAA Command Center.

MR. : Hey, Command Center.

MR. : Hey, Tommy, what, what--say again; repeat your last.

MR. : All right, Jimmy. What happened, we did a R3 [?] plane, we backed it up and a target that we saw, the only target that we saw in the vicinity of the Trade Center at 12:27, to fly into the Trade Center, we, we played the radar and backed it up through Westchester and Stuart [ph]. We had a departure off a Poughkeepsie at 12:03.

The tower says the only thing they had southbound at that time was a Sikorsky helicopter, which is consistent with the speed that we followed it down. It was call sign 7601 Sierra. They also had a VF--an IFR Cherokee go to New Bedford. I haven't been able to track that flight yet.

MR. : Okay, Tommy; thank you.

MR. : They're saying they replayed the radar and it's consistent with the speed of what went into the tower.

MR. : [inaudible].

[Inaudible background conversation.]

MS. : [inaudible] tower's on.

MR. : 76010.

MR. : There's also [inaudible]
general aircraft out of [inaudible].

MR. : They--they've replayed the
radar and it seems consistent--it's a preliminary
report--

MR. : FAA TAC Net back to New York
TRACON.

MR. : New York TRACON's on.

MR. : Can you repeat your last
report regarding the helicopter.

MR. : [inaudible] I went into my
command post here and the reason they [inaudible].

MR. : Hey, you got a talk louder;
right into it.

MR. : November 7601 Sierra,
Sikorsky 76, departed--

MR. : [inaudible].

MR. : 10-4.

[Inaudible background conversation; open
mike.]

MR. : [inaudible] tower is on.

MR. : FAF [?] [inaudible] is on.

MR. : Okay; all units stand by.

New York TRACON, go ahead with your report.

MR. : I don't have the time code [?]. Tommy had left already but he, he tells us that a November 7601 Sierra, a Sikorsky, departed Poughkeepsie airport at 12:03 Zulu time, tracked southbound and the speed was about 160 knots which is consistent with the aircraft that they saw hit the World Trade building.

MR. : What, what [inaudible] anything up?

MR. : Okay. Thank you, New York TRACON.

MR. : Okay; hold on.

MR. : You have to figure it, part of 1203 Zulu, so I think that's five hours, hours [inaudible]. That's about 160 knots, consistent with what went into the World Trade.

MS. : Now Zulu time is four hours difference from Eastern Standard Time.

MR. : Four hours difference from

Eastern Standard [inaudible].

MR. : FAA TAC Net Command Center.

MR. : Hello? [inaudible].

MR. : FAA TAC Net; go ahead.

MR. : Okay. Just go give you an update from the national operations manager. All traffic departing obviously has been stopped, all--and arrivals are--we're requesting to know--do you re--do you require, or would like us to get the word out--do you want arrivals, and particularly from outside the country, to land short or continue to their destinations? The national operations manager is requesting some guidance in regard to that.

MR. : MR. : Okay. I thought we had an earlier report on diversion of incoming to Canada. So now we're asking about all arrivals, domestic?

MR. : No. Starting--

MS. : We have our user conference and a facility conference ongoing. We're getting several questions. We have instructed some, some

of them, I believe some at Boston Center early inquired to have some of 'em go to Canada, and we are concerned about aircraft that are originating in South America, Asia, and so forth.

Is it your, is it your request or our instruction to have these aircraft land short of the United States or the first point in the United States, or what, what guidance can you offer as a request to the national operations manager?

MR. : Okay. We'll--stand by on that one, we'll get back on that question.

MR. : Okay.

MR. : On the aircraft, land, first opportunity; get right back on it.

MR. : Thank you.

MR. : E-o-u-g-h a-d-d [inaudible].

[Inaudible conversation in background.]

MR. : 1203 Zulu, which would have been 8:03. At 1203 Zulu, 8:03 our time.

MR. : TRACON's on.

MR. : TRACON, go ahead.

MR. : It was tracked southbound at

160 miles per hour.

MR. : I don't know if you can hear me but I'm supposed to be on a telecon with air traffic division here in Eastern and I can't get in on the telecon. So if they can call me, Rich Dusharm can call me. I'd [inaudible] but I can't get a line in.

[Beeping sounds audible.]

MR. : Did you hear that?
[inaudible]. You still with me?

MR. : I am.

MR. : All right.

MR. : John McCartney [ph]?

MR. : Yeah, everybody please stand by until I finish this conversation. If you just joined us, please stand by.

Okay. I'm going to have somebody run it up to confirm. The crisis center is operating and we're getting all the reports, trying to piece it all together, and keeping a running log, and you just got that at--and I'll convey that, that we received that from you at about 10:25. Did

you--what time did you get there, Rich? Or just now?

MR. : Just now.

MR. : Okay.

MR. : John, John McCartney

[inaudible]?

MR. : Yeah.

MR. : Dave was looking [inaudible].

MR. : Okay. Rich, thanks for that.

All right. Anybody else right now?

MR. : Eastern Region. Hey, John?

MR. : Yes. Who's this?

MR. : Hey, this is Rich Dusharm.

MR. : Rich. Yes, sir.

MR. : All right. Listen. On all satellite airports, and I don't know how we're gonna do that, we need to [inaudible] I want VFRs held on the ground. We will deny service. Over.

MR. : They basically told 'em [inaudible] depart right now but we'll--do you want [inaudible] I got a lotta people in the background behind Rick, but everybody's still on, for the most

part. Can you let me know again.

You want all satellite airports--

[Simultaneous conversation.]

MR. : [inaudible].

MR. : FAA Tech Net, Air Traffic
Herndon.

MR. : Hey, Rick, are you still on?

MR. : Yes. I am.

MR. : Hey, Dave--

MR. : Yes.

MR. : And you're on the same bridge
with me and the facilities now. Do you want to say
anything individually? I think most of 'em are
still on.

MR. : Hey, Eastern Region, FAA
Command Center.

MS. : Eastern Region's on. Go
ahead, Command Center.

MR. : Okay.

I hear the Eastern Region, John McCartney
discussing, this is--this was the FAA headquarters
air traffic bridge, and they seem to be overriding

this bridge. We have some issues that we need to continue to resolve.

MS. : And we copy and we'll fix that [inaudible].

MR. : Okay; thank you.

FAA TAC Net, Air Traffic Command, Herndon.

[inaudible conversation in background.]

MR. : Hey, Rick?

MR. : FAA TAC Net, Air Traffic Command, Herndon.

MR. : This is the TAC Net. Go ahead.

MR. : Okay. Just to advise, November 4 with the attorney general is airborne and requesting to return to Washington National. Would like a, make sure that's okay with you all.

MR. : Okay; stand by.

MS. : [inaudible].

[Beeping sound audible.]

MR. : Hey, Rick, are you still on?

MR. : Hey, Ed, this is John. I don't know if we're still linked with the national

bridge. Is anyone from headquarters still on?

MR. : FAA TAC back to Air Traffic
Command.

MR. : Air Traffic Command. Go
ahead.

MR. : Negative on authorization for
November 4 in any Washington or New York area
airport.

MR. : Okay; understood. We'll get
that word back to the pilot.

MR. : Let me try and clear this up,
get the 530--I mean, the Eastern Region air traffic
facilities off this bridge, they say we have to
disconnect and we'll reconvene at 12:00 o'clock,
we'll give you another number [inaudible] they
linked the two bridges, and I still hear the other
TAC Net. But we're coming off.

MR. : Eastern Region, you may want
to keep a representative on this bridge just
for--to facilitate communications but, yeah, if
your if your OA [ph] facilities are on here, you
probably should look for another bridge.

MR. : I don't know what happened.
We were talking freely and then it just joined up
so--and I'm not sure who was actually on that
bridge with you so we'll [inaudible]--

MR. : Okay.

MS. : [inaudible] this is Eastern
Region Command Center.

[inaudible background conversation.]

MR. : John.

MS. : [inaudible] TAC. Can you
read Eastern Region Command Center?

MR. : Air Traffic Command, go
ahead.

MS. : We are going to set up a
bridge right now strictly for air traffic and we
will advise on this net what that number will be.
Over.

MR. : Thank you.

MR. : Eastern Region, this is
Syracuse. Do you read?

MR. : Go ahead, Syracuse.

MR. : Yeah; just be advised that

it's very tough to get phone lines into your area there from outside the New York City area. It took me about 20 minutes to get on; just to be advised that.

MS. : Copy, Syracuse.

MS. : [inaudible].

MR. : Hey, John, Leesburg [?].

MR. : Don. Hey, McCartney?

MR. : [inaudible] when they ask you what 163 is on the second page.

MR. : [inaudible] miles per hour.

MR. : Operations. Are you there?

MS. : [inaudible].

MR. : Operations, are you there?

MR. : John [inaudible].

MR. : Eastern Region, are you there?

MS. : Eastern Region Command Center. We're on.

MR. : We should probably announce that in the Ops Center up there.

MR. : If you want to get in touch

with all your managers, you can just beep them with the pager number or with the bridge number on their pagers.

MS. : [inaudible].

MR. : Thank you.

MR. : Command Center, this is Richmond. Command Center, this is Richmond. Is the region there?

MR. : Hey, Rog, someone from the region's there but they're from the Operations Center.

MS. : Eastern Region Command Center is on.

MR. : Okay. This is Richmond and I have a security person that says they received an unconfirmed report that there's a hijack aircraft outta the Washington area headed to New York.

That's a unconfirmed report through security at Richmond. I didn't know if you were aware of that.

MR. : Do I have any information about the plane but as far as [inaudible]--

[Inaudible background conversation.]

MR. : I only have info on basically two.

MR. : Do you have a call sign on that aircraft outta Richmond?

MR. : [inaudible]--

MR. : No, we do not have a confirmed call sign or anything. This is what's, I'm understanding is floating through the news media.

MR. : Okay. All right.

MS. : [inaudible].

MR. : Huh?

MR. : Hey, whoever's on this bridge that's talking, could you please check your microphone.

MR. : FAA Tactical Net to all stations. Please check your mikes. We have open carriers. Please check your mikes.

MR. : TRACON, is 30 [?] still on?

MR. : Hello, this is New York TRACON. Is 530 or anyone from Eastern Region Air

Traffic Division on?

MR. : This is the FAA Air Traffic Command Herndon. They've taken--the comman--the com center in Eastern Region is setting up another bridge for the Eastern Region local facilities. This is for the headquarters bridge.

MR. : Okay; thanks very much.

[Inaudible conversation in background.]

MR. : [inaudible] the second tower collapsed [inaudible].

MS. : Center, this is Atlantic City. I need a question answered about DOD coordination.

MR. : Say again.

MS. : This is Atlantic City airport. We've got Air Guard here and we've got Coast Guard here. Coast Guard may need--okay--forget the Air Guard part but the Coast Guard may need to get out on rescue missions. Who do they coordinate with before they get out?

MR. : This is the Air Traffic Command at Herndon. We were advised by the

headquarters FAA, that military, law enforcement in support of search and rescue are, can go, just coordinate with the appropriate mil--the appropriate air traffic facility for whatever operation they need to conduct. But they're not, they're not held as per FAA TAC Net.

MS. : That is not what we were told before, so now if it's military or [inaudible] so they're okay to go, and if Coast Guard needs to go out on a rescue, they're okay also; correct?

MR. : This is FAA TAC Net. That's affirmative. We're confirming military and law enforcement operations are released--

MS. : Thank you.

MR. : FAA TAC Net, FAA Great Lakes security, an update on Delta Flight 1989.

MR. : Go ahead with the update.

MR. : Delta 1989 is on the ground in Cleveland, 69 souls on board, they've landed with the flaps up. The police are responding; we'll update with more information.

MR. : Okay. I've got that report.

Delta 1989 on the ground, Cleveland, flaps up,
police are responding.

MR. : Roger.

MR. : There's something wrong with
the aircraft that landed at Cleveland.

[Inaudible background conversation.]

[beeping sound audible.]

MR. : This is Air Traffic Services
cell at Herndon. I'd like to find out if NORAD is
up on the bridge.

MR. : FAA TAC Net.

MR. : [inaudible].

MR. : Okay. Air traffic cell is
on. Okay. This is the Command, the air traffic
[inaudible].

MR. : Can I help you?

MR. : Yes. Air Traffic Services.
I'm trying to find out if NORAD is up on the bridge
yet.

MR. : This is the Air Traffic
Control Center. I have not heard them on there.

MR. : Okay; thanks. We'll

[inaudible]--

MR. : FAA--

MR. : --try and get them linked in
also.

MR. : FAA TAC Net, are you aware of
NORAD being on this bridge?

MR. : Negative. I don't have NORAD
or NMCC.

MR. : Okay. Air traffic military
cell, you may want to get the NMCC or NORAD up on
the bridge.

MR. : Right. We'll try to work
that, get 'em both on. Thanks.

MR. : Thank you.

[Inaudible background conversation.]

MR. : Your name again, sir, is?

MR. : [inaudible]. d-i-o-n-i-s?
Corporate security, AT&T. Just a good memory.
What is your callback number. Uh-huh. Uh-huh.
Okay. Uh-huh. Okay. And it may not be in the
next few minutes cause--okay.

MR. : Air Traffic Command Center,

New England.

MR. : Air Traffic Command, go ahead.

MR. : They had the--Boston Center is going to evacuate their personnel, they have no aircraft in their airspace, there are some unidentified primary targets in the area and they're going to evacuate to an alternate assembly site.

MR. : I'm sorry there-- I didn't get your last--they're evacuating till--

MR. : To an alternate assembly site. They will be ATC0 in about three minutes.

MR. : Understood at Boston Center, ATC0. Thank you.

MR. : Yeah. No, this is, this is the--this is the main image [?] at the FBI command [inaudible].

MR. : Okay. FAA TAC Net to Air Traffic Command.

MR. : [inaudible] to contact the FBI office in the area that is making the calls

[inaudible].

MR. : FAA TAC Net to Air Traffic
Command, Herndon.

MR. : Air Traffic Command Herndon.
Go ahead.

MR. : Okay. Reference your request
on inbound aircraft. I have confirmation, all
inbound aircraft should land, first opportunity,
but not in the Washington, New York area.

MR. : Okay. Understood, and we
also received word that aircraft are not being
accepted in the Chicago area as well. We will get
the word out to the users and to get those aircraft
at other destinations.

MR. : Okay; very well; thank you.

MR. : Okay.

MR. : TAC Net.

MR. : TAC Net, go ahead.

MR. : Yeah. This is JFK, if the
Center's on the line, at Command post at 269, Port
Authority.

MR. : Okay. You have something to

report, Sal?

MR. : Do you have the info on the America Flight 11 of two individuals with knives assaulted the flight crew and then forced their way into the cockpit?

MR. : Negative on that.

MR. : Okay. According to Port police here, that, that already has been confirmed, but I'm--we're waiting for an American Airlines representative.

MR. : Okay, Sal. Thanks.

MR. : FAA TAC Net, Air Traffic Command.

MR. : This is TAC Net. Go ahead, Air Traffic.

MR. : Okay. We've been advised that users have been notified to land as soon as feasible in other than New York, Washington or Chicago. Also, do you require to know whe--what facilities have gone to ATC0?

MR. : Stand by.

[Inaudible background conversation.]

MR. : Flight 11. Confirmed two armed individuals took over the aircraft.

MR. : FAA TAC net, Air Traffic Command Center.

MR. : 93 is the correct number. She said 84 [inaudible]. Ninety-three--

MR. : FAA TAC Net, back to Air Traffic Control Command.

MR. : Okay. I have something additional for you, TAC Net. We received a report that Indianapolis Center that on the Elkins flight service radio frequency of 122.6, there is a female voice broadcasting that aircraft should land immediately or they will be shot down.

MS. : Okay; thank you.

MR. : Hey, you've got a female voice on 122.6, Elkins flight service, Indiana Center, aircraft should land immediately?

MR. : That's right or they will be shot down. That's, that was--that report was received from Indianapolis air route center.

MR. : Okay. Now I've got a

response on the ATCO.

MR. : Go ahead, sir.

MR. : Stand by on that; it's under discussion.

MR. : Okay. We'd also like to know as far as the New York area, is Philadelphia available as a landing site for aircraft?

MR. : I'll have to check on that one.

MR. : Thank you.

[Inaudible background conversation; open mike.]

MR. : Do you want to take over here?

[Inaudible background conversation.]

MR. : FAA TAC Net back to Air Traffic Command.

MR. : Go ahead, TAC Net.

MR. : Can you confirm you're requesting information regarding Philadelphia?

MR. : We are requesting to know if Philadelphia is a viable place for aircraft to

land. That is correct.

MR. : Okay; thank you, sir.

MS. : FAA TAC, Eastern Region
Command Center.

MR. : Good morning, this is FAA
TAC.

MS. : We are checking with Philly
at this time to find out if they're available for
our landings; over.

MR. : This is the Command Center in
Herndon. We, we understand the air--the airport is
physically available and it can accommodate
landing; however, in light of the situation, do we
want that considered as, as a landing site? That's
our question.

MS. : Who was that?

MR. : Have any planes in the air?

MR. : [inaudible] Center, Herndon.

MR. : Yeah, there are some, there
are some aircraft that are looking to get to
Philly. That's correct.

MR. : For the Eastern Region Com

Center, did you come up with the password or passcode for the telecon?

MS. : Stand by on that [inaudible].

[Inaudible background conversation; open mike.]

MS. : FAA TAC, Eastern Region Command Center.

MR. : Eastern Region Command Center, this is Farmingdale. I don't know what Rick said about putting that passcode on the, all the managers' beepers, but that's the best way to get it to us real quick.

MR. : This is unbelievable.

MS. : Stand by one.

MR. : Thank you.

MR. : --beepers.

MR. : Command Center--

[Simultaneous conversation in background.]

MS. : FAA Tactical, this is Eastern Region Command Center. Over.

MR. : Go ahead Eastern Region Command.

MS. : Could you please confirm who needs to be landing at Philadelphia before we pursue that; over.

MR. : Okay. We're working that one. Stand by.

MS. : Standing by.

MR. : Air Traffic Command, do you have an aircraft on approach?

MR. : Comma--Air Traffic Command Herndon. Stand by.

MR. : FAA TAC Net, Air Traffic Command Herndon.

MR. : Go ahead, sir.

MR. : Okay. We're on--we're--we don't have any information at this time as to number of aircraft seeking approaches to Philadelphia. However, the facility manager, acting facility manager is inquiring as to status of Philadelphia.

MR. : It might be the Delta--

MR. : Okay. So you still don't have a count on aircraft approaching?

MR. : That is correct. We do not have any information at this time as to aircraft requesting to go to Philadelphia. The management here is requesting to know if Philadelphia is viable for a landing site; over.

MR. : Okay. I'm advised there shouldn't be anybody airborne right now but if there is an aircraft en route, we're saying it's clear.

MR. : Okay; understood; thank you.

MR. : And Eastern, here's the bottom line. The only airplanes that are gonna move on the East Coast in my area are gonna be military, Coast Guard, search and rescue, or NAN-4 is the exception to it. If NAN-4 is going into Philadelphia, "rock 'n roll," they can go in. That's the only airplane. Other than that, we're finished.

MR. : Agreed. There shouldn't be any other aircraft involved.

FAA TAC Net back to ATC.

MR. : ATC Command Center.

MR. : On the general question, facilities available but there shouldn't be anything airborne other than those specified.

MR. : Roger; we understood. Thank you.

MR. : Okay; we're clear.

MR. : I haven't seen anything, I--
[Inaudible background conversation; open mike.]

MR. : FAA TAC Net, Air Traffic Command Herndon.

MR. : Go ahead.

MR. : We're still [?] working November 4, requesting to know if Richmond airport would be okay as far as destination.

MR. : Okay. That's being worked right now. Please stand by.

MR. : Okay; thank you.

MR. : Okay. FAA TAC Net. FAA TAC Net to ATC Command.

MR. : ATC Command Herndon; go ahead.

MR. : Regarding November 4.

MR. : Affirmative.

MR. : Richmond is clear.

MR. : Roger; understand. Thank
you.

MR. : Did Walt come back? Did he
find anything?

[Inaudible background conversation; open
mike.]

MR. : [inaudible] right now, Delta,
Delta 1989 is on the ground at Cleveland
[inaudible]. Indianapolis Center has a female
voice on [inaudible] that said all aircraft should
land immediately or be shot down.

MR. : [inaudible].

MR. : Female voice.

[Inaudible background conversation.]

MR. : 1989.

MR. : [inaudible].

MR. : He didn't say.

MR. : FAA TAC Net to Great Lakes
Security.

MR. : Great Lakes Security.

MR. : Any update on the Delta aircraft?

MR. : We're still waiting for word back from agents on the scene.

MR. : Do we know if law enforcement's on the ground?

MR. : Yes; they are. They were responding as soon as the plane hit the ground.

MR. : Please advise the status when you get it.

MR. : Roger.

[Inaudible background conversation; open mike.]

MR. : That's been coming over the Net. Orders [?] have been coming over the Net.

MR. : FAA TAC Net back to Great Lakes Security.

MR. : Great Lakes Security.

MR. : Did you advise on that flight service radio frequency or was that ATC?

MR. : Was ATC reporting on the

passenger calling in about being shot down?

MR. : That's affirmative. Anything further on that?

MR. : We weren't the source of that information.

MR. : Okay. Was that TRACON?

MR. : I believe that was Air Traffic Command. The information originally came from Indianapolis air route center.

MR. : Okay; thanks.

MR. : No; it's okay.

MR. : [inaudible] if you put another one on here, it might be [?] all right.

MR. : [inaudible] and this is the Eastern Region Air Traffic. Would all air traffic facilities please come up on bridge 99 sixty, 9964.

MR. : FAA TAC to Air Traffic Command. FAA TAC to Air Traffic Command.

MR. : Air Traffic Command Center Herndon.

MR. : Do you have an update, sir, on that female voice on 122.6?

MR. : Stand by. We'll attempt to check with the facility that gave us that information.

MR. : Standing by.

[Background conversation; open mike.]

MR. : Long [?] Beach, Ontario, and LAX?

MR. : Yeah. I think that's [inaudible].

MR. : That just came in? Long Beach, Ontario and LAX just evacuated.

MR. : Take a couple people to run in here [inaudible].

MR. : [inaudible] got one right here.

MR. : All right. Good. [inaudible].

MR. : [inaudible] if this is true, you know, these folks also on the ground, entry into the building is very accessible [inaudible].

[Simultaneous conversation.]

MR. : They're running around

[inaudible] I walked in [inaudible] times.

MR. : Yeah.

[Inaudible background conversation; open
mike.]

MR. : Thanks.

MR. : They're more busy with the
traffic situation.

MR. : Call me on this one; use my
radio.

MR. : That and the, the--they're,
they're trying to stop the traffic from going up
and down Pennsylva--

[Inaudible background conversation.]

MR. : Yeah; we need to be concerned
about that.

MR. : [inaudible].

MR. : Is that a confirm?

MR. : [inaudible].

[Inaudible background conversation.]

MR. : Hey, Cathy. Ca--

[Inaudible background conversation.]

MR. : Tactical.

MR. : [inaudible].

MR. : When you say tactical, is that the regional?

MR. : No; [inaudible].

MR. : This--

MR. : That's [inaudible].

MR. : All right. I'm going to tell them that you're on the [inaudible].

MR. : Good morning.

MR. : [inaudible] outta Pittsburgh.

MR. : Yeah; that's at Somerset.

[Inaudible background conversation.]

MS. : How do you spell her name?

MR. : FAA Tactical Net to Air Traffic Command.

MR. : Air Traffic Command Herndon.

MR. : Stand by.

MR. : Air Traffic Command, TAC.

MR. : Air Traffic Command Herndon; go ahead.

MR. : Okay. I'm looking for status on United 93, last reported over Johnstown, Pa.

MR. : We believe that aircraft is the crash that's being reported near the Pittsburgh area, I believe Somerset, Pennsylvania. That, that's the one we believe that [inaudible].

MR. : Okay. So no one is tracking that right now?

MR. : That is correct. Stand by--

MR. : I covered you on the location of the crash.

MR. : We believe that was the, the aircraft that was in the vicinity of Johnstown, Pennsylvania, earlier, and we're hearing possibly an area near Somerset, Pennsylvania, near Pittsburgh, the aircraft possibly down, that we believe that might be it.

MR. : Okay. I've got that.

MR. : Now we're on the national net. The primary net. We're now on.

MR. : [inaudible].

MR. : Yeah.

MR. : [inaudible].

[END OF TAPED RECORDING.]