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T3707

9/11 COMMISSION

POSITION 25A ATCSCC

PART 1

MR. : This is a continuation of  
the 9/11 tapes. This is position 25A. Time now,  
1215 Zulu.

MR. : Good morning. This is  
Steve. I'd like to talk to Cleveland (?) HVR.

MR. : Cleveland.

MR. : Cleveland Indy(?). (?)  
Detroit, HVR 1315 to 1415.

MR. : Mm-hmm.

MR. : Increase that to 20 and  
trail due to volume, Sector 88.

MR. : Okay. That's the  
Rosewood 20 and trail, 1315 to 1415.

MR. : Yes.

MR. : Okay. We'll do that.

MR. : Thank you.

MR. : And, Indy?

MR. : Yeah?

MR. : [unintelligible].

MR. : Departure's off of  
Detroit.

MR. : [unintelligible].

MR. : Over Rosewood, yeah.

MR. : Okay. [unintelligible]  
Okay. Thank you.

MR. : Sure.

- - -

MR. : Could you give them an  
update on what you know at this point?

MR. : What we know is that  
[unintelligible] Cambridge(?) seven minutes ago we  
did have a threat come out over the frequency,  
and--on frequency 12782, [unintelligible] part of a  
two-niner-zero. Aircraft is now down New York  
Knolls(?), down in New York Center's airspace.  
We're pulling the tape to try to determine what was  
actually said, and we are working on trying 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 had one or two confirmations that he was still at 29. Should be one at 29. One at 31 didn't--couldn't see him. I also had a conversation with American Airlines, and they have 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 of transmissions at level(?) talking in the cockpit, the pilot or copilot or whoever was (?) while some of these statements were being made. So as soon as we get the chance, we'll let you guys know.

MR. : Okay. Meanwhile, has anybody contacted the military?

MR. : Yeah, we have. We've 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 that? Who was that just said that? Boston?

MR. : Boston.

MR. : Okay. Command Center,  
you on?

MR. : Hey, Jerry. 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. (?)  
Gambone, acting air traffic (?) manager, New  
England Region, is also on.

MR. : Okay. Command Center,  
you on?

MR. : Command Center's on.

MR. : Okay. Are you going  
to--I guess Boston is getting in touch with  
Atlantic City. But do you have any direct lines to  
the military for--

MR. : I believe the  
supervisor's going to the car(?) to get it now.

MR. : Okay, good.

MR. : Here's some new information. We--we lost the primary target about 20 west of Kennedy, it looks like, and there's an EOP report in that area.

Anybody copy?

MR. : Say that again, please.

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

MR. : 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 (?) so we have to assume that it was a hijack. (?) the tapes.

MR. : Yeah, New York confirms,

we've lost the track as well, and we were--we got a report of an EOP in the area that the track was in.

MR. : Kennedy Tower reports--are you serious(?)? 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.

[Pause.]

MR. : Anybody on?

MR. : Yeah, Boston's here.

MS. : (?) on CNN News. It's on the news.

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

MS. : Yeah.

- - -

MR. : What's going on?

MR. : Newark?

MR. : Yeah.

MR. : Newark, stop all the departures.

MR. : Yeah, we are. Hey--

MR. : Stop all the departures.

MR. : --listen, do you know what's going on?

MR. : We just heard a second plane hit the World Trade Center. Stop all the departures.

MR. : You got it.

MR. : All right. Okay.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, Bruce with U.S. Airways. As far as airborne traffic bound for Z and Y, are we going to be diverting or what's--

MS. : Yes, you will.

MR. : Okay. So they're not--they're not allowing any--

MS. : They're not taking any traffic.

MR. : Okay. Good enough.

- - -

MR. : Command Center, Pat.

MR. : Hey, Pat, I got a

question for you on this New York thing. Are they going to take aircraft that are already--

MR. : No.

MR. : --en route.

MR. : No.

MR. : They're not going to take anybody?

MR. : They're not taking anything. They are ATC zero.

MR. : Okay. Okay. So no matter what airport it is, they're not going to take it--

MR. : They're--they're working on routes to get the airborne stuff moved around New York Center.

MR. : Okay. Well, if it's landing anywhere in New York, especially New York City, like LaGuardia, New York, any of those, they're--

MR. : Forget it. You know why, right?

MR. : Yeah, I know why. We got

a TV on over here. Okay. I'll tell them that they need to start finding alternate airports.

MR. : Until you hear otherwise, New York Center is ATC zero following the contingency.

MR. : And there's a possibility that stuff on the fringes could--could maybe get in, but anything in the New York--

MR. : It would have to be probably (?) en route or something like that.

MR. : New York City area is going to have find alternates, at least for a while.

MR. : Yeah.

MR. : Okay. Bye.

MR. : Bye.

- - -

MR. : The 9/11 tapes, Position  
25A, Tape 2. Time now 1310 Zulu.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, Bruce with U.S.  
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and Y, are we going to be diverting or what's--

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MR. : Okay. So they're  
not--they're not allowing any--

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going to take aircraft that are already--

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MR. : --en route.

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anybody?

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that stuff on the fringes could--could maybe get in, but anything in the New York--

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MR. : Yeah.

MR. : Okay. Bye.

MR. : Bye.

- - -

MR. : LS(?) .

MR. : Hey, Mark?

MR. : Yeah.

MR. : (?) . American 77 out of Dulles to L.A., anything unusual with them coming out?

MR. : I'm not aware of anything. Is there something you guys need to tell me?

MR. : You know about a crisis we got going on, right?

MR. : Oh, very much so.

MR. : Okay. All right.

American 77, we're trying to find him, trying to find what latest we had on him. We've got a couple of airplanes that we can't seem to locate.

MR. : Oh, God.

MR. : You know about 11 went in already, and another went in, and we don't know about American 77, where he's at or what he's doing.

MR. : All right. Hang on.

[Pause.]

MR. : Checking to see if the tower has him on the ground.

MR. : Okay.

[Pause.]

MR. : He's not on the ground here. At least we don't have any paperwork on him.

MR. : Okay. So he took off then all right?

MR. : Well, I guess. You know.

MR. : Hold on, hold on.

MR. : (?) 77. He shouldn't even be here, not according to this--

MR. : Wait, wait. Mark, hang on. We got a 757 that just hit our radar scope west of Virginia. That might be him.

MR. : What the hell is--

MR. : Let me get back to you, Mark.

MR. : All right.

- - -

MR. : Houston Center.

MR. : Stand by, Houston.

MR. : [inaudible].

MR. : Stand by, please.

MR. : [inaudible].

MR. : Stand by.

MR. : [inaudible].

MR. : Stand by.

MR. : New York Center.

MR. : Stand by.

MR. : Kansas City.

MR. : Stand by, Kansas City.

Waiting for two more to come up real quick here.

Hey, guys, this is Command Center. Here's reference(?), Dulles, National, and Baltimore would like you to ground stop all flights to those airports at Dulles, National, and Baltimore indefinitely, please.

MR. : How about Philly?  
Because that's real close.

MR. : Ground stop Philly, too.  
Ground stop them all.

MR. : Houston, got it.

MR. : All right. Thank you.

MR. : All right.

MS. : Cleveland.

MR. : Hey, Cleveland (?)  
ground stop all your flights into Washington metro area, please.

MS. : I'm sorry. Ground stop  
which--

MR. : Ground stop all flights  
to Washington metro area, Dulles, National, and  
Baltimore.

MS. : Okay. We'll do it.

MR. : USA. Thank you.

MS. : While I have you--

MR. : Who is this? I'm sorry.

Who's this?

MS. : This is Washington  
Center.

MR. : I'm sorry. Washington  
Center?

MS. : Yeah, Washington.

MR. : Go ahead, Wash.

MS. : (?) , what do you need?

MR. : Ground stop all your  
flights, everything ground stop anyway to the New  
York area. You know about that, right?

MS. : Yeah.

MR. : Okay. (?) ground stop  
all (?) USA. They're ground stopping everything  
into the D.C. metro area also right now.

MR. : Atlanta's got a question.  
Are we going to have to hold the D.C. metros, or  
will Wash be able to accommodate what's in the air?

MR. : (?) what's in the air.  
I believe there shouldn't be a problem. Right now we want everything ground stopped, what's on the ground, just keep them there for a while until we get everything squared away here.

MR. : Okay.

MR. : All right. Thank you.

MS. : You want us to ground stop ours, too, right?

MR. : Yes, please.

MS. : Okay.

MR. : All right. Thank you.

- - -

MR. : Command Center? Command Center?

MR. : (?) , please.

MR. : Okay. What do you need?

MR. : I wanted to check, since--is Philly kind of (?) space? Can they get--

MR. : I tell you what. If you got a guy on the ground--I tell you what. (?)

ground everything in the system right now.  
Everything's going to be stopped in and out of  
everywhere. We don't know who's doing what.

MR. : I understand.

MR. : Okay.

MR. : We got a couple (?)  
airborne.

MR. : Okay.

MR. : If Wash can get them into  
approach--

MR. : Okay. If they're already  
airborne, then (?) .

MR. : Yeah, that's what I'm  
working on. (?) everything on the ground,  
believe me.

MR. : Yeah, we got a third  
airplane missing right now, so we don't know what's  
going on.

MR. : We got one here missing.

MR. : Okay. Okay, who's that?  
Indy?

MR. : Yeah.

MR. : Wash is up. Go ahead,  
Wash.

MR. : Wash. Indy.

MS. : Yes.

MR. : We've got three Philly's  
airborne. Can you guys get Philly's down to  
approach from your airspace?

MS. : Ahh, we hardly have any  
in the area now. Hold on.

MR. : Okay.

[Pause.]

MS. : We're holding our  
Philly's right now also.

MR. : Okay. So you're not  
getting them in either. Okay. I thought since  
they were positioned where they are you might be  
able to get them in. All right. We'll tell them  
to expect to divert then.

MS. : Okay.

MR. : All right. Thanks.

- - -

MS. : Command Center, Wanda.

MR. : John, Cleveland TMU. We just told you about United 93.

MS. : 93?

MR. : United 93. We just told you about him on (?) .

MS. : Yeah, we got that.

MR. : All right. Well, we have a pilot--a second pilot confirm that that's what United 93 said on our frequency, so we've got confirmation of what was said, that there is a problem--

MS. : Okay. (?) ground stop all your towers. Nobody (?) nowhere.

MR. : I've already done that.

MS. : Okay. Hold on.

MR. : Hey, Indy?

MR. : Yeah?

MR. : Were you on the conference where I asked about any suspicious aircraft?

MR. : Yeah.

MR. : Okay. I was--I missed

someone. I thought it was you. Okay. Thanks a lot.

MR. : No. It was Boston you missed.

MR. : Oh, thank you. That's right. Thank you.

MR. : Okay.

MR. : Command Center, this is John. Who's this?

MR. : This is Tim.

MR. : Jim, did you hear that, that United 93--

MR. : Yeah, I have the information on United 93. We are aware of that.

MR. : Okay, because we did get another--he's climbing right now.

MR. : Okay. Yeah, we're already aware of that. Thanks, Cleveland.

MR. : Okay. Thanks.

- - -

MR. : Boston.

MR. : Boston, this is Tim at

the Command Center. I had a conference with everyone just a couple minutes ago. It had to--it had to do with identifying any suspicious aircraft. I suppose you guys are in--in that posture at this time, but you were not on the telcom. I asked everyone if they have any missing aircraft or any suspect aircraft to advise us. Like I said, I think you're already in that posture, but I just wanted to cover all bases.

MR. : Got it.

MR. : All right. Thanks.

- - -

MS. : Command Center, Wanda.

MR. : Hey, Wanda, this is Linc  
at Northwest.

MS. : Yes, Linc.

MR. : We just need to know,  
we've got a couple flights going to Washington  
National area. They're not in the airspace yet.  
Are they even going to let them go, or should we  
just turn them around now?

MS. : Okay. You say they want

to land at Washington National?

MR. : Well, yeah, their--their destinations are, I think, Washington National--

MS. : Are they going through New York?

MR. : No.

MS. : Okay. What we did was ground stop departure. People in the air, depending on their destination, unless there's anything that comes along their route of flight, they're--at this point, no, we have not stopped landing as well.

MR. : Okay.

MS. : I mean, we can't do that.

MR. : Right. As long--

MS. : Okay?

MR. : As long as they don't enter New York's airspace, they--

MS. : Right.

MR. : Okay.

MS. : Anybody going to New York airspace lands somewhere else.

MR. : Okay.

MR. : Okay. Thank you.

MS. : Okay? If you've got any other issues (?) canvassing(?) people (?) got an unusual transmission. So if you've got anything else that you might want to add or--

MR. : Okay.

MS. : --something that we might need to know, because there's supposed to be more airplanes.

MR. : Okay.

MS. : Okay?

MR. : All right. Thanks.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, how you doing?  
This is Bob Birch (ph) at the TrayCon (?).

MS. : Hi, Bob.

MR. : Listen, we're--we're thinking here that this could possibly--I guess you're aware of what's happened.

MS. : Yeah.

MR. : We're thinking that this could possibly be a national type thing.

MS. : Yeah.

MR. : And maybe you want to consider stopping any aircraft movements anywhere in the country.

MS. : We've done that.

MR. : You have, okay.

MS. : We stopped all departures. Of course, those that are already up have to land somewhere.

MR. : Right.

MS. : If you've got issues or something reported that you don't think they should land (?) land at your airport, anyway.

MR. : Oh, no, we stopped everything--

[Simultaneous conversation.]

MS. : --land in your airport (?) . People that land in other airports that are airborne that we can't extend we're trying to get in.

MR. : Okay.

MS. : But we stopped everything  
else.

MR. : Okay. Thanks a lot.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, I don't know if  
you heard, but we had a crash into the Pentagon by  
a 737. I think it's a 737 or 757.

MS. : 737 or 757--

MR. : Shut down all arrivals  
into National Airport.

MS. : --crashed into the  
Pentagon. National is shut down.

MR. : Right.

MS. : National. National.  
National.

- - -

MS. : Command Center, Wanda.

[No response.]

MS. : Command Center, Wanda.

MR. : Hi, Wanda. This is

Wolfgang Lurch (ph). I'm the Oceanic supervisor.

MS. : Yeah.

MR. : Here's what I did, and I just did it about five minutes ago, and then you can undo it. That's not a big problem. Or you can tell me, give me some direction, which is what I hope you'll do.

MS. : Okay.

MR. : I called Shanwick (ph), which is the British. I called Santa Maria, which is the Portuguese. These are the individuals that feed me traffic, European traffic. I told them to stop any departures that have not already taken off destined for the United States.

MS. : Good.

MR. : Now--

MS. : And (?) .

MR. : Whatever's in the air I will take from them.

MS. : Okay.

MR. : However--and, again, I reiterate, stop any departures destined for the

United States that have not already taken off. If you want me to do something else, I'm--

MS. : Oh, no. That's good. Anybody else that you think might--that you can stop, go ahead and stop them. But--

MR. : Now, Wanda, I have another question.

MS. : Yeah.

MR. : The Canadians probably have about a hundred flights that are airborne now destined for the United States.

MS. : Okay. Let me make sure--

MR. : We need to give them--or you need to give them some kind of guidance, and I need to know what that guidance is.

MS. : Okay. Let me bring them up now. You know they just had another one?

MR. : Yes, I do.

MS. : Okay.

[Pause.]

MR. : Traffic management (?) .

MS. : It's Wanda, (?)

Command Center. I got New York Center up. Right now we need a count on how many airplanes you have headed towards the U.S.

MR. : This is (?) . Hi. I guess--Gander's(?) probably working a bunch of them. It looks like, you know, they've got the usual flow, which is--

MS. : Okay. We need to put them down in your airspace if we can.

[Simultaneous conversation.]

MS. : Well, wait. Let me--wait. Let me back up. Okay. I'm going to take a deep breath here. Let me talk to my supervisor, okay? Hold on.

MR. : Hey, Canada?

MR. : Yes?

MR. : This is New York Center. I just want to let you know that right now it looks like we're probably not going to land any airports in the United States in the foreseeable future. (?) got the Command Center on here, so I know Gander's(?) got all that European traffic heading

this way.

MR. : Yeah. So what we're going to try and do is land that in Mirabel(?) or Gander or wherever.

MR. : Well, we'll see what the Command Center wants to do and what they anticipate--

MS. : Yeah (?) Toronto?

MR. : Yeah?

MS. : Can we stop those airplanes?

MR. : We've stopped everything (?) --

MS. : Okay, but the ones that are airborne--

MR. : We're going to land in Canadian--

MS. : We want them to land in Canadian airspace.

MR. : Yeah.

MS. : Okay. Thank you.

MR. : And, Wanda?

MS. : Yeah?

MR. : Now, this stop is going  
to be in effect--is somebody going to--

MS. : Until further advised.

MR. : Further advised. Okay.  
Canada, you got that?

MR. : Yeah.

MS. : All right.

MR. : Thank you. Bye-bye.

MS. : Bye.

- - -

MS. : Command Center, Wanda.  
Command Center, Wanda. Hey, Boston? Hey, Boston?  
Hey, Boston? Hey, Boston? Hey, Boston?

[No response.]

[Pause.]

MS. : Hey, Boston?

[No response.]

- - -

MS. : Command Center, Wanda.

MR. : Hey, Wanda, this is  
Philly. I don't know if anybody's asked or the

question's been answered, but we're getting a lot of calls from VFR(?) towers asking whether they should withhold takeoff clearance to VFR aircraft.

MS. : Okay. Hold on.

[Pause.]

MS. : No VFRs either. Towers can withhold takeoff clearance.

MR. : Okay. Thank you very much.

MS. : No VFRs either. Hello? Are you still there?

[No response.]

- - -

MS. : Command Center, Wanda. Command Center, Wanda. Hey, Indy?

MR. : Wanda, yes, this is Indy.

MS. : Yeah.

MR. : We've got a Northwest 1888 about 30 miles southwest of Indianapolis headed for Detroit.

MR. : [inaudible].

MR. : It is an Airbus 319. His

code is 2731, if you can follow him. He's going to Detroit. He's going to hit 37,000. This is just precautionary. He is (?) lost his radio. He momentarily descended and then went right back to his altitude at (?) 370. So we're tracking him. He's still on course. But we stopped talking to him and he--and he dipped his altitude, giving us the impression that there might be something unusual with him.

MS. : In your airspace,  
Northwest 1888--

MR. : He's in our airspace.  
He's currently--

MS. : --Airbus 319 headed to  
Detroit.

MR. : Yes.

MS. : And he's on course.

MR. : He's on course. He's 20  
miles southwest of Indianapolis right now.

MS. : Okay. As far as your VFR  
towers, we--at this point we don't even want any  
(?) departing.

MR. : We understand that. We have--we have said we don't want VFR, IFR, anything departing.

MS. : Right, nothing.

MR. : That's correct.

MS. : Good. Thank you.

MR. : Thank you. Bye.

- - -

MS. : Command Center, Wanda.

MR. : Hi, Wanda. We just got a phone call from somebody in the Eastern Region that said that we're not to allow anybody to land at Dulles anymore. I don't know what's going on yet, but I'll get back to you in a minute. There might be some confusion as to what's going on.

MS. : Okay--who called you with that? Did you get a name?

MR. : What's his name? Freddy what?

MR. : Freddy Valerio (ph), Eastern Region QA.

MS. : Freddy Malerio (ph), EA--

MR. : Valerio, Eastern Region  
QA, said don't let anyone else land at this  
airport. I don't know what's up with that.

MS. : Okay.

MR. : Okay.

MS. : Thanks.

- - -

MR. : Boston Center.

MS. : Yeah, Wanda, Command  
Center. I'm waiting on a couple more.

MR. : [inaudible] Center.

MS. : The Eastern Region has  
decided that no one--no other airplanes will be  
landing at Washington Dulles.

MS. : Wash (?) .

MS. : Wash, for you, did you  
get the word from Dulles that they're not supposed  
to land any more airplanes?

MS. : No, actually we didn't.

MS. : Okay. I just talked with  
Dulles tower. He does not have all the details,  
but the Eastern Region has told them don't land any

more airplanes at that airport.

MS. : Okay.

MS. : So what--

MS. : [inaudible].

MS. : Beg your pardon?

MS. : National's also closed  
here, isn't it?

MS. : Na--well, National didn't  
call. Now all I have is Dulles. You can go ahead  
and do National and get it over with, if that's--I  
have no problem with that. So what we need to do  
is once the airborne that want to go to those two  
airports, they're going to have to land somewhere  
else.

MS. : All right.

MS. : Okay?

MS. : What about Baltimore?  
Baltimore's okay?

MS. : (?) Baltimore here  
momentarily.

MS. : Okay. Thanks.

MS. : Okay.

[Pause.]

MS. : Are you still there?

MR. : Indy is here.

MS. : Indy?

MR. : Yeah?

MS. : I was telling the other person here for Washington Center that we're not landing any airplanes at Washington Dulles--

MR. : I understand.

MS. : --or Washington National.

MR. : All right.

MS. : And were you calling back--what about Northwest 1888?

MR. : We have him back in contact. He has a normal operations flight, no--

MS. : No problem, okay.

MR. : --situation there.

MS. : All right. Thanks.

MR. : All right. Bye.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, Ed Duwacey (ph) at

Boston Center. I have a question for you about the--the non-movement of aircraft. (?) several law enforcement agencies, State Police units, Omaha call signs(?) that are trying to relocate to places closer to New York City.

MS. : Okay. We didn't visit that one. That should work. We don't--

MR. : We were going to obviously let those folks--

MS. : Okay.

MR. : -- (?) business and move along.

MS. : As long as--

MR. : I wanted to make sure you don't have any problems with that stuff.

MS. : --problem with that, as long as you can work them or they can get to where they're going. Wherever they want to go, they're not taking any airplanes. That's a different issue.

MR. : Well, that's--that's going to be their issue.

MS. : Okay.

MR. : We're making sure that the pilots are aware that there's flight restrictions and--and all that type stuff going on.

MS. : And they may have to have an alternate.

MR. : And if they're prepared, to do whatever they need to, but we did want to make sure that the law enforcement units can move. So we will let them go.

MS. : Okay.

MR. : Okay.

MS. : All right.

MR. : Thank you.

- - -

MR. : This is a continuation of the 9/11 tapes, Position 25A, Tape 3. Time now, 1400 Zulu.

- - -

MS. : Command Center, Wanda.

MR. : Hi, Wanda. We just got a phone call from somebody in the Eastern Region that said that we're not to allow anybody to land at Dulles anymore. I don't know what's going on yet, but I'll get back to you in a minute. There might be some confusion as to what's going on.

MS. : Okay--who called you with that? Did you get a name?

MR. : What's his name? Freddy what?

MR. : Freddy Valerio (ph), Eastern Region QA.

MS. : Freddy Malerio (ph), EA--

MR. : Valerio, Eastern Region QA, said don't let anyone else land at this airport. I don't know what's up with that.

MS. : Okay.

MR. : Okay.

MS. : Thanks.

- - -

MR. : Boston Center.

MS. : Yeah, Wanda, Command Center. I'm waiting on a couple more.

MR. : [inaudible] Center.

MS. : The Eastern Region has decided that no one--no other airplanes will be landing at Washington Dulles.

MS. : Wash (?) .

MS. : Wash, for you, did you get the word from Dulles that they're not supposed to land any more airplanes?

MS. : No, actually we didn't.

MS. : Okay. I just talked with Dulles tower. He does not have all the details, but the Eastern Region has told them don't land any more airplanes at that airport.

MS. : Okay.

MS. : So what--

MS. : [inaudible].

MS. : Beg your pardon?

MS. : National's also closed  
here, isn't it?

MS. : Na--well, National didn't  
call. Now all I have is Dulles. You can go ahead  
and do National and get it over with, if that's--I  
have no problem with that. So what we need to do  
is once the airborne that want to go to those two  
airports, they're going to have to land somewhere  
else.

MS. : All right.

MS. : Okay?

MS. : What about Baltimore?  
Baltimore's okay?

MS. : (?) Baltimore here  
momentarily.

MS. : Okay. Thanks.

MS. : Okay.

[Pause.]

MS. : Are you still there?

MR. : Indy is here.

MS. : Indy?

MR. : Yeah?

MS. : I was telling the other person here for Washington Center that we're not landing any airplanes at Washington Dulles--

MR. : I understand.

MS. : --or Washington National.

MR. : All right.

MS. : And were you calling back--what about Northwest 1888?

MR. : We have him back in contact. He has a normal operations flight, no--

MS. : No problem, okay.

MR. : --situation there.

MS. : All right. Thanks.

MR. : All right. Bye.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, Ed Duwacey (ph) at Boston Center. I have a question for you about the--the non-movement of aircraft. (?) several law enforcement agencies, State Police units, Omaha call signs(?) that are trying to relocate to places

closer to New York City.

MS. : Okay. We didn't visit that one. That should work. We don't--

MR. : We were going to obviously let those folks--

MS. : Okay.

MR. : -- (?) business and move along.

MS. : As long as--

MR. : I wanted to make sure you don't have any problems with that stuff.

MS. : --problem with that, as long as you can work them or they can get to where they're going. Wherever they want to go, they're not taking any airplanes. That's a different issue.

MR. : Well, that's--that's going to be their issue.

MS. : Okay.

MR. : We're making sure that the pilots are aware that there's flight restrictions and--and all that type stuff going on.

MS. : And they may have to have an alternate.

MR. : And if they're prepared, to do whatever they need to, but we did want to make sure that the law enforcement units can move. So we will let them go.

MS. : Okay.

MR. : Okay.

MS. : All right.

MR. : Thank you.

- - -

MS. : Wash (?) .

MS. : Wash, Wanda, Command Center. We want to send two people out there as a backup.

MS. : Okay.

MS. : Okay? Can you tell your ops manager?

MS. : Yeah. We need to know the names. I think we're in a lockdown here.

MS. : When we get the names, we'll call you.

MS. : Okay. Thanks.

MS. : All right.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, Bill Hallick (ph),  
American Airlines.

MS. : Hi, Bill.

MR. : [inaudible]. Hey,  
we're--we're going to have to send a go(?) team up  
to New York, and we need to get an exception. We  
want to take a 757, all of our people, put it on  
there, and fly it up there.

MS. : You got a call sign yet?

MR. : Not yet, but I just want  
to know what we need to do.

MS. : What airport you coming  
out of?

MR. : It would be out of DFW.

MS. : Hold on. Hold on.

[Pause.]

MR. : Do you want to go to  
LaGuardia or Kennedy?

MR. : Well, they haven't said yet. My guess is probably Kennedy, but--

MR. : Okay. Hang on a second.

MR. : Yeah.

MR. : Because right now we're still in a bit of a crisis here, as you can understand.

MR. : We'll go--we'll probably go anywhere we can get.

MS. : Okay, Bill?

MR. : Yes.

MS. : Let me have Joe (?) pick you up. I'm wondering if you can get closer--if you can get close enough and go by bus or something?

MR. : Well, no, the--all of the players on the go team are here in our Command Center.

MS. : Right, but I'm saying if we can get you close to New York and then you go from there by vehicle--

MR. : Ahh, (?) --

MS. : Hold on. Let me have the TCA pick this up, but that might be something you--

MR. : Okay.

MS. : --could sort of--you know, if they can't give you an airport in New York. Okay? Hold on.

[Pause.]

MR. : So whatever he can do to accommodate whoever needs to get in there, we need to use his--his runways.

MR. : I will pass that on.

MR. : Thank you.

MR. : Excuse me?

MR. : Let me pass this on to a manager (?) .

MR. : Okay.

[Pause.]

MS. : Command Center, Wanda.

MR. : Yeah, hey, Wanda. This is Pete with Spirit Airlines. I'm trying to get onto this hotline number here.

MS. : Which hotline? There's a

lot of them.

MR. : I don't know, just--I'm  
just--what is it, the 5-1-3-9? I can't seem  
to--it's just saying all lines are busy. You guys  
have another extension into that?

MS. : Okay. So you're looking  
for the user hotline?

MR. : Yes, ma'am.

MS. : Okay, hold on.

MR. : We're just trying to  
figure out what's going on.

[Pause.]

MS. : You still there?

MR. : Yes.

MS. : Okay. I'm going to put  
you on hold and have them bring you in. What's  
your name again?

MR. : This is Pete with Spirit.

MS. : Pete. Okay, hold on.

- - -

MS. : Command Center, Wanda.

MR. : Wanda, this is Ken. I

didn't get the guy's name. He called here.

MS. : Uh-huh.

MR. : And--

MS. : Yes?

MR. : We know that the Medix(?)  
411 we were working is now Medix 411 Alpha and he's  
landing Columbus. He's four north at Nichols(?)  
intersection at 4,000 feet.

MS. : Okay.

MR. : So we--we know where that  
airplane's at. Thanks.

MS. : Okay. Thank you.

MR. : Okay.

- - -

MS. : Command Center, Wanda.

MR. : Yeah, Wanda. You know  
anything November 4 coming into DCA?

MS. : They're working that  
issue.

MR. : Okay.

MS. : That's the Attorney  
General.

MR. : Right.

MS. : Okay.

MR. : And I just imagine we're going to have to give them clearance to land.

MS. : I would suspect so.

MR. : Okay.

MS. : How--are you looking at him on the radar?

MR. : Yeah, he's--

MS. : How far out is he?

MR. : He's west of Detroit about 77--it says 77 minutes out but probably--that's what it says.

MS. : Talk to the center, too, and make sure.

MR. : Okay.

MS. : It's being worked on.

MR. : Right. Are you going to talk to them?

MS. : Well, they're going to hand him off to you, aren't they?

MR. : Right, but--

MS. : Okay.

MR. : --are they going to know  
that he's authorized or--

MS. : I'm sure that's been  
coordinated. But just when you take him, you make  
sure.

MR. : All right.

MS. : How's that?

MR. : All right.

MS. : All right.

- - -

MS. : Command Center, Wanda.

MR. : Hey, Wanda. In reference  
to the (?) everybody, I can let these helicopters  
go and do their patrols over downtown and that kind  
of stuff, can I?

MS. : Yes, from what I  
understand, law enforcement are able to move.

MR. : Okay. Thanks.

MS. : You have that (?) in  
your airspace--

MR. : Yes.

MS. : --your area? Okay.

MR. : They're going to be over  
downtown Atlanta.

MS. : So you'll be knowing for  
sure that they are what they say they are.

MR. : Yes.

MS. : Okay.

MR. : Okay. Bye.

- - -

MS. : Command Center, Wanda.

MR. : Yeah, Wanda, Terry in  
Boston. Just to let you know we have nobody left  
in this building except about six of us. So we  
have nobody. There will be no more airplanes.

MS. : Okay. Hold on.

[Pause.]

MS. : Okay. Yeah, they know,  
Boston.

MR. : Okay. Thanks.

- - -

MR. : Indy [inaudible].

MR. : Indy, yeah, this is

Command Center again. I'm still trying to get an update on the American 77. I know they went out a while ago to look to see what was going on out there.

MR. : When we get more information, we'll let you know. Right now there's a State Police helicopter down there looking around and that's it.

MR. : How far--how far is it?

MR. : How far is what?

MR. : That site--it's near the airport (?) York? Is there a small airport there?

MR. : It's actually in Boyd(?), which is probably a hundred miles from Columbus.

MR. : Okay. I guess--I'm sure they're doing the best they can. Okay.

MR. : Okay.

MR. : All right. Thanks.

- - -

MS. : Good morning. Columbus Tower.

MR. : Hey, Columbus Tower, good morning. Command Center. How are you?

MS. : I'm good. Actually, I'm not good, but--

MR. : Yeah, well, we're all not good today.

MS. : Right.

MR. : Hey, listen, I'm not sure if you're aware of it or not, but there's American 77 that's missing.

MS. : An American 707?

MR. : American 77.

MS. : Okay.

MR. : It's an MD-80.

MS. : All right.

MR. : And I was just wondering, someone said it went down someplace, thinking they had gone down about by York.

MS. : Okay.

MR. : Which is about, what, 75 miles south of you guys?

MS. : Yes.

MR. : How--is that a remote area?

MS. : Yes.

MR. : It's a remote area. How long will it take for someone to get out there, just kind of verify if an airplane did indeed go down, or maybe not?

MS. : To get to York?

MR. : Yeah.

MS. : Fifteen minutes by plane.

MR. : Do you have anyone that--do you have anyone down there, a State Police number down there, something like that, you could call?

MS. : I'll find something.  
Hold on a second.

[Pause.]

MS. : Okay. It'll take me a second to figure it out. It's right on the line.

MR. : What state is that, anyway?

MS. : West Virginia. It's in

the north boundary, just south of Ohio.

MR. : Okay.

MS. : I had to run down there and look it up. Let's see.

MR. : It seems like it's borderline(?) in West Virginia, Ohio, and I guess what that--just south of that--

MS. : Yeah, I don't go that far south. Can I call you back and see if I can find a number?

MR. : If you find a number, just call--can you call someone down there, the State Police or someone in the local area, to just try to get some information as far as if there is indeed something that looks like--

MS. : Okay.

MR. : --a plane crash or some information that we could use here, because we got like about eight airplanes missing in the system.

MS. : I understand.

MR. : And I'm sure you know what's gone on already, so--

mc

MS. : Okay.

MR. : All right? And the  
number here is [REDACTED].

MS. : [REDACTED].

MR. : That is correct.

MS. : Okay. I'll do that.

MR. : All right. Bye.

MS. : Bye.

MR. : Thank you.

- - -

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MR. : This is a continuation of  
the 9/11 tapes, Position 25A, Tape 4. Time now,  
1445 Zulu.

- - -

MS. : Command Center, Wanda.

[No response.]

- - -

MR. : Dulles Tower (?) .

MR. : Hey, yeah, this is  
Command Center here. American 77 that took off  
earlier?

MR. : Yes.

MR. : We're still trying to  
locate him. Do you know what type he was?

MR. : I believe he was Boeing  
757.

MR. : It was a 7-5 also.

MR. : Yes. Stand by. I think  
I just got some kind of word on it. Stand by.

[Pause.]

MR. : No, we have no word on  
him.

MR. : No word, huh?

MR. : No.

MR. : Okay. All right.

Thanks.

MR. : All right. Bye.

- - -

MR. : American Dispatch,  
Michaels (?). Can I help you?

MR. : Yes, this is Denzel at  
Command Center. I'm trying to locate Flight 77 out  
of Dulles to L.A. earlier.

MR. : We're also looking for  
him.

MR. : You're also looking for  
him. Okay.

MR. : So far no luck.

MR. : No luck. Okay. All  
right. Thank you very much.

MR. : All right.

- - -

[Phone call placed, busy signal.]

- - -

MS. : Command Center, Wanda.

MR. : Yeah, Wanda, we just disconnected ourselves from the telcom. The last question was: Was that USAir flight a tracked(?) target? The answer is: We can't tell. We're just looking at them on the TST(?).

MS. : Okay. Which (?) were you in? I'm sorry.

MR. : I don't know which one it is. The national. Everyone's on that.

MS. : Okay. Hold on. You need to be brought back in?

MR. : No, we're going to dial in. I'm just letting you know if you need to tell them.

MS. : The USAir flight--

MR. : We don't know if it's tracked or not. On the TST we can't tell if it's tracked.

MS. : Okay. What about on the radar?

MR. : We don't have him on

radar.

MS. : Okay. Thank you.

- - -

MR. : You just let us know.

MR. : Yeah, I know.

MR. : Okay. You got everybody  
stopped over there?

MS. : Hey, Dulles?

MR. : They're telling me  
there's a Fairfax helicopter somewhere to the  
southeast of us, but not here.

MR. : Thanks, guy. I  
appreciate it.

MS. : Hey, Dulles?

MR. : Yes?

MS. : Don't hang up.

MR. : I'm not.

MS. : Okay. My manager says  
that you need to evacuate.

MR. : I'm sorry?

MS. : Hold on, hold on.

Okay. They need for you to stand by in

preparation to evacuate.

MR. : Okay. Well, you tell us when we're ordered out.

MS. : All right. Let me double check.

[Pause.]

MR. : Is this Command Center?

MS. : Okay. Is there a helicopter, an aircraft circling your--

MR. : Yes, there's a helicopter just southeast, a Fairfax police helicopter.

MS. : Are you--you know who the one helicopter is. It's the Fairfax police. What about the other one?

MR. : What other one? We don't have any other.

MS. : Oh, it's only one and it's the Fairfax County Police.

MR. : Correct.

MS. : Okay. All right, then. Never mind.

MR. : Disregard, yes, ma'am.

Thank you.

MS. : Disregard. Goodbye.

- - -

MS. : Command Center, Wanda.

MR. : Hey, Wanda, this is  
Steve. I think you called me earlier on November  
4.

MS. : Yeah.

MR. : Okay. He's asking now to  
go to Reagan.

MS. : Again? I thought they  
had worked out for him to go to Richmond.

MR. : I know, but I guess he's  
changed his request, and he also wants the military  
to know his--that he's approved and his code, his  
speaking code.

MS. : We don't want no--

MR. : That's right.

MS. : Okay. Hold on. It's  
been coordinated several times already.

MR. : Okay. Okay. I just--I  
just wanted to confirm that that's all been done--

MS. : No, it's not.

MR. : -- (?) request is.

MS. : The last request was to go to Richmond, from what I've been told.

MR. : Okay.

MS. : Let me--hold on.

[Pause.]

MR. : Hey, Wanda?

[Pause.]

MS. : Hey, Indy?

MR. : Yeah.

MS. : They're double-checking, but last we heard, nobody is going to National.

MR. : Okay. And (?) is talking to Southeast Air Defense right now, and he's also requesting a fighter escort in. So that's the request he has, so I thought I'd pass that along to you. Okay?

MS. : Okay, but he's not going to National.

MR. : I know. That's--he's requesting to change destinations with a fighter

escort. That's his request. So he's talking to the Air Defense, and I don't know who else needs to know this. I just thought I'd call and tell you what--what his request is. Okay?

MS. : Okay. Hold on. They're still discussing that. Do you think you got somebody that can hold on here?

MR. : I tell you what, if you want to have--talk to Doug on the telcom line, we can do it that way. Or you want me to just wait on this line.

MS. : Okay. They'll call you back on the telcom and ask for Doug.

MR. : Okay.

MS. : All right.

MR. : Thanks.

- - -

MR. : Wash Center.

MS. : Wash, Wanda, Command Center. Looking for--look on your radar. We're looking to see if you have--tracking a primary target in the area of Pennsylvania headed towards

D.C. I don't know how they're going to know where--where they're going, but I guess they're headed eastbound

MR. : Primary target?

MS. : Primary target, eastbound, over in the area of Pennsylvania toward--headed towards D.C.

MR. : You're talking Pittsburgh area or north of D.C. or...

MS. : We don't have a lot of information. Just a primary target.

MR. : All right.

MS. : And I guess if you watch it for a while, which way it's tracking, if it's headed towards D.C.

MR. : All right. We'll keep--any more information, just keep an eye out, we'll call you back if we see something.

MS. : Okay. Who's this?

MR. : This is Mike.

MS. : Okay. Thanks, Mike.

MR. : All right. Bye.