

Sources for times for AA77:

0820 - AA 77 take off from IAD extrapolated from RADES radar data  
0851 - Transponder and radar returns lost from RADES radar data  
0856 - General Eberhart briefed by CD on hijack and crash into WTC  
0905-0907: Discussion about UAL175 between NEADS ID and FAA (Boston Military) from NEADS logs  
0909 - Langley to Battle Stations from NEADS logs  
0909-0915: Discussions about UAL175 between NEADS ID and FAA (Boston and New York Military) continues from NEADS logs  
0915 - FAA confirms that UAL175 has crashed into the WTC from NEADS logs  
0915 - Gen Eberhart arrives at Building 1  
0917-0918: Discussion between NEADS MCC and FAA (Boston Military) about fighter availability from NEADS logs  
0922-0930: Discussion begins/continues about AA11 still being airborne between NEADS ID and FAA (New York and Washington Center) from NEADS logs

0924 – FAA reports possible hi-jack of AA77 (Note: this event did not occur until 0934) initially reported in NORAD/PA news release on 18 Sep 01

Comment: According to the NEADS Commander, “The time that the FAA notified NEADS of the hijacking is listed at 0924L – However, this was not a clear indication that AA77 was hijacked. The first specific information regarding AA77 did not come until 0935L, just three minutes prior to the impact at 0937L. At 0924L, it was reported to the Operations Floor from Boston Center the AA11 had not impacted the WTC, but was still airborne en route to Washington, DC (which later proved to be inaccurate). Simultaneously there were indications of UAL93 as a possible hijack in Ohio (Col Marr is now unable to confirm this specifically about UA93 happening at this time) and a reported third hijacking. Numerous other uncorroborated reports were coming in that increased the likelihood that an attack would be possible against Washington, so the 0924L report time is more accurately a general indication of a possible targeting of Washington rather than a specific notification of AA77 hijacking which actually was reported to NEADS at 0934L.

0924 – Fargo alert fighters at Langley AFB scramble order from NEADS logs  
0930 – Fargo alert fighters at Langley AFB Airborne from RADES radar data  
0933 – Dulles tower advised US Secret Service in the White House that an unknown aircraft headed in the direction of the White House information from open sources and can be confirmed by the FAA  
0934 – FAA reports AA77 “lost” from NEADS logs  
0935 – 0940: Discussion between NEADS ID and FAA ((Indy Center) about location of AA77 from NEADS logs  
0936 – NEADS MCC directs that fighters airborne from Langley go straight to Washington based on aircraft reported 6 miles west of White House from NEADS logs  
0937 – AA77 crashes into Pentagon from RADES radar data

1140 – Gen Eberhart departs Bldg 1 for CMOC  
1215 – Gen Eberhart arrives at CMOC

Sources for Times for UA93:

0842 – UAL93 takeoff from Newark extrapolated from RADES radar data  
0856 – Gen Eberhart briefed by CD on hijack and crash into WTC  
0909 – Langley to Battle Stations from NEADS logs  
0915 – Gen Eberhart arrives at Bldg 1

0916 – FAA reports possible hijack of UAL93. (Note: This event did not occur until 1006.)

Comment: NEADS Commander stated the time that the FAA notified NEADS of the hijacking of UAL93 is described as being unknown, part of open line conversations with the FAA that were established while discussing AA77. Some briefings describe the time that the UAL93 hijacking was announced as being 0916L. Any of these times are educated guesses based upon the wide range of information, most of it inaccurate, which was coming into NEADS at the time. The Mission Crew Commander log describes hijacking information at 0916L, but further research indicates that this information is most likely related to the previous hijackings that impacted the World Trade Center. It is most likely that the first report of UAL93 came into the battle cab via a conference call (DEN line which was not recorded) that was established with the FAA that morning. As a result, it is most likely the UAL93 hijacking was originally discussed over the FAA conference line as a possibility sometime between 0916L and 0922L (allowing for an estimated two minutes processing time from the direction to scramble Langley fighters to the time the scramble order was actually transmitted at 0924L).

Comment: Since providing the statement to the 9/11 Commission in May 03 Colonel Marr was informed by the Commission that NEADS was not yet on the DEN line until later, so discussion of UAL93 over this line could not have happened between 0915 and 0922. He now supports the 1006 time as the first time NEADS was notified of UAL93.

0922-0930: Discussion began about AA11 still being airborne between NEADS ID and FAA (New York and Washington Center) continues from NEADS logs  
0924 – Fargo alert fighters at Langley AFB scramble order from NEADS logs  
0928 – Cleveland Center hears radio transmission of possible screaming and a struggle plus the statement “get out of here” from an unknown origin believed to be UAL93 from various open sources and can be confirmed by FAA  
0930 – Fargo alert fighters from Langley AFB airborne from RADES radar data  
0935-0940: Discussion between NEADS ID and FAA (Indy Center) about location of AA 77 from NEADS logs  
0936 – NEADS MCC directs that fighters airborne from Langley go straight to Washington based on aircraft reported 6 miles west of White House from NEADS logs  
0936 – UAL93 alters course to the southeast from RADES radar data

0939 – A fifth radio transmission believed to be from UAL93 stated words that sound like “captain...bomb on board...our demands...remain quiet” not reported to NEADS until 1006L can be confirmed by FAA

0940 – UAL93 (heading south east) and Delta 89 (heading north west) pass 12.7 miles from each other from RADES radar data

0940 – UAL93 turns transponder off from RADES radar data

0941-0948: Discussion between NEADS ID and FAA (Indy and Cleveland Center) about Delta 89 being hijacked near Cleveland from NEADS logs

0945 – FAA notifies NEADS that Delta 89 (D89) has acknowledged air traffic control instruction to land in Cleveland and may not be hijacked from NEADS logs

0946 – Radar contact lost on UAL93 from RADES radar data

0959 – FAA (Cleveland Center) confirms that Delta 89 is not hijacked from NEADS logs

0959 – Langley fighters arrive and CAP over DC from RADES radar data

1002 – Radar contact regained on UAL93 from RADES radar data

1003 – UAL93 crashes in PA from RADES radar data

1006-1010: First discussion about UAL93 having a bomb on board from NEADS logs

1014 – FAA notifies NEADS that UAL93 has crashed from NEADS logs

1140 – Gen Eberhart departs Bldg 1 for CMOC

1215 – Gen Eberhart arrives at CMOC