

T3707

9/11 COMMISSION

POSITION 25A ATCSCC

PART 4

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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.

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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.

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MS. : This is 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.

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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.

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