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T3707

9/11 COMMISSION

POSITION 25B

PARTS 2 THRU 4

- - -

MR. : This is a continuation of the  
9/11 tapes, position 25B, tape two, time now 1310  
Zulu.

MR. : You've reached the AGA desk  
at the--

MR. : [inaudible].

MR. : --air traffic control--

MS. : New York, you can hang up.

MR. : Please leave a message--

MS. : We already got you. We're  
just letting everybody know your ATTs [ph]  
[inaudible].

MR. : Roger. [inaudible].

MR. : [inaudible].

MS. : New York Center is ATCO [ph].

MR. : Yeah. This is Williamsport  
[?] flight service.

MS. : New York Center is declared

ATCO.

MR. : Okay.

MR. : ATCO. Thanks.

MS. : Yes.

MR. : Okay; okay. This is  
Wash--RS..[?], Williamsport Flight Service.

MS. : New York Center is declared  
ATCO due to emergency.

MR. : Yes; we know.

MS. : Okay.

MR. : Okay. Thanks.

[Hang-up.]

MR. : Walsh.

MS. : Got it Walsh, New York Center

ATCO?

MR. : New York Center's ATCO?

MS. : Yes.

MR. : Okay. Thank you.

MS. : Thank you for your message.

To make [?] this message urgent, press six. To  
send a message, press pound or hang up.

Message marked urgent; message sent. You

may now enter another extension number or press zero for assistance. Goodbye.

- - -

MR. : [inaudible].

MS. : [inaudible].

MR. : [Voice way in background.]

MR. : Andy [?] [inaudible].

MS. : Command Center. Heads up.

Washington won't be able to take any more New [inaudible], New--I can't even talk--New York traffic here shortly, so you probably can expect to hold if you have [inaudible].

MR. : Okay; thanks.

MS. : Bye.

Did you get that Atlanta?

MR. : Atlanta's up.

MS. : Yeah. Washington won't be able to take anymore New, New York traffic--

MR. : Okay.

MS. : --here shortly.

MR. : All right.

MS. : Cleveland's already in the

hold for the New York traffic.

MS. : All right. Thank you.

MR. : Hey, Wanda.

MS. : Yeah?

MR. : Is this something that we should probably suggest diversions?

MS. : Diversions, reroutes, anything around New York; yes. We don't know how long.

MR. : Okay.

- - -

MS. : McPherson [?], Wanda.

MR. : Hey, Wanda. Chris McCarey [ph], LaGuardia Traffic Control Tower. Presently, we are obviously in delays because I've stopped all--

MS. : We don't--

MR. : --departures off the airport.

MS. : Okay. We don't--okay. Well, if you're set, do it later.

MR. : Okay.

MS. : All right. Bye.

MR. : Thank you.

- - -

[Phone ringing numerous times.]

MR. : Andy.

MR. : Andy, this is Bob, Command Center. I need you to tell me anything or everything you can about American 77, where he is and if you have radar or not.

MR. : Well--okay. I'm listening to my ops manager talk to Washington.

MR. : I'm sorry?

MR. : We were talking to him right in the vicinity of Henderson.

MR. : Henderson? What's Henderson?

MR. : Hang on, hang on a second.

[Pause.]

MR. : Okay. We, I guess we were talking to him in the vicinity of Henderson, H-n-n. We lost communications and radar with him. Hang on a minute. I'm going to have the, the ops manager tell you the story.

MR. : Hello, Command Center?

MR. : Yes ,sir.

MR. : This is John Thomas, Ops Manager. I think we need to let everybody know this right away, if they don't already. American 77 was over--was just west of Charleston, West Virginia, [inaudible] 350, it's a heav--heavy Boeing 752, and disappeared off our radar scope about 1256Z, along with lost frequency. We were treating it as a loss, started to do some procedures to notify search and rescue, and whatnot, whe--when American Airlines told us they'd had some aircraft, or an aircraft hijacked.

We now believe that aircraft may have been hijacked, although no one has--you know, we have nothing to verify that. But with the World Trade Center, we could have another "loose" aircraft out there somewhere.

MR. : Okay. At the time of loss, di--what altitude was he at when--

MR. : Flight level, flight level 350.

MR. : And he just lost primary

also?

MR. : Lost all--yes--lost no primary or that we could see, of course we don't, wouldn't necessarily be able to pick up the primary there anyway.

MR. : Okay, and I'm assuming, then, that you're doing what you can to do a primary re--retrack on him, if you can do that from [inaudible].

MR. : Yeah; sure.

MR. : And then--so 1256 zero we lost [inaudible] and radar. Any ELT?

MR. : No ELT.

MR. : Okay. Any more information you get, I'd appreciate it, and I'll forward this immediately up to the NOMIN [ph] and everybody that's standing up there.

MR. : Thank you.

MR. : Thank you. Bye.

MR. : Bye.

- - -

MS. : Command Center. Wanda.

MR. : Hey, Wanda, this is Philly.  
I'm sure you're aware, Cleveland ground stopped  
traffic for Philly.

MS. : Everything's stopped in New  
York too; yeah.

MR. : Okay. Well--

MS. : You're included.

MR. : I understand that.

MS. : Okay.

MR. : Is there any reas--is there  
any reason why not, that Cleveland can't run  
traffic through Indy, Washington and us?

MS. : All that has to be worked  
out, Philly. Do you have the news?

MR. : What's that?

MS. : Do you have the news?

MR. : The news?

MS. : Have you seen the news?

MR. : Yes.

MS. : Okay. They're working on  
what they're gonna do as far as going around, what  
can get in, what can't get in. So until the dust

settles, we're just going with this; okay?

MR. : Okay.

MS. : Thank you.

- - -

MS. : Command Center. Wanda.

MR. : Wanda. Terry Boss [ph]. How  
are you?

MS. : Yeah.

MR. : Wanda?

MS. : Yeah.

MR. : All right. Just, just so you  
guys know, I know we've coordinated, we've stopped  
all traffic, but based on the tape that we've  
heard, all right, it was stated that we have  
airplanes, which is obvious by the two that have  
already gone down--

MS. : And, and there's a possible  
third already.

MR. : You know what? Okay. And  
you know what? There may be more. My suggestion  
is to ground stop all traffic.

MS. : Okay. A-A-A.

MR. : Yes.

MR. : [inaudible] [in background.]

MR. : Wanda?

MS. : Yeah. I'm talking to supervisors. I'm relaying your information. They say they discussed this once. Here, let me give you a supervisor here.

MR. : Okay.

MR. : This is [inaudible].

MR. : Who's this?

MR. : [inaudible] ESU [?].

MR. : Hey, Mike, this is Terry at Boston.

MR. : Hi, Terry. What's up?

MR. : Hey look--this is a real--I would suggest that you ground stop all traffic. On our tape it says we have some planes, plural, which is obvious by what's happened.

MR. : Okay. Your tape, which is from what? conversation with--

MR. : With American 11.

MR. : And when they were hijacked--

MR. : When they were hijacked. All right. What happened was that the pilot had keyed the mike while this guy with a Middle Eastern accent was talking, and they said that "we have planes." All right. I think we've got--we've, we've got definitely more than--we definitely have more than one. We could have more.

MR. : Well, we have two gone already and a third that's missing--

MR. : Okay.

MR. : --and probably down.

MR. : And I would suggest you ground stop everything.

MR. : All right. Any other information you can--

MR. : That's all I got right now.

MR. : Okay. "We have planes." All right.

MR. : Yeah.

MR. : Thanks, Terry.

MR. : That's real. Bye-bye.

MR. : Bye.

- - -

MR. : Command Center. Pat.

MR. : Hi. I know you guys got big problems right now but I've been asked if there's been any consideration into ground stopping all air traffic in the country.

MR. : We're doing that right now. They just made the phone call--nothing moves.

MR. : Sorry; the line cut out. You are ground stopping the whole country?

MR. : Nothing moves, period.

MR. : Okay.

MR. : You got it.

MR. : [inaudible] no more departures anywhere?

MR. : You got it.

MR. : Thank you.

MR. : Bye.

- - -

MR. : TRA-- [?].

MR. : TRACON. This is Command Center East supervisor. I got a report from the

region that there's another flight coming outta Logan that they're trying to hijack off the ground.

Do you know anything about that?

MR. : I have not heard that.

MR. : Check--

MR. : Let me--

MR. : --up in the tower for me.

MR. : Hold on a second.

MR. : Command Center.

MR. : Hey, this is Orlando. I got a question for you. I got the ground stop traffic to all destinations. Does that include--

MR. : [unintelligible] Command Center, hold on a sec.

MR. : Thank you.

MR. : --specify like tower and route, things of that nature. Has this, has this come out of headquarters or, or what's the situation?

MR. : It came from here.

MR. : It came from there?

MR. : Yup.

MR. : Okay. Well, when you say "ground stop all destinations," you mean VFRs and everybody that we're working?

MR. : Consider that we're in the midst of a, what? a, a national emergency.

MR. : I understand that.

MR. : I don't believe there's anybody we can actually stop from going--

MR. : The supervisor's talking to the supervisor right now asking.

MR. : Okay; thank you.

MR. : --but we strongly suggest no one gets airborne right now.

MR. : Okay; that's what I wanted to know.

MR. : Okay.

MR. : I'm just making sure before I--

MR. : Right.

MR. : --slam the door.

MR. : Now [inaudible] is, you know, national security.

MR. : Okay.

MR. : All right?

MR. : All right.

MR. : Uh-huh.

- - -

MR. : Boston Tower.

MR. : Tower, this is the Command  
Center East--

MR. : Yeah?

MR. : --supervisor. Had a report  
from the New England region, that at Logan you had  
another departure that was being attempted to be  
hijacked off the ground. Is there anything you can  
tell me about that?

MR. : I don't have anything on  
that. I can--I'll check with Massport and give you  
a call back.

MR. : Boston Center's on.

MR. : Dan, I was just checking with  
the tower. We had a, an unconfirmed report from  
the region that there was another plane at Logan  
trying to be hijacked off the ground, and wanted to

see if--what was going on with that. The tower doesn't have anything on that.

MR. : Massport just told me they've taken additional security measures, they've closing down gates and so forth--

MR. : Good.

MR. : --but they haven't told me about an additional aircraft.

MR. : No, I have not heard anything on, to that effect.

MR. : Okay; that came from the region, from--

MR. : Did Mike Griffin [ph] tell you that 175, it did--

MR. : Yeah.

MR. : --depart Boston and we did not receive any information here. We did not. It was probably in New York Center's airspace--

MR. : Normal, normal ATC?

MR. : Yes.

MR. : Okay; all right. Thanks,  
Dan.

MR. : All right.

MR. : Bye-bye.

- - -

MR. : Kennedy Tower.

MR. : Kennedy. Jim at the Command  
Center. How you doing?

MR. : Not so good. We're  
[inaudible] tower.

MR. : Understand. You--

MR. : Kennedy Tower's closing right  
now. I gotta hang up.

MR. : [inaudible] Kennedy. I  
need--

MS. : [inaudible]. Hello?

MR. : --a phone number for British  
Airways.

MR. : I don't have one handy. I'm  
sorry.

MS. : [inaudible].

MR. : Call the Communications  
Center. I can't--I don't have the time to get it  
for you.

MS. : [inaudible] Wanda.

MR. : I gotta go.

MS. : Wanda.

- - -

MR. : Command Center.

MR. : I need to clarify one thing.

I understand that we're ground stopped. Nothing's allowed to get airborne. However--

MR. : That's correct.

MR. : Now does that include VFR?

Everything?

MR. : Well, we can't, we can't make 'em, you know, not take off but we strongly no one leaves.

MR. : Well, we'll, we'll apply it to everybody across the board. That's all I needed to know.

MR. : Okay.

- - -

MR. : Andy.

MR. : Andy, Pat at the Command Center, reference American 77. The TSD's showing

him tracking now. Did you give new radar on him?

MR. : No; not that I'm aware of.

Hold on a minute. Where is it showing him at?

MR. : Showing him just across the  
Indy-Kansas boun--boundary and it shows him,  
actually radar tracking, not ghost tracking.

MR. : Hold on a minute.

No, I don't believe so. I think that's  
just a, a false target, even though it's, it's  
showing it that way. I don't believe that to be  
true at this time.

MR. : Okay.

MR. : But you might call Kansas  
City and, and see. I don't know. I mean, I, I  
can't tell you a whole lot. There's--

MR. : I understand.

MR. : As you know there's so much  
going on right now--

MR. : I understand.

MR. : --and we're trying--you know.  
But we will check.

MR. : All right. Thanks.

MR. : Bye.

- - -

MR. : Kansas City.

MR. : Kansas City. This is Pat at Command Center. I need you to look on your--not on the TSD--I need a radar information on an America 77 to see if you guys are tracking him. I show him, according to the TSD, it just crossed the Indy-Kansas boundary, going to Los Angeles.

[Simultaneous conversation. Another conversation ongoing.]

MR. : [inaudible] verify [inaudible] want to stop all traffic on the ground. Do you want to stop all traffic that goes between us and Dallas--

[Simultaneous conversation.]

MR. : Do you have any flight plan information in your system to show him active, or--

MR. : Yeah, I see the target out there but I don't think it's correlated.

MR. : [inaudible] over here, whatever, it's okay.

MR. : Yeah.

MR. : Okay. [inaudible].

MR. : We, you know, we--VFR, we  
can't stop--

MR. : Do you have a flight plan?

MR. : Check and see if you have a  
primary running with that target.

MR. : Okay.

MR. : No.

MR. : No primary?

MR. : [inaudible] from the area,  
they're showing--they've got track control at  
sec--at sector.

[Another conversation in background.]

MR. : Command Center, Jim.

MR. : Hey, Jim, Atlanta is going  
crazy. Listen, I got a question--

MR. : I've got somebody going to  
find out how long they've been in that status.

MR. : [inaudible] stop VFR guys  
taking off.

MR. : No, they're talking about,

they want to know if they can work VFR traffic patterns, in other words, giving air traffic services--like Vero Beach tower, for example just called and wants to know if they can work a traffic pattern, VFR "touch and go," whatever. Or are they all ground stopped?

MR. : Yes; they can work a traffic [inaudible].

MR. : Okay. Thanks.

MR. : All right.

MR. : Kansas City has not talked to the aircraft or track [?] control. Apparently Indianapolis Center lost them part way through their facility, so all we have is the data block. We don't have a target.

MR. : No primary target?

MR. : No primary target.

MR. : Okay; thank you.

MR. : Bye [inaudible].

MR. : Bye.

- - -

MR. : [inaudible] I'll refer that

to McGill [?], and what was the other question?

Hold on a sec.

MR. : [inaudible] international flights, I believe I, I--hold on a second.

MR. : Yeah; we're holding everybody on the ground.

MR. : Okay. I think that's all we had, Jim.

MR. : And--

MR. : John, hold on. I got one more.

MR. : VFR aircraft. We're getting calls from everybody. We're getting of course a lotta cancellations, people want to proceed VFR. Are we gonna keep them on the ground?

MR. : Yeah. I believe I told you a little while ago that you could work the patterns and all.

MR. : Yeah--

MR. : No. We've canceled that. Hold everyone on the ground. No exceptions.

MR. : That's military also; is that

correct?

MR. : That's correct.

MR. : All right.

- - -

MR. : [inaudible].

MR. : Command Center.

MR. : Hi, Command Center. This is Charles from Mass Mutual. I called a few seconds ago, I think I talked to Susan but I could have that wrong. I have an aircraft that's sitting in, an S-76 that's sitting in Boston with our chairman. We had a--our headquarters in the World Trade Center for Oppenheimer, and I called and they gave us permission to fly the chairman back to our headquarters in Springfield, Massachusetts, from Boston Logan, so that we could activate our disaster recovery program, and now they're saying that they're not able to go.

It's an S-76 with--

MR. : I will not authorize any departures from Boston at this time. I cannot believe that you can't that center--I mean, what if

your chairman was on the first of those first flights?

MR. : Well, no, no, but--no; no. It's a private aircraft. It's a S-76.

MR. : It doesn't matter; it does not matter. We will not allow anyone to take off at this time.

MR. : There's nothing that I can do?

MR. : No, sir.

MR. : So they gave us permission and now, now it's being rescinded; is that the deal?

MR. : That's correct.

MR. : All right. Thank you.

MR. : Uh-huh.

MR. : Bye.

- - -

MR. : Command Center.

MR. : Hey, Command Center, this is Andy. We have a report from a state police helicopter of a air carrier down at the York 08010,

right near--

MR. : It, it--I'm sorry. Down in  
New York--where?

MR. : No. In the--I said the York  
area at the Ashland, Kentucky, city. They believe  
it may be that America 77; don't know for sure.

MR. : Okay. American 77 is down at  
York, Ashland County?

MR. : We, we don't know; it's not  
confirmed--

MR. : No. I understand that.

MR. : Okay.

MR. : Okay.

MR. : It's at the York, 080 at 10,  
which happens to be a bleep near the last location  
he was on radar.

MR. : What's the identify for York?

MR. : YRK.

MR. : YRK.

MR. : Yes, sir.

MR. : Okay; very good. Thank you.

MR. : You bet.

MR. : All right.

- - -

MR. : Indy Center. This is John Thomas.

MR. : John, this is Pat Somersall [ph]. I think information on Northwest 1888, if you guys are still tracking him and where he is.

MR. : Who's calling now?

MR. : This is Pat Somersall from the National Command Center, Eastern Region.

MR. : Okay. Pat?

MR. : Yeah.

MR. : He came back over on our frequency.

MR. : Okay.

MR. : Appears to be normal.

MR. : Okay.

MR. : He is destined right now to Indianapolis, landing at Indianapolis.

MR. : Very good; thank you.

MR. : Okay?

MR. : Bye.

MR. : Thank you. Bye.

- - -

MR. : Command Center.

MR. : Command Center. Miami.

We're hearing 5:00 o'clock is when this stand-down's gonna be over, but is that a truism or is that just a guess?

MR. : I do not know.

MR. : Okay--

MR. : As far as I'm concerned it's USA.

MR. : I know that but I mean as far as the nationwide--

MR. : I don't know who may have picked 5:00 o'clock. I don't know how they--

MR. : Yeah.

MR. : --could have come up with that number.

MR. : Well, somebody heard it on CNN, so--

MR. : Well, that's--

MR. : Yeah.

MR. : We don't report to them.

MR. : Okay. Thank you.

MR. : Uh-huh.

MR. : Bye-bye.

- - -

MR. : Command Center.

MR. : I need you on the line only.

Can you verify it's just you and me.

MR. : Just you and me.

MR. : Okay. Air Force One has changed its destination. It's destination's unknown at this time but he is making a turn to Cresfield [?] and we'll give you more information when that becomes available.

MR. : What's the identifier for Cresfield.

MR. : CEW. And he's apt to pi--pick up a fighter escort.

MR. : Okay.

MR. : All right.

MR. : Thank you.

MR. : All right.

- - -

[Start tape 3.]

MR. : This is a continuation of the 9/11 tapes, position 25 Bravo, tape three, time now 1400 Zulu.

MR. : Command Center.

MR. : Hey, Command Center, this is Andy. We have a report from a state police helicopter of a air carrier down at the York 080 at 10, right near Ashland--

MR. : It, it, it--

MR. : --Kentucky.

MR. : I'm sorry. Down in New York where?

MR. : No. In the--I said York area at the Ashland, Kentucky, city, they believe it may be that America 77; don't know for sure.

MR. : Okay. American 77 is down at York, Ashland County?

MR. : We don't know; it's not confirmed--

MR. : No. I understand that.

MR. : Okay.

MR. : Okay.

MR. : Yeah. It's at the York 080  
at 10, which happens to be a bleep near the last  
location he was on radar.

MR. : What's the identifier for  
York?

MR. : YRK.

MR. : YRK.

MR. : Yes, sir.

MR. : Okay; very good; thank you.

MR. : You bet.

MR. : All right.

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MR. : Indy Center. This is John  
Thomas.

MR. : John, this is Pat Somersall.  
I need information on Northwest 1888, if you guys  
are still tracking him and where he is.

MR. : Who's calling now?

MR. : This is Pat Somersall from  
the National Command Center, Eastern Region.

MR. : Okay.

MR. : Pat?

MR. : Yeah.

MR. : He came back over on our  
frequency.

MR. : Okay.

MR. : Appears to be normal.

MR. : Okay.

MR. : He is destined right now to  
Indianapolis; landing at Indianapolis.

MR. : Very good; thank you.

MR. : Okay.

MR. : Bye.

MR. : Thank you. Bye.

- - -

MR. : Command Center.

MR. : Command Center. Miami.

We're hearing 5:00 o'clock is when this  
stand-down's gonna be over; but is that a truism or  
is that just a guess?

MR. : I do not know.

MR. : Okay. That's all I need.

MR. : As far as I'm concerned it's  
USA.

MR. : Yeah. Well, I know that but  
I mean as far as the nationwide--

MR. : I don't know who--

MS. : Yeah.

MR. : --may a picked 5:00 o'clock.  
I don't know how they--

MR. : Yeah.

MR. : --could come up with that  
number.

MR. : Well, somebody heard it on  
CNN, so--

MR. : Well, that's--

MR. : Yeah.

MR. : We don't report to them.

MR. : Okay; thank you.

MR. : Uh-huh.

MS. : Bye-bye.

- - -

MR. : Command Center. Command  
Center.

MR. : [inaudible].

MR. : I need you on the line only.

MR. : Command Center.

MR. : I need you on the line only.

Can you verify it's just you and me.

MR. : Just you and me.

MR. : Okay. Air Force One has changed his destination. His destination's unknown at this time but he is making a turn to Cresfield and we'll give you more information when that becomes available.

MR. : What's the identifier for Cresfield?

MR. : CEW, and he's apt the pick up a fighter escort.

MR. : Okay.

MR. : All right.

MR. : Thanks.

MR. : All right.

- - -

MR. : Andy.

MR. : Hey, Andy, Command Center.

Is Cincinnati taking airplanes? Or no?

MR. : Are they what now?

MR. : Is Cincinnati taking any flights at all?

MR. : As far as I know they're still taking 'em; yeah.

MR. : Oh, they are.  
[unintelligible] or anything, huh?

MR. : No.

MR. : Okay; very good. All right.  
Thank you.

MR. : All right.

- - -

MR. : Andy.

MR. : Hey, Andy, Command Center.  
Any confirmation yet on America 77, by any chance?

MR. : We--no, we don't know anything on that one.

MR. : But that, that guy was [inaudible] going down by the York 08010 mile fix?

MR. : Possibly; yes.

MR. : Possibly.

MR. : I don't think we--hold on a minute.

[Pause.]

MR. : Okay. We're--we have a state police helicopter going to that area to check out and see if that's--who it is.

MR. : Okay.

MR. : So it'll be a little while before we know.

MR. : All righty. Okay. Thank you very much.

MR. : Sure.

MR. : All right.

- - -

MR. : Command Center.

MS. : Command Center, this is Wash. We do have one missing airplane.

MR. : Oh, you do?

MS. : Yes.

MR. : Okay. Give me a call sign.

MS. : Medex [?] 411, supposed to be landing National. MEP 411.

MR. : M-E--I'm sorry. M-E-T.  
M-E-D.

MS. : M-E-P.

MR. : M, M-E-P. I'm sorry.

MS. : Mike Echo Papa.

MR. : Medex 411.

MS. : Yeah. Cleveland Center, my supervisor reporting [?] he's looking for him right now but he's missing.

MR. : Where was he out of?

MS. : He was out of Milwaukee.

MR. : MKE. Where was he going?

MS. : Land at National and he's, he's not arrived yet.

MR. : What time did he take off?

MS. : Let's see.

MR. : Was he ever airborne, first of all?

MS. : Yes, I believe he was airborne because we had a ticket on him, so he must a been coming our way. You know, he might a diverted somewhere; but I don't know.

MR. : Okay. He may have diverted but I'll just--I'll let these folks here know he could have been aborted.

MS. : You might want to give Cleveland a call.

MR. : What was his type, by the way?

MS. : MD-80.

MR. : M--

MS. : MD-80.

MR. : MD-80.

MS. : Yeah, outta Milwaukee for National.

MR. : Okay.

MS. : Thanks.

MR. : All righty. Thank you.

MS. : Bye.

MR. : Bye.

- - -

MR. : Command Center. Jim.

MR. : Hey, Jim. Who's this? Jim Racus [?]?

MR. : Yeah.

MR. : Hey, Jim. Joe Foreman [ph],  
how are you?

MR. : All right, Joe.

MR. : A mess, huh?

MR. : What's up?

MR. : Hey, I just want to know  
whether they needed anybody to come in early; want  
me to come in early or do you guys need any help?  
Or how's it going?

MR. : They, they would not turn you  
back if you did come in early. There's tons a  
people running around here. I know there's a bunch  
a people that are kind a shook up. We got to watch  
the second one.

MR. : You have what?

MR. : We got to watch the second  
impact of the World Trade Center there.

MR. : Yeah; right; right.

MR. : And--

MR. : I'm just wondering. You  
know, I [inaudible] if you need a hand, that's

fine. I don't want to get in the way if you already have enough folks. I mean, I'm sure your busy but with--you know, everything's pretty much stopped right now?

MR. : It's entirely up to you. I don't see where there's a problem with that, one way or the other.

MR. : I think [inaudible].

MR. : Okay; okay. I gotta go Joe.

MR. : Okay; bye.

MR. : Talk to you later.

- - -

MR. : [inaudible].

MR. : Hey, Nick [?], Command Center. Hey, we're missing a Medex 411 out of Milwaukee.

MR. : I'll do a SPUR [?]. I'll get back to you.

MR. : I'm sorry; say again.

MR. : I'll do a SPUR. I'll get back to you.

MR. : Great. Thanks very much.

All right.

- - -

MR. : Chicago.

MR. : Hey, Chicago, Command Center.

We're missing one outta Milwaukee to National,  
Medex 411.

MR. : We're checking on him right  
now.

MR. : Okay; great. Thank you.

MR. : All right. Bye.

- - -

MR. : [inaudible] Craig.

MR. : Who's this?

MR. : Craig.

MR. : Hey, Craig.

MR. : Yeah.

MR. : Hey, how you doing? This is  
Denzel [ph] at the Command Center.

MR. : Hey, how's it going?

MR. : Good. Hey, listen, your  
Flight 411 out of Milwaukee to D.C.

MR. : Yeah.

MR. : Do you know where he is?

MR. : 411, Milwaukee-D.C.

[inaudible]. Looks like I have him over Appleton going into Columbus.

MR. : You said what? You had him what?

MR. : Out over Appleton, Ohio, going into Columbus. It looks like--

MR. : He diverted to Columbus?

MR. : Yeah; looks like he's at about three thousand--

MR. : Okay, hang on one second. Hang on.

MR. : Okay.

[Pause.]

MR. : Hey, Craig?

MR. : Yeah.

MR. : Great. Okay, great; thanks. We appreciate it. We found him.

MR. : Oh, not a problem. Okay.

MR. : All right. Thanks. Bye.

MR. : Bye.

- - -

MR. : [inaudible] traffic that needs to get up there, I need to--

MR. : Is the supervisor on yet?

MR. : Supervisor--

MR. : Okay, I'm showing--I can barely hear you, sir.

MR. : Okay.

MR. : All right. This is at [inaudible] the operations manager at the center. We've gone to APC alert. We're getting word from our regional office, from FAA security, that there's supposed to be an untracked tar--or an untracked aircraft headed for Boston Center. So we are kicking out everybody that doesn't need to be here, we're going down to bare staffing and potential for ATC zero.

MR. : I hear evacuating Boston Center--

MR. : Well, we're not evacu--we are removing everybody that we can, we're gonna go down to bare bones, we're not--I'm waiting for more

information from, from our region. If I get something more confirmed, I will, I will kick everyone out.

MR. : Okay. The people that--assuming you get an, an all clear, are you gonna have recall on these people?

MR. : Yes; we will. We will take care a managing that part. I'm just letting you know what our status is, sir.

MR. : All right. Thank you.

MR. : Bye.

- - -

MR. : Command Center. This is Rob.

MR. : Command Center. Command Center.

MR. : Command Center. Philly. I got Pennsylvania state police and the New Jersey state police doing missions and they need confirmation that they can fly and get refueled and go back out and do whatever it is they're doing.

MR. : Hang on a second here, Philly.

MR. : Okay.

[Pause.]

MR. : Hey, Phil?

MR. : Yes.

MR. : Just hang on. We're kind a  
busy here so everyone's kind of in a, you know--

MR. : Yeah. I know.

MR. : --emergency mode here. So  
just bear with us; right?

MR. : Right.

MR. : All right.

[Pause.]

MR. : Hey, Phil?

MR. : Yes.

MR. : I'm told that law enforcement  
is allowed to fly.

MR. : Okay. Thank you.

MR. : Okay. Thanks.

MR. : Bye.

- - -

[Start Tape 4.]

MR. : This is a continuation of the

9/11 tapes, position 25 Bravo, tape four, time now  
1438 Zulu.

MS. : Command Center. Wanda.

MR. : Hi, Wanda. It's Steve at  
Boston Center. I just wanted to let you know--I  
don't know if you knew or not--but Boston Center  
just took out ATC zero.

MS. : Yes.

MR. : Okay; thank you.

- - -

MR. : Washington.

MR. : Washington. Jim at the  
Command Center. November 4 is approved to land  
Richmond.

MR. : [inaudible]. Okay.

MR. : All right?

MR. : Thank you. Bye.

- - -

MR. : American Dispatch. Michael  
Conn [ph]. Can I help you?

MR. : Mike, Tim at the Command  
Center. A quick question. Do you know the

whereabouts of your Flight 77?

MR. : No, sir; we don't. We're still trying to ascertain his whereabouts.

MR. : Okay; thanks.

MR. : We suspect he may be in trouble but we cannot confirm that.

MR. : Okay; thank you.

MR. : And hey, Jim?

MR. : Yeah.

MR. : Is there still a telecon scheduled for 1515Z?

MR. : Let me check. No.

MR. : There is not?

MR. : None.

MR. : Understood. All right.

Thank you.

- - -

MR. : And coincidentally, you're the guy. Can you get, can you get somebody that actually knows what's going on [inaudible] to call the mission desk here at Jacksonville.

MR. : ZJX [?] missions.

MR. : Yeah.

MR. : They know your number, I  
guess?

MR. : Yeah.

MR. : Okay.

MR. : Thanks.

MR. : All right. Bye.

MR. : Bye.

- - -

MR. : Leesburg Flight Service.  
Bill Ruzan [ph]. Good morning.

MR. : Hey, Bill, good morning.  
Denzel [ph], Command Center. Okay.

MR. : Yes, sir?

MR. : All VFR traffic would like to  
broadcast at 1215 or 2430.

MR. : It's already been done but  
we'll do it again.

MR. : All helicopter and all VFR  
flights, nothing is allowed in the D.C. Metro area.

MR. : Well, we've already told them  
over our whole flight plan area; but we'll do it

again.

MR. : Hold on one sec.

Okay. All right?

MR. : Okay.

MR. : Thank you very much.

MR. : [inaudible].

MR. : Bye-bye.

- - -

MR. : Command Center.

MR. : Yeah. I need to talk to CARF  
[ph].

MR. : You need to talk to CARF?

MR. : Yeah. I got a lost air--lost  
F-16. He can't talk to his, his command post.

MR. : Where's the last time you  
seen him? Do you know?

MR. : Right now, he is south a  
Battle Creek.

MR. : South a Battle Creek. All  
right.

MR. : Kalamazoo, Michigan.

MR. : What's the identifier for

Battle Creek?

MR. : BTL.

MR. : BTO?

MR. : BTL.

MR. : BTL. I'm sorry. South of  
Battle Creek. Okay; hang on a second.

[Phone ringing.]

MR. : Andy [inaudible].

MR. : Andy, Jim at the Command  
Center. It was passed to us that November 4 is  
requesting a fighter escort. Do you have one or  
are we--

MR. : You are.

MR. : Thank you.

MR. : Okay.

- - -

MR. : Washington.

MR. : Hey, Wash, in reference that  
lost F-16. Someone called. I want to talk to  
CARF.

MR. : Okay. What do you--go ahead.

MR. : You got a [inaudible] on him?

awt

MR. : Stand by. I'll see if I can get it. Stand by. I've got the infos [?] on the phone. I'll get him to send me [inaudible].

MR. : Okay. I've got another number you can call the CARF people.

MR. : Okay.

MR. : It's [ ] --

MR. : I don't know--well, the area code, it's around here, it is, but I don't know their number.

MR. : Okay. Well, I'll give you the number.

MR. : All right. Go ahead.

MR. : [ ] [ ] , or [ ]

MR. : Okay.

MR. : All right.

MR. : Thanks.

MR. : Thanks.

- - -

MR. : Command Center. Jim.

MS. : Hey, Command Center, this is Jacksonville Center. We have a SAMs [?] flight that

we refused to issue a clearance to. He took off on his own and would not--without any clearance, as we were trying to get a clearance for him, that he was allowed to go. He's heading to Andrews.

MR. : Okay. What was the number on that?

MS. : It's 50049. Had to call CARF earlier on it. I now know that it's a G3. He's off of Navy Jax and--

MR. : What's the identifier for that Navy Jax?

MS. : NIP.

MR. : To Andrews.

MS. : And his code is 2673 and he's heading towards Andrews.

MR. : Okay. SAM. They use an M in front of it; is that correct?

MS. : S.

MR. : S. I thought they changed that. Okay. All right. Thank you.

MS. : Hold on a second. He told us on the phone he was going to Barksdale but the

clearance is to Andrews.

MR. : That doesn't matter.

He--they're gonna go where they want to.

MS. : Okay.

MR. : All right. Thank you.

- - -

MR. : Command Center.

MR. : We just got word that there is a military aircraft at approximately 23,000 feet over top a Dulles.

MR. : A military aircraft. I guess you don't know what type it is, huh?

MR. : Heck no. I don't know. I can't read 'em at 23,000.

MR. : ACSD--

MR. : My eyes are good but--

MR. : And Washington Center, Washington Center doesn't know what type it is or anything over there?

MR. : I don't know. I haven't talked to them. They just--we just got a call down from the tower that said--

MR. : What? Is he circling or just going across? Is he--

MR. : No; he's just orbiting.

MR. : He just what? Orbited?

MR. : Yeah; that's what he said.

MR. : All righty.

MR. : I mean, I don't see him. If he's up there, he's in the middle of the radar cone [?], so--

MR. : Okay. And it's a mil--you're definitely sure it's a military aircraft?

MR. : I'm must repeating what I was told. That's what they said.

MR. : Okay. I'm just trying to get information here.

MR. : Yeah. I know.

MR. : Okay; thanks.

MR. : You guys are probably getting killed right now.

MR. : Yes; we are.

MR. : Okay.

MR. : All right. Bye.

- - -

MR. : Washington Tower.

MR. : Hey, Washington Tower.

Command Center. A little information for you.

Anyone that's cleared to fly outta your place such as maybe a helicopter, law enforcement--

MR. : Right.

MR. : --they must be on a discrete code. Okay. One guy came off a minute ago and the military scrambled on him, so we don't wanna shoot him down. So anyone comes off, gotta have a discrete code coming off. That's--

MR. : We've got helicopters working the situation here, but other than that, we don't have anything going. We do have a couple a government planes getting fixed to go. I'll tell you that.

MR. : Well, they need to call, get some kind a clearance because right now we've got N4 trying to get in. We, we won't let him go closer than Richmond.

MR. : Yeah. We're working it all.

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MR. : Okay; very good. Thank you.

MR. : Uh-huh.

MR. : All right.

[END OF TAPED RECORDING.]

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