



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Potomac Consolidated TRACON
3699 MacIntosh Drive
Warrenton, Virginia 20187

Subject: **INFORMATION:** Potomac TRACON 911
Certification

Date: October 20, 2003

From: Air Traffic Manager, Potomac TRACON

Reply to
Attn. of:

To: Director of Air Traffic, AAT-1

I hereby certify that I have asked the following questions to every employee on duty during the period 9/11/01 Midnight through 9/11/01 11:59 pm, regardless of whether retired or transferred except as noted below:

1. "Do you have any copies of government records, including electronic mail, audio tapes, or any other records pertaining to the events of September 11, 2001, that you may have received or generated concerning the time period of 12:00 midnight to 11:59pm September 11, 2001?"

"If yes, you are required to provide any government records by close of business today, including E-mail."

2. "Do you have any personal notes, recordings, electronic mail, audio tapes, or other records pertaining to the events of September 11, 2001 that you may have received or generated concerning the time period of 12:00 midnight to 11:59pm September 11, 2001?"

"If yes, you are strongly encouraged to provide your personal notes to the Air Traffic Manager by close of business today."

Unable to Contact:

| <u>Name of employee</u> | <u>Facility of 9/11</u> | <u>Current Facility</u> | <u>Reason for unavailability</u> |
|-------------------------|-------------------------|-------------------------|----------------------------------|
|-------------------------|-------------------------|-------------------------|----------------------------------|

None

See attached employee list for completed 911 certifications.

Barbara Jo Cogliandro

Attachments

cc: AAT-20
AEA-505

POTOMAC CONSOLIDATED TRACON (PCT) 911 CERTIFICATION EMPLOYEE LIST

| | | | | | |
|---------------|----------------|-----|-----|------|---------------|
| Doy | Vera M. | ADW | PCT | ATCS | No |
| Ford | Chauncey E. | ADW | PCT | STMC | No |
| Maddox | David S. | ADW | PCT | ATCS | No |
| Quinn, Jr. | John M. | ADW | PCT | ATCS | No |
| Thompson, Jr. | Roosevelt | ADW | PCT | ATCS | No |
| Arruda | Jeffrey T. | BWI | PCT | ATCS | No |
| Culbertson | Christopher P. | BWI | PCT | ATCS | No |
| Grammo | Michael S. | BWI | PCT | ATCS | No |
| Griest | Diane L. | BWI | PCT | OS | No |
| Hunter | Gregory S. | BWI | PCT | ATCS | No |
| Ludwig, Jr. | Karl D. | BWI | PCT | ATCS | No |
| Miller | Clovell | BWI | PCT | ATCS | No |
| Overstreet | Robert S. | BWI | PCT | ATCS | No |
| Preston | Brian | BWI | PCT | ATCS | No |
| Primis-Dees | Pamela | BWI | PCT | ATCS | No |
| Proudfoot | Scott R. | BWI | PCT | ATCS | No |
| Richardson | Brian P. | BWI | PCT | ATCS | No |
| Showalter | Richard | BWI | PCT | TMC | No |
| Thomas | William C. | BWI | PCT | ATCS | No |
| Toms | David L. | BWI | PCT | ATCS | No |
| Zak | David M. | BWI | PCT | OS | No |
| Bryant, Jr. | Alton M. | DCA | PCT | ATCS | No |
| Castillo | Albert | DCA | PCT | ATCS | No |
| Hall | Glenn | DCA | PCT | ATCS | No |
| Horner | Randolph W. | DCA | PCT | SS | No |
| Martin | Stephen B. | DCA | PCT | ATCS | No |
| McCarthy | Paul J. | DCA | PCT | ATCS | No |
| Niedermaier | Thomas R. | DCA | PCT | OS | No |
| Padgett | Victor F. | DCA | PCT | OS | No |
| Seitz | Jadyne M. | DCA | PCT | ATCS | No |
| Selim | Jubran G. | DCA | PCT | ATCS | No |
| Shedlock | James M. | DCA | PCT | OS | No |
| Smoak | Robert F. | DCA | PCT | ATCS | No |
| Thawley | Patrick A. | DCA | PCT | ATCS | No |
| Adair | James P. | IAD | PCT | ATCS | No |
| Bartosiewicz | John J. | IAD | PCT | ATCS | No |
| Biggers | Geri | IAD | PCT | ATCS | No |
| Chadman | Ronald | IAD | PCT | ATCS | No |
| Claus | Raymond | IAD | PCT | ATCS | No |
| Dolson | Bobby J. | IAD | PCT | ATCS | No |
| Funk | Erwin | IAD | PCT | ATCS | No |
| Graves | Carl L. | IAD | PCT | ATCS | No |
| Hawrysko | Michael L. | IAD | PCT | OS | No |
| Hendershot | John J. | IAD | PCT | OS | No |
| Howell | Danielle L. | IAD | PCT | ATCS | Yes, Attached |
| Howell | William T. | IAD | PCT | ATCS | No |
| Hribal | William L. | IAD | PCT | ATCS | No |

| | | | | | |
|--------------------|---------------|-----------|-----|------|----|
| Janak | Paul | IAD | PCT | ATCS | No |
| Keenley | Ryan P. | IAD | PCT | ATCS | No |
| Kelly | Stephen E. | IAD | PCT | ATCS | No |
| Lewis | Eric G. | IAD | PCT | ATCS | No |
| Mantello | Joseph | IAD | PCT | ATCS | No |
| Masaitis | Mark | IAD | PCT | TMC | No |
| McClosky | Shawn R. | IAD | PCT | TMC | No |
| Miller | Robert | IAD | PCT | ATCS | No |
| Naylor | Jerald R. | IAD | PCT | ATCS | No |
| Paton (Spring) | Colleen | IAD | PCT | ATCS | No |
| Reid | Richard S. | IAD | PCT | ATCS | No |
| Reynolds | James | IAD | PCT | ATCS | No |
| Robinson | Esther C. | IAD | PCT | ATCS | No |
| Sekelik | David | IAD | PCT | ATCS | No |
| Short | Gregory K. | IAD | PCT | ATCS | No |
| Swank | Blaine R. | IAD | PCT | ATCS | No |
| Tavino | Thomas | IAD | PCT | ATCS | No |
| Utley | Robert | IAD | PCT | ATCS | No |
| White | Anthony | IAD | PCT | OS | No |
| Zwirble | Maureen A. | IAD | PCT | SS | No |
| Hayes | Bryan J. | AEA-504.1 | PCT | OM | No |
| Nassar | Samuel R. | ATCSSC | PCT | OS | No |
| Sparrow (Charlton) | Kimberly Jill | ATCSSC | PCT | STMC | No |
| Whittemore | Robert A. | ATCSSC | PCT | ATCS | No |
| Sullivan | Matthew M. | A90 | PCT | ATCS | No |
| Enders | James R. | ZDC | PCT | TMO | No |
| Gomoka | James T. | ZDC | PCT | STMC | No |
| Mitchell | Johnathan C. | ZDC | PCT | ATCS | No |
| Sutherland | Chris | ZDC | PCT | ATCS | No |
| Lehman | Bryan L. | ZNY | PCT | ATCS | No |

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Barbara Cogliandro
10/14/2003 08:25 AM

To: Alan Hendry (b)(2)(b)(2)High
cc:
Subject: Response to 9/11, The Big Lie

----- Forwarded by Barbara Cogliandro (b)(2)High on 10/14/2003 08:25 AM -----



AcowgIrdan (b)(6)
10/10/2003 02:03 PM

To: TLeventhal (b)(b)(6)
cc: Barbara Cogliandro (b)(2)(b)(2)High
Subject: Response to 9/11, The Big Lie

Mr. Meyssan's book "9/11: The Big Lie" states that on September 11, 2001 I and my fellow air traffic controllers at Dulles airport had "no possible doubt" that the plane we saw approaching Washington, DC, which subsequently crashed into the Pentagon, "could not be a commercial airliner, but only a military aircraft" because of its speed and maneuverability.

In the manner Mr. Meyssen took my statements from context and arranged them to support his theory, his conclusions are a blatant disregard for the truth.

Upon initial impression, I considered the target, later confirmed to have been American Airlines flight 77, to possibly have been a military aircraft. In an interview with ABC's 20/20, I stated, "The speed, the maneuverability, the way that he turned, we all thought in the radar room, all of us experienced air traffic controllers, that that was a military plane. You don't fly a 757 in that manner. It's unsafe." Since that tragic day, I've realized it was never the intent of the hijacker to safely land American flight 77 anywhere. The usual preparations for a safe landing within our National Airspace System were not a consideration. Further, my colleagues at Reagan National Air Traffic Control Tower observed, from the windows of the Tower, an American Airlines Boeing 757 disappear below the skyline just prior to the smoke beginning at the Pentagon. Where is this B757 now? There was no situation when a standard airliner would traverse the skies around Washington, D.C. without strict approval by FAA Air Traffic Control.

Where are the crew and passengers from American 77? They have never been accounted for by Mr. Meyssen.

Another valid point against the argument by Meyssen is the path the aircraft flew. Meyssen suggests it was a military missile used to impact the Pentagon. ~~Why would a missile make a 360 degree maneuver when within 3 miles of its target? An aircraft would maneuver like this to reduce its altitude. A missile would be on course, at its appropriate altitude, when it approached the target.~~

The suggestion of the use of a military plane or missile, knowing all available facts, is simply beyond consideration.

If Mr. Meyssen had been interested in the full truth, many sources were available. There would have been no better witnesses than the aviation-trained, eye witnesses of Air Traffic Control. In that he never requested interviews of any of us who were there, his interest obviously lies not in revealing any truth, but in his personal financial gain.

Respectfully,
Danielle (O'Brien) Howell



FAA Potomac Consolidated TRACON
Air Traffic Division
3699 MacIntosh Drive
Warrenton, Virginia 20187
Office: (b)(2)High
Facsim: (b)(2)High



To: Doug Gould

Date: 10/20/03

(b)(6) (b)(6)

Number of Pages: 5
(Including Cover Sheet)

Phone: Belchitworth

From: Potomac Administrative Office

Facsimile: (b)(6) (b)(6)

cc: _____

Phone: _____

REMARKS: Urgent For Your Review Reply ASAP Please Comment

Lined area for remarks, currently blank.