American 11 and United 175

Radar-based Timeline
with
FAA/NORAD Transcript Information

Commission Sensitive
American Air 11 Departs Boston

08:00 EOT

71W

0800:27
Check in with
Boston TRACON

0805:40
Check in with
Boston Center

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American Air 11 Normal Flight Interrupted
08:00 - 0813 EDT

Last AA11 Transmission 0813:31

Two attempts by 46R for a roger on the turn, 0813:37, 0813:50

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American Air 11 Silent Flight, Transponding
08:14 - 0820 EDT

Schenectady
Albany
Pittsfield
73W

Transponder Off 0820:26

46R: Comms Check with N3.17ML
38R: Nordo

38R
Boston Sector 46R

12 Attempts

46R Boston Sector Controller
38R Athens Sector Controller
-47RA Bosox Radar Associate
-38RA Athens Radar Associate

Scopes on the search

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American Air 11 Turns South

08:20 – 08:27 EDT

Five Radars Tracking
- North Truro, MA
- Dansville, NY
- Remsen, NY
- Riverhead, NY
- Gibbsboro, NJ

47R Acknowledges
UA175
Transponder Off
08:20:26

American Air contacted
Through AA269

Additional scopes on the search
- 39R Cambridge Sector Controller
- 36R Gardner Sector Controller
- 10RA Rockdale Radar Associate
- 47R Bosox Sector Controller

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American Air 11 Voice Transmissions
08:24 – 08:26 EDT

"47R: we think someone is in cockpit"
08:25:38

"no moves"
08:24:56

"38R: call supervisor"
08:25:50

"46R: who's trying to call"
"American eleven are you trying to call"
08:24:46-08:24:53

"we have some planes"
08:24:38

"unintelligible" "R46: Is that AA11 trying to call"
08:24:33

Schenectady
Albany

Riverhead Radar only

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American Air 11 South to the Hudson
0827 – 0835 EDT

CCEast notified 0828:08
Cleveland
New York
Boston Centers notified 0829:40

Additional scopes on the search
-24R Delancey Sector Controller
-47RA Bosox Radar Associate
-20RA Kingston Radar Associate
-36RA Gardner Radar Associate
-22R Albany Sector Controller
-21R Canan Sector Controller
-05R Stewart Sector Controller
-09RA Utica Radar Associate
-R56 New York
-R51 New York

Boston TMU call to CAPE TRACON, Otis AFB
0834:30-0835:58

"no stupid moves" 0833:59

Planes queried
-USA583
-COA389
-N62775N
-BTA4042
-Comair949
-Delta1989
-UA175
-Delta9930
-Eagle936
-USAir1251
-Delta2031

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American Air 11 Final Leg
0835 – 0846 EDT

Boston MOS call to NEADS
0837:52-0839:58
Recorded at both ends

CCEast, Boston, NY TRACON
discuss AA11, Boston—losing speed
rapidly, primary only believe in the
descent.0840:39

Boston, NY TRACON discuss
AA11, NY—USA583 thought he
was at twenty-nine, wait a sec,
confirmed by another plane five
miles ago, still level two nine zero
looks like not going to Kennedy
0842:57

Situational Awareness Conflicted

USA583 reports ELT on
guard frequency 0844:04
DAL2433 picked it up too
0805:07

UA175 reports suspicious
transmission out of
Boston

CCEast will handle
Washington
0842:37

UA175 changes Mode 3
At 0846:24

Last radar return 0845:48

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American Air 11 United Air 175
0837 – 0903 EDT

UA175 sees AA11 at 29, 0838:04

UA175 last transmission "Did you copy that" 0842:12

NY asks UA175 to recycle transponder 0851:43

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American Air 11 Close Up
0837 – 0846 EDT

Boston to Herndon: in descent, slowing down

MOS to NEADS: last altitude 290, not confirmed

NY to USAIR flight: Heading south at 290

Boston to New York: Showing 29 no verification

Boston to New York: USAir thought twenty-nine

NEADS to Boston: descending to two nine zero

ATM to ZNY OMIC: AA11 two niner zero, confirmed through radar verification from other aircraft

Delta2433: two niner zero, picked up ELT

NEADS MCC summarizes: He's heading 190, 29 thousand, he's heading down south

NEADS MCC scrambles PANTA 45, 46 heading 290 flight level 290

0848 CONR-NEADS: General wants to know, you have radar coverage on this guy?

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Otis Scramble and Training, Full Sequence
as of 0937 EDT

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Anomalies

- AA11 Take over 13+ minutes after takeoff; UA175 almost 30 minutes after takeoff
- NEADS not contacted until 13 minutes after AA11 determined to be hijacked
- AA11 turns transponder off, UA175 leaves on but changes code twice shortly after AA11 impact
- ELT transmission linked to AA11 by controllers
- UA175 location SW of Kennedy linked to AA11 by controllers who hold AA11 at 29K altitude
- Management perception AA11 slowing and descending not shared by controllers and not shared with NEADS
- NEADS cannot find the primary track until just at impact and does not establish the low altitude

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