

1304 ZNY G/S  
1311 ZBW G/S  
1326 ALL ARTC' G/S  
1345 ALL A/C LAND ASAP

## Air Traffic Services Cell (ATSC) Events on 11 Sep

- Col Czabaranek, Maj Cherry, and Maj Bridges were on duty the morning of 11 Sep 01 prior to the terrorist attacks on the World Trade Center and Pentagon.

0855 - We were in the ATSC office next to Central Altitude Reservation Function (CARF) discussing various tasks when at approximately 0855 EST Tony Moreno from the CARF office told us to turn on CNN because an aircraft had crashed into the World Trade Center.

-- We thought it was an accident based on the CNN report that a small, single-engine aircraft had hit the building.

-- We discussed that the hole in the building was too big to be from a small aircraft and were evaluating the possibilities of a commercial aircraft accident up until the time of the second crash.

0903 - We saw the second aircraft strike the tower on CNN and realized this wasn't an accident situation.

-- Pulled out the ATSC checklists and called Mr. Planzer's office and established contact with AF Ops Center.

-- Opened the safe to get STU keys from the vault. Initially, the secure phones did not work for an incoming call from the National Military Command Center (NMCC). Phone keys recalibrated and worked fine.

-- Manned the ATSC console on the floor. National Operations Manager (NOM) requested military response to events. Maj Cherry contacted NMCC and was told that Senior Leaders were in a meeting to determine their response and would call us back.

-- Shortly after this an FAA person from the floor walked into the ATSC office asking about establishing fighter support over New York City.

-- Col Czabaranek called the NMCC who indicated they were aware of the request for fighter support. Aircraft were scrambled from Otis ANGB.

-- Calls to activate the ATSC came from LtCol Mahony and Col Litzenberger, AF Ops Center.

-- Col Czabaranek called NORAD to let them know we were up and running.

0926 - FAA ground-stops all aircraft. Airborne aircraft allowed to continue on to destination.

-- Aircraft bound for New York area diverted to other locations including Canada.

0930 - Col Czabaranek took phone calls from the White House concerning fighter escorts for Air Force One and fighter CAPs for Washington DC area. NORAD called reference fighter escorts and CAPs.

- JCS called wanting to know where Air Force One was located.

- 1030
- FAA immediately began diverting all aircraft to land as soon as possible.
    - All foreign arrivals diverted to Canada

- Passed information from ATSC console to ATSC back office for dissemination to NMCC, AF Ops Center, and NORAD on which commercial flights were out of contact

- Worked issue of getting fighter escort for Attorney General into Washington National Airport.
  - Called 112 ACS to get phone numbers for Northeast Air Defense Sector to scramble fighters for Washington D.C. CAP and escort the for Attorney General into Washington National Airport.

1030<sup>2</sup>

- Boston ARTCC evacuates for security reasons.

- Began coordinating process to allow Northeast, Western, and Southeast Air Defense Sectors access ATCSCC conference call bridge.

- Monitored operational phone bridge and called FAA reps in Air Defense Sectors to get them to call into the bridge.

1200  
0 minutes

- ATCSCC receiving calls asking to allow law enforcement, med evac, airline go-teams, to fly.

- Entire NAS shut down, no approvals for other than military aircraft.
  - Contacted NMCC looking for approval to launch certain flights.
  - Slow, controlled migration from ATSC secure area to EOR room began. Process hampered by lack of available DSN and commercial phone capability. Telephones were added and tested in the EOR by FAA personnel. Eventually had staff of approximately 10 personnel (military and FAA) working individual flight approvals.
  - NMCC transferred flight approval authority to NORAD.
  - SCATANA flight planning procedures implemented by NORAD.
  - NORAD worked aircraft approvals for a while then transferred approval process to Gen Arnold, Continental Region CC.
  - Dozens of phone calls fielded in association with confusion of SCATANA implementation. Col Czabaranek spoke with Gen Eberhart, CINCNOAD on SCATANA procedures. Confirmed SCATANA not implemented; just for flight planning and prioritization of flights of military flights.
  - NORAD transfers approval authority for med evac, lifeguard, law enforcement flight approvals with discrete Mode 3 codes back to FAA.
  - All other flight approval requests came through ATSC who consolidated and coordinated with 1st Air Force Command Post. Non-military included airline go-teams, CIA, FBI, FEMA and oil rig evacuations (for hurricane).

-- Flight approval authority again changed to each Area Defense Sector.  
-- ATSC worked flight approvals with each Air Defense Sector based on departure airport.  
-- Once approval was obtained, ATSC provided information to Severe Weather unit for broadcast via phone bridge.

- Issue arose with approved flights being intercepted by military aircraft.
  - If Air Defense Sector had questions about specific aircraft, they were to call the ARTCC.
  - System hampered because Air Defense Sectors do not have radar coverage over interior of U.S., they only receive inputs from coastal radar sites.
  - ARTCC's will call the Air Defense Sectors with all approved flights and Mode 3 codes to prevent unnecessary intercepts.

- This by no means represents the totality of issues handled. (i.e. calls from state governors, deputy directors of the FBI, CIA, etc, etc.) This represents the first 4-5 hours after the initial event.

*IMPORTANT! LOG RECONSTRUCTED  
FROM MEMORY - DIDN'T HAVE TIME TO*

J: Drive/bridges/11 Sept