

9/11 Personal Privacy

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March 26, 2004

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Mr. C.S. Brinkley
National Commission on Terrorist Attacks Upon the United States
301 7th Street, SW
Room 5125
Washington, D.C. 20407

Susan Nystrom Ellis
Direct Tel [REDACTED]
Direct Fax (312) 706-8764
snellis@[REDACTED]

Re: Response to Commission's Requests to United Air Lines,
Inc.

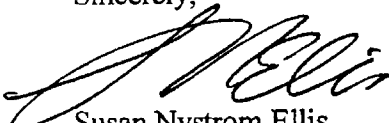
Dear Mr. Brinkley:

On behalf of United Air Lines, Inc., I enclose documents which contain information requested in the Commission's Questions For the Record. These documents are listed on United's Sixth Index to the Commission which is attached to this letter.

Please be aware that there is sensitive security information contained in the enclosed documents. It is our understanding that only those Commission members and staff persons who have signed the appropriate non-disclosure form from the Transportation Security Administration are authorized to review materials containing sensitive security information.

If you have any questions concerning the documents, please do not hesitate to contact me or one of my colleagues.

Sincerely,



Susan Nystrom Ellis

Enclosures

cc: Michael Feagley, Esq.
Jeffrey Ellis, Esq.
Loretta Redmond, Esq.

Brussels Charlotte Chicago Cologne Frankfurt Houston London Los Angeles Manchester New York Palo Alto Paris Washington, D.C.
Independent Mexico City Correspondent: Jauregui, Navarrete, Nader y Rojas, S.C.

Mayer, Brown, Rowe & Maw LLP operates in combination with our associated English limited liability partnership in the offices listed above.

Mr. C.S. Brinkley
March 26, 2004
Page 2

Ricks Frazier, Esq.
John Midgett, Esq.

03/26/04

United Air Lines Inc.'s Sixth Index to the National Commission on Terrorist Attacks Upon the United States

CONTAINS SSI	DATE	AUTHOR	RECIPIENT	DESCRIPTION	REQUEST NUMBER FROM 2/3/04 E-MAIL	BATES NUMBER
YES	02/23/2004			Average no show rates for flights 175 and 93 in the year 2001	QFRs 175.12 and 93.12	UASSI1-00032902
YES	09/11/2001			UA Flight 175 Flight Plan Forecast	QFR 175.4	UASSI1-00032903-04
YES				VIZDIZ(aircraft routing information) for aircraft UA 6212(Fl. 175 aircraft)	QFR 175.5	UASSI1-00032905-07
YES	02/24/2004			Explanation of load factors in week of September 11 th in years 1999-2001	Additional QFR 1	UASSI1-00032908

Flight 175 BOSLAX		Flight 93 EWRSFO	
Month	No Show Rate	Month	No Show Rate
1	19%	1	11%
2	17%	2	13%
3	26%	3	15%
4	15%	4	10%
5	13%	5	10%
6	13%	6	11%
7	17%	7	11%
8	13%	8	11%
9	23%	9	18%
9	34%	9	38%
10	19%	10	14%
11	14%	11	13%
12	10%	12	14%

*Please note that the flight numbers were not constant all year long. The information was gathered from the flights with the closest departure time of flights 175 and 93.

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BOSDD CHISB

.CHIVFUA 09110953 042442/KEU

AAA UAL175-11 BOS LAX PART 1 OF 1 PARTS

175-11SEP01 BOS 1200Z/0800E LAX 1816Z/1116P

05:35/05:38

ON TARGET

*** RLS 01 *** IFR 6212/N612UA CHISB 700-3358

UAL175 B/B762/E 0469 BOS P1200 350 RT: FMCS NO +2.4 (P)
BOS..GLYDE..BAF.J77.SAX.J80.VHP.J110.BUM.J134.DRK.J10.TNP.PDZ4.
LAX/0538 :NRP (SKYPATH)

BURNDUT	564	05:38	
S.O PCT	26	00:17	
HOLD	20	00:15	CIG/BR
ALTERNATE	27	00:13	ONT 53NM WCG FLOS0
EXTRA	0	00:00	
FPL	90	01:11	(RSV 64)

CLEARED 728 07:34

76.0

216	2346NM	2839/3200	2275/2720	2111	CLB	13-037	BOS	728
RCA	112	35 800	07 48	469	23059-059	409 20		73 655
SAX	77	35 800	06 48	468	25043-042	425 11		18 637
AIR	306	35 800	04 48	466	29033-031	435 42		72 565
VHP	257	35 800	04 46	466	30041-036	431 35		59 506
STL	200	35 800	05 47	467	30037-025	442 28		46 460
BUM	192	35 800	06 48	468	27037-037	431 26		43 417
ICT	150	35 800	07 49	469	27047-046	423 21		34 383
LBL	167	35 800	07 50	469	27040-039	430 24		38 345
CIM	191	35 800	08 50	470	27034-033	437 26		43 302
GUP	204	35 800	09 49	471	26025-025	446 28		44 250
DRK	184	35 800	09 49	471	24033-032	439 25		39 219
TNP	157	35 800	09 49	471	22040-034	438 23		36 183
POD	7	35 800	09 49	471	22040-034	438 1		2 101
LAX	132				20027-015	28		17 164

39	2824	05:45	549	000	M80
39	2833	05:41	558	232	M81

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UASSI1-00032903

RRR

37	2831	05:37	576	328	M82
39	2866	05:31	591	298	M83
35	2836	05:41	561	326	M79
31	2881	05:29	606	358	M80
28	2926	05:24	651	481	M80
26	2955	05:17	680	473	M80
24	2971	05:20	696	603	M78

RRR

RRR

RRR

RRR

RRR

RRR

FL	SAX	AIR	VHP	STL
430	24047-047-03	28036-036-03	29040-037-04	29042-033-05
410	24048-048-01	30037-035-01	30041-037-03	30043-033-03
390	24048-048+01	29037-034+00	29042-038-01	30045-034-01
370	25046-045+03	29035-033+02	30042-037+02	31041-029+02
350	25043-042+06	29033-031+04	30041-036+04	30037-025+05
330	27042-039+06	29032-031+05	31039-032+05	32033-020+06
310	26041-036+06	29032-031+05	30036-029+06	31028-015+07
280	27041-034+07	29032-031+06	30032-026+07	31023-013+08
260	29040-032+08	30032-030+07	31030-025+08	31021-011+09
240	29039-030+09	30032-030+08	31028-023+09	31018-010+10
FL	BLM	ICT	LBL	CIM
430	27043-042-05	27042-041-05	27043-042-04	27037-037-04
410	27043-041-02	27043-042-02	27044-043-01	27037-037-01
390	27042-041+00	27044-043+01	27045-044+02	27037-037+02
370	27040-039+03	27045-045+04	27042-041+05	27036-035+05
350	27037-037+06	27047-046+07	27040-039+07	27034-033+08
330	26034-034+06	27043-043+07	27036-035+07	27030-030+08
310	26031-031+06	27040-040+08	26032-031+08	27026-026+09
280	25027-027+07	27032-032+09	26027-027+08	27021-021+10
260	30024-024+08	26027-027+09	26024-024+09	27018-018+10
240	29021-021+09	26023-022+10	25021-021+10	26016-016+10
FL	GRF	DRK	TNP	
430	26030-030-05	24035-034-05	23043-030-05	
410	28028-027-01	25036-035-01	23044-039-01	
390	27027-025+02	25037-037+03	23044-039+02	
370	27026-025+06	24035-034+06	23042-036+06	
350	26025-025+09	24033-033+09	22040-034+09	
330	27023-022+09	24030-029+09	22039-031+09	
310	27020-019+09	24026-025+09	22037-029+09	
280	27014-013+10	23021-019+10	21035-025+10	
260	25012-011+11	22018-016+10	21033-023+11	
240	24010-009+11	21016-012+11	21032-021+12	

FUSBD: 672-99 CAT 1 AUTOLANDS
 564-00 B767-200 ATLANTIC OPS
 622-00 VIDEO SYSTEM (DVS)
 648-00 RFP ANOMALY
 551-01 FLI INDICATOR
 596-01 AUTOLAND REPORTING
 597-01 PILOT DEFERRALS

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 NEED APU HIGH ALTITUDE START PER FM PAGE 6-18 (57/67 ONLY)

CHIDD KEVIN RUDDY

CAPT (PRINT) VICTOR SARACINI MIN CODE C3 DOM JFK

CAPT SIGNATURE [Signature]

LAL173-11 END OF PART 1

EISIR 110953 103247 135

UASSI-00032904

VIZDIZ/ 6212/ / / 04042017

AIRCRAFT 6212 - SYS VISIT HEADER DISPLAY

TA	CHK	PTT	ARVL-FLT-DT-TIME	DPTR-FLT-DT	L/O	DF	PTT-SEQ
BOS	2SV*	67419:17	170-10SEP-2157	175-11SEP	10:01	0	4192005
SFO		67414:11	845-10SEP-1211	170-10SEP	01:19	0	4142001
JFK	2SV*	67408:44	8876-08SEP-1149	845-10SEP	45:22	2	4086010
BOS	2SV*	67408:04	170-07SEP-2257	8876-08SEP	11:54	2	4082006
SFO		67402:32	845-07SEP-1207	170-07SEP	01:50	0	4022006
JFK	2SV*	67397:06	14-06SEP-2217	845-07SEP	10:56	3	3972006
LAX	1SV	67392:24	17-06SEP-1230	14-06SEP	01:29	3	
JFK		67387:13	18-05SEP-0610	17-06SEP	03:45	3	3872002
LAX	1SV	67382:32	29-05SEP-2010	18-05SEP	01:56	1	3822009
JFK		67377:22	22-05SEP-1627	29-05SEP	01:09	1	3772002
SFO	3SV*	67372:25	5-04SEP-1913	22-05SEP	12:42	0	3722007
JFK		67366:58	10-04SEP-1511	5-04SEP	01:02	0	3662003

VIZDIZ/ 6212/ / / 04038664

AIRCRAFT 6212 - SYS VISIT HEADER DISPLAY

STA	CHK	PTT	ARVL-FLT-DT-TIME	DPTR-FLT-DT	L/O	DF	PTT-SEQ
LAX	2SV*	67362:06	11-03SEP-1905	10-04SEP	11:50	0	3622002
JFK	2SV*	67357:01	10-02SEP-1455	11-03SEP	25:31	0	3572010
LAX	2SV*	67352:22	11-01SEP-1903	10-02SEP	11:50	0	
JFK		67347:15	20-01SEP-1500	11-01SEP	01:29	0	3472002
SFO	2SV*	67342:31	863-31AUG-0025	20-01SEP	06:30	0	
JFK		67336:56	12-31AUG-1934	863-31AUG	00:48	0	3362001
LAX	2SV*	67331:58	905-30AUG-2158	12-31AUG	12:48	0	3312005
K		67326:39	862-30AUG-1739	905-30AUG	01:04	0	
SFO	2SV*	67321:41	863-29AUG-2159	862-30AUG	11:11	0	
JFK		67316:05	12-29AUG-1754	863-29AUG	00:49	1	3162003
LAX		67311:06	12-29AUG-0912	12-29AUG	00:25	1	
LAX	3SV*	67311:05	11-28AUG-1858	12-29AUG	14:01	1	3112004

VIZDIZ/ 6212/ / / 04035299

AIRCRAFT 6212 - SYS VISIT HEADER DISPLAY

STA	CHK	PTT	ARVL-FLT-DT-TIME	DPTR-FLT-DT	L/O	DF	PTT-SEQ
JFK		67306:05	20-28AUG-1518	11-28AUG	01:09	1	
SFO	2SV*	67301:13	863-27AUG-2221	20-28AUG	08:35	1	3012007
JFK		67295:30	862-27AUG-1815	863-27AUG	00:39	1	
SFO	2SV*	67289:59	5-26AUG-1909	862-27AUG	14:03	1	2892004
JFK		67284:36	10-26AUG-1503	5-26AUG	01:09	1	2842001
LAX	2SV*	67279:55	21-25AUG-0038	10-26AUG	06:20	1	2792001
	2SV						
JFK		67275:03	904-25AUG-2001	21-25AUG	02:13	0	2752002
LAX	1SV	67269:52	897-25AUG-1010	904-25AUG	01:05	0	
JFK	2SV*	67264:43	14-24AUG-2234	897-25AUG	08:55	0	2642005
LAX	1SV	67260:01	17-24AUG-1240	14-24AUG	01:41	0	
JFK	2SV*	67255:00	6-23AUG-0010	17-24AUG	09:46	0	2552001

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VIZDIZ/ 6212/ / / 04031512

AIRCRAFT 6212 - SYS VISIT HEADER DISPLAY

STA CHK PTT ARVL-FLT-DT-TIME DPTR-FLT-DT L/O DF PTT-SEQ

O	67249:59	9-23AUG-1444	6-23AUG	00:51	0	
FK A10*	67244:15	890-22AUG-2238	9-23AUG	12:55	0	2442017
AX 1SV	67239:22	23-22AUG-1215	890-22AUG	02:13	0	2392002
FK 3SV*	67233:55	6-21AUG-0007	23-22AUG	09:06	1	2332004
CO	67228:58	9-21AUG-1413	6-21AUG	01:19	1	2282002
	67223:35	18-20AUG-0615	9-21AUG	05:15	1	2232002

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FK	67213:42	8-20AUG-1627	29-20AUG	00:51	1	
AX 2SV*	67208:37	11-19AUG-1924	8-20AUG	12:32	2	2082017
FK	67203:15	20-19AUG-1554	11-19AUG	00:47	1	2032007
CO 2SV*	67197:51	863-18AUG-2208	20-19AUG	08:47	2	1972003
	67191:53	12-18AUG-1744	863-18AUG	00:45	2	

VIZDIZ/ 6212/ / / 04028196

AIRCRAFT 6212 - SYS VISIT HEADER DISPLAY

TA	CHK	PTT	ARVL-FLT-DT-TIME	DPTR-FLT-DT	L/O	DF	PTT-SEQ
AX	2SV*	67187:06	29-17AUG-1951	12-18AUG	13:14	1	1872007
FK		67181:57	8-17AUG-1606	29-17AUG	01:16	1	1812005
AX	2SV*	67177:15	169-16AUG-2038	8-17AUG	11:21	1	1772002
OS		67171:50	174-16AUG-1616	169-16AUG	01:18	0	1712001
AX	3SV*	67167:00	905-15AUG-2153	174-16AUG	10:07	0	1672007
FK		67161:47	862-15AUG-1741	905-15AUG	01:05	0	1612001
FO	2SV*	67156:53	5-14AUG-1926	862-15AUG	13:49	2	1562004
FK		67151:21	10-14AUG-1459	5-14AUG	01:16	2	1512001
AX	2SV*	67146:37	21-13AUG-0048	10-14AUG	06:11	1	
	2SV						
FK		67141:18	904-13AUG-1932	21-13AUG	02:06	0	1412003
AX	1SV	67136:37	897-13AUG-1009	904-13AUG	01:03	0	1362002

VIZDIZ/ 6212/ / / 04024573

AIRCRAFT 6212 - SYS VISIT HEADER DISPLAY

TA	CHK	PTT	ARVL-FLT-DT-TIME	DPTR-FLT-DT	L/O	DF	PTT-SEQ
	2SV*	67131:19	16-12AUG-0025	897-13AUG	07:04	1	1312003
	1SV	67126:52	19-12AUG-1438	16-12AUG	01:51	1	
K		67121:38	18-11AUG-0548	19-12AUG	06:05	2	1212001
X	1SV	67117:05	11-11AUG-1938	18-11AUG	02:15	1	1172002
K		67111:40	20-11AUG-1519	11-11AUG	01:12	0	1112001
O	2SV*	67106:58	203-10AUG-0010	20-11AUG	06:45	0	1062002
D		67101:49	806-10AUG-1927	203-10AUG	02:08	0	1012003
O		67097:23	163-10AUG-1015	806-10AUG	01:14	0	0972002
S	3SV*	67091:24	170-09AUG-2235	163-10AUG	08:21	1	0912004
O		67086:26	845-09AUG-1158	170-09AUG	02:02	1	
K	2SV*	67081:06	904-08AUG-1927	845-09AUG	13:28	0	0812001
K	1SV	67076:14	897-08AUG-0949	904-08AUG	01:23	0	

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UASS11-00032907

EXPLANATION OF LOAD FACTORS

Load factors for the week of September 11 in the years 1999-2001 do not significantly vary.
Load factors may vary due to time of year, economic conditions, cancellations and fare sales.

*note - a/c types changed from 757-767 and vice versa fairly frequently
difference in load factor could change by 3-5% as the 757 had 8% more seating capacity than the 767

BOS-EWR

0800 EST time frame

Year	Dep Time	Start Date	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	End Date
1999	800	7-Sep	64.7	51.2	39.7	49.9	50.5	49	45	37.2	14-Sep
2000	800	5-Sep	81.4	63.4	63.4	64	77.4	64.3	66	36.6	12-Sep
2001	800	4-Sep	69.7	51.7	51.4	50.3	73.1	48	53.4	30.4	11-Sep
Average			71.9	55.4	51.5	54.7	67.0	53.8	54.8	34.7	

EWR-SFO

0800 time frame

Year	Dep Time	Start Date	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	End Date
1999	750	7-Sep	62.8	64.9	34	39.4	35.1	73.4	34.6	25.5	14-Sep
2000	900/800*	5-Sep	71	33	37.3	62.1	47.3	59.9	45.6	91.2**	12-Sep
2001	800	4-Sep	47.5	40.6	40.4	47.7	46.7	42.2	37.5	20.3	11-Sep
Average			60.4	46.2	37.2	49.7	43.0	58.5	39.2	22.9	

↑
Does not include 9/12/00

* 0800 dep effective Fri. 9/8/00

** 91.2% L/F may have been unusually high due to flight cancellation on the afternoon of Mon 9/11/00

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UASS11-00032908

Explanation of Calls Recorded in the Operations Command Center and Crisis Management Center on September 11, 2001

On 9/11/01, the only calls from the Operations Command Center ("OCC") that were recorded were those to or from the dispatchers. No other calls coming into or out of the OCC were recorded. No calls in the Crisis Management Center ("CMC") were recorded (including the Dispatch seat in the CMC).

Following the events of 9/11/01, the FBI asked United to listen to the recordings of the calls to and from the United dispatchers to see if any of them were calls to or from Flights 93 or 175. United employees listened to the recordings and determined that none of them were calls to or from Flights 93 or 175. The FBI did not request a copy from United of any of the recordings of dispatch calls made on 9/11/01. These recordings subsequently were overwritten per United standard procedure concerning the retention of such recordings and are no longer available.

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UASSI1-00032892

Explanation of What Calls Into/Out of SAMC Were Recorded on 9/11/01

On 9/11/01, the only calls from crew members on Flights 93 and 175 were Star fix calls on the GTE Airfones. The Star fix calls went to SAMC in San Francisco, California. On 9/11/01, none of the calls into or out of SAMC were recorded by United because the telephone system was not set up to record calls.

The aircraft with tail numbers N612UA and N591UA did not have satellite communication equipment and therefore no one could have called from those flights using SATCOM.

Air Inc. records calls from the radio on UA flights. There were no radio calls from Flights 175 and 93 and therefore, there were no recordings to or from those flights.

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UASSI1-00032894

Explanation of SAMC Phone Records for Calls to United WHQ

On September 11, 2001, phone calls from the United San Francisco Service Aircraft Maintenance Center ("SAMC") to United World Headquarters ("WHQ"), including the Operations Command Center ("OCC"), traveled over a Private Line Circuit (or tie-line). United paid a flat monthly charge for calls made over this tie-line. Calls over this tie-line traveled through MCI's transport network into SBC's Centrex service, but did not go through the Public Switched Telephone Network (PSTN), and no usage-based billing was created for these calls. United did not keep any records of calls that left SAMC and no call-by-call detail reporting was created for calls made over this tie-line.

Incoming calls to WHQ traveled through the Centrex system, United's private phone system which was operated by SBC. Thus, the calls made from SAMC to the OCC on September 11, 2001 traveled over the tie-line and entered the Centrex system. Calls through the Centrex system did not go through the PSTN, and no call-by-call detail was created for these calls.

Because of the manner in which United's phone system was set up, United does not have, and never has had, any call-by-call records showing what time the calls were made from SAMC to Rich Miles in the OCC on September 11, 2001. United has asked SBC for any Centrex records concerning calls made from SAMC to the OCC on September 11, 2001 and has been told that it does not have any records concerning these calls.

UASSI100036096

**Explanation of Ed Ballinger's Communication With Flights
During Period From 1319-1333 Z (9:19-9:33 eastern)**

According to interviews with Chad McCurdy, the dispatcher who was assisting Ed Ballinger on September 11, 2001, and the ACARS records of messages sent and received by Ed Ballinger on that day, United believes that during the time between approximately 1319 Z and 1333 Z (9:19-9:33 eastern), Ed Ballinger was doing the following: (1) Ed Ballinger was checking the status of his assigned flights from a printed out list of aircraft numbers by reviewing messages from the flights and confirming the flights locations. As of 1319 Z, he began to send out a "beware any cockpit intrusion" message to his flights. That message was sent to Flight 93 at approximately 1323 Z. A message from Flight 93's Captain had already been received by Ed Ballinger at 1321 Z. Mr. Ballinger continued to check on the status of his assigned flights by cross referencing the printed list of flights with the messages received from those flights. He checked off each individual flight on his list and its status with the assistance of Chad McCurdy. In addition to the message from Flight 93 stating "Ed cofirm [sic] latest mssg plz Jason" sent at approximately 1326 Z, Mr. Ballinger received responsive messages from 10 other flights which either requested clarification about his initial "beware any cockpit intrusion" message or acknowledged receipt of such message. (2) Then, as a matter of efficiency and speed, instead of sending individual responses to the flights he received messages from in response to his initial "beware any cockpit intrusion" message, Ed Ballinger changed the text and format of his initial message to read as his "high security alert" message and sent this second message to his flights.

UASSI100036097

September 24, 2001

Ed Ballinger

CHIDD

Mike Barber
Mike Winter

CHIDD
EXODD

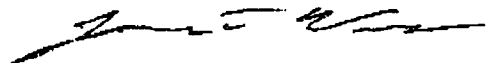
September 11, 2001:

Please accept this sincere expression of gratitude for the fine performance you turned in during the disaster on that tragic day. Above all, you were affected most. At no time, has anyone had to endure witnessing, over and over, on the overhead monitors, on news broadcasts, in newspapers and journals; the destruction of a flight for which they were responsible. Ed, as the events unfolded, you performed your job expertly and in a manner that even the 20/20 vision of hindsight, can't find fault. I can't imagine the thoughts and emotions you feel being so deeply and personally involved with a tragedy of such epic proportions.

Your professionalism, skill and calm demeanor gave strength to those around you and to all the flight crews flying that day. Your contribution will never be measured because there is no scale that can measure such a significant contribution, made under such trying circumstances.

Thank you again.

Sincerely,



Joe Vickers
Manager-Domestic DD Ops.

Cc: Personnel File

UASSI100036098

July 16, 2004

United Airline Inc.'s Tenth Index to the National Commission on Terrorist Attacks Upon the United States

CONTAINS SSI	DATE	AUTHOR	RECIPIENT	DESCRIPTION	BATES NUMBERS
NO		GTE/Verizon		Spreadsheet of information concerning Starfix calls from UA Flight 175 and UA Flight 93 on 9/11/01; created by GTE/Verizon and given to United	UASSI1 00036095
YES				Chart of ACARS Messages From United Dispatch; Messages from Aircraft To Ed Ballinger and Chad McCurdy; and Messages To Flights 93 Sorted By Time From 1300-1408Z	UASSI1 00036029-36090.04
YES				Chart of ACARS Messages To/From Ed Ballinger and Chad McCurdy and To/From Flights 93/175 Sorted By Time From 1303-1406Z	UASSI1 00036090.05-36090.14
NO				Explanation of SAMC Phone Records for Calls to United WHQ	UASSI1 00036096
NO				Explanation of Ed Ballinger's Communication with Flights During Period From 1319-1333Z (9:19-9:33 eastern)	UASSI1 00036097

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NO	09/24/2001	Joe Vickers (United Manager- Domestic DD Ops)	Ed Ballinger (United Dispatcher)	Letter commending Mr. Ballinger on his fine performance of his duties on 9/11/01	UASSI1 00036098
NO				United's response to the Commission's request concerning the timing of certain events on 9/11/01 (produced on 7/13/04 to the Commission)	UASSI1 00036091-94

Description:

-United Airlines-Flite Attdnt

ACCOUNT: 1500080556

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CALL DATE	START TIME	TIME ZONE	PHONE NUMBER	SV TY	CALL MINS	<-- BILLING INFORMATION -->				<AIR>
	HH:MM					ACCES-\$	MIN-\$	TAX-\$	TOTAL-\$	AC/ID
11-Sep	8:32	INT	1 650 634 6541	VO	2	0	0.00	0	0.00	UA5X91
11-Sep	9:31	ET	1 650 634 6541	VO	1	0	0.00	0	0.00	UA5X91
11-Sep	9:35	ET	1 650 634 6541	VO	7	0	0.00	0	0.00	UA5X91
11-Sep	9:35	ET	1 650 634 6541	VO	2	0	0.00	0	0.00	UA5X91
11-Sep	9:35	ET	1 650 634 6541	VO	2	0	0.00	0	0.00	UA5X91
11-Sep	8:52	ET	1 650 634 6541	VO	2	0	0.00	0	0.00	UA6X12
11-Sep	8:56	ET	1 650 634 6541	VO	1	0	0.00	0	0.00	UA6X12

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*CD=Data; DA=Data; FA=Fax; UF=Uplink Fax; UV=Uplink Voice *
*VO=Voice; FE=Fee for Additional Uplink Aircraft Number *

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