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**The Air Traffic Organization's Response to the
September 11th Terrorist Attack: ATC System
Assessment, Shutdown, and Restoration**

21 March 2002

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1. Introduction

1.1 Purpose

The purpose of this paper is to document the Air Traffic organization's response to the terrorist attacks of September 11, 2001.

1.2 Scope

The paper documents the actions that the Air Traffic organization took in assessing the dangers posed to the Air Traffic Control (ATC) system as a result of the hijackings of four U.S. commercial airplanes, as well as those actions that resulted from other potential threats to the ATC system. The paper also identifies the specific actions Air Traffic took in shutting down the ATC system by clearing the skies of all aircraft except those involved in missions related to national security, law enforcement, emergency movement of key personnel, and medical evacuation. Finally, the paper details the actions taken by Air Traffic in restoring the ATC system over the following three months. Observations from individuals interviewed for this project were collected to document their suggestions for improvement in any future scenario that may require similar actions by the Air Traffic organization.

The Air Traffic activities documented in this paper extend from September 11, 2001 through mid-December 2001. The primary information sources used in this paper include: Air Traffic facility logs; interviews with key Air Traffic decision makers; transcripts of the voice tapes of the conversations between air traffic controllers and the four hijacked airliners; the chronological record of the catastrophic events of September 11 as documented in Air Traffic reports and the national media (see Appendix S for a chronological account of events on 11 September 2001); and Air Traffic Situation Room Notes from 11 September to 27 September 2001 (see Appendix T). Other information sources include excerpts from the National Media, as well as information from aviation-related organizations.

Air Traffic activities discussed in this paper focus on the following organizations:

- FAA Headquarters: Air Traffic personnel operating within the Air Traffic Situation Room and the Security Operations Center
- The Air Traffic Control System Command Center, including the Air Traffic Services Cell
- Air Traffic Division offices at FAA Regional Headquarters, with emphasis on Eastern Region, New England Region, and Great Lakes Region
- Air Traffic field facilities, with emphasis on the controller interaction with the four hijacked aircraft during the search for the missing flights on September 11.

1.3 Summary of the Air Traffic Organization's Response

Tuesday, September 11, 2001 started as any other late summer day in aviation. The day was perfect for flying, what some pilots call "severe clear." Peak summer traffic demands had diminished, and air traffic controllers were expecting a routine, on-time day. Then at 0820 hrs, Eastern Daylight Time, American Airlines Flight 11, out of Boston's Logan International Airport

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headed for Los Angeles, stopped transmitting its beacon signal while over the Hudson River, preventing Air Traffic controllers from positively identifying and tracking the aircraft. At 0838 hrs, the Boston Air Route Traffic Control Center (ARTCC), after several unsuccessful attempts to contact American Airlines Flight 11, notified the North American Air Defense Command (NORAD) of a possible hijacking of that flight. Five minutes later, at 0843 hrs, the Boston ARTCC notified NORAD that United Airlines Flight 175, also out of Logan Airport, had also been hijacked. Three minutes later American Airlines Flight 11 crashed into the World Trade Center's North Tower; shortly thereafter, United Airlines Flight 175 crashed into the South Tower.

As the Twin Towers burned, and as rescue operations in New York City were getting underway, two other ill-fated aircraft were already airborne: American Airlines Flight 77 out of Washington's Dulles International Airport, and United Airlines Flight 93 out of Newark International Airport. As with the other hijacked aircraft, the transponder beacon signals were lost.

Responding to the unfolding events, Air Traffic began imposing ground stops -- first at 0904 hrs for all airports within the Boston ARTCC, then at 0906 hrs for all airports within the New York, Washington and Cleveland ARTCCs. Traffic traveling to or through the New York ARTCC airspace was also restricted. Minutes later, at 0926 hrs, the Air Traffic Control System Command Center stopped all aircraft departures nationwide, regardless of destination.

At 0938 hrs American Flight 77 impacted the Pentagon. Minutes later, military aircraft dispatched to the Washington DC area arrived; authority had been given to the pilots to shoot down aircraft suspected of terrorist activities. Shortly after 1000 hrs, United Airlines Flight 93 had begun making an easterly course toward Washington DC. Twenty minutes later, news came that Flight 93 had crashed in Pennsylvania.

At 1021 hrs, the FAA Administrator ordered the diversion of all international flights inbound to the U.S. This required coordination with NavCanada, the semi-private organization that runs the Canadian air traffic system. Most flights that were close to U.S. shores headed for Canada, while others turned back to their originating airports.

Faced with growing uncertainties, an unprecedented decision was made to clear U.S. airspace of all traffic. At 1106 hrs the ATC System Command Center issued a directive for all aircraft airborne in U.S. airspace to land at the nearest destination as soon as feasible. Within four minutes, air traffic controllers nationwide had directed more than 700 aircraft to safe landings. Another 2,800 aircraft were safely landed within the hour. By 1216 hrs, just three-and-a-half hours after the first crash, the United States airspace was free of all commercial air traffic. Only emergency-related military, law enforcement, medical evacuation, and rescue operations were permitted to fly.

Now that aviation in the United States had been brought to a standstill, the next challenge for the Air Traffic organization -- beyond dealing with the immediate consequences of the four crashes -- was to determine how and when to restore the Air Traffic system. Early on Thursday, September 13, just 48 hours after the terrorist activities, limited restoration of the nation's airspace commenced. While international flights remained restricted and the national Ground

Stop was still in effect for general aviation, some commercial and cargo flights from designated airports were being permitted. In the coming days, weeks and months, the Air Traffic organization -- working in close coordination with other local and national authorities -- methodically began removing airspace restrictions for most commercial and general aviation operations. Underlying each decision were assurances that security issues were being sufficiently addressed, and that procedures were in place to eliminate or mitigate the impact of future threats to the Air Traffic system.

Figure 1 illustrates the aircraft operations by type in the National Airspace System before, during, and after 11 September terrorist attacks. (Source: Air Traffic Operations Network (OPSNET) database) This figure shows the marked decrease in aircraft operations during the 11th and 12th of September, and the gradual restoration of operations that started on the 13th of September. Notice that it took approximately two weeks after the terrorist attacks for total aircraft operations to reach pre-September 11th levels. It should be noted however, that despite the return of total aircraft operations to pre-September 11th levels, there were still a significant number of aircraft operations that were not authorized two weeks following the terrorist attacks. Additionally, many airspaces around major metropolitan areas were still off limits for certain types of aircraft operations.

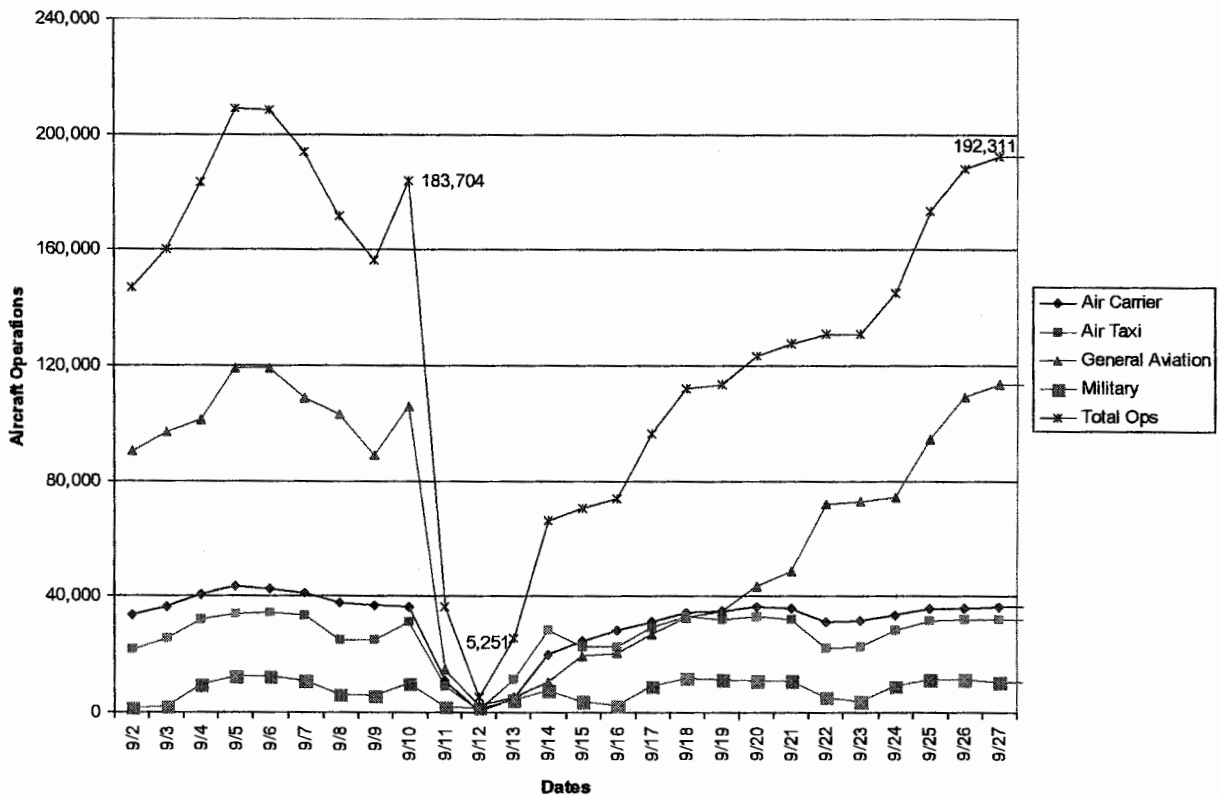


Figure 1. Aircraft Operations Before, During, and After the 11 September Attack

2 In-depth Examination of the Air Traffic Organization's Response

On the morning of 11 September 2001, the Air Traffic organization coordinated many activities both internal and external to the FAA, and made timely decisions related to the assessment and unprecedented shutdown of the Air Traffic Control system. The actions taken by Air Traffic during this period demonstrated the interconnectedness of the Air Traffic community, as well as the autonomous decision making abilities of Air Traffic personnel at all levels; that is, at field facilities, regional headquarters, national headquarters, and at the Air Traffic Control System Command Center.

This section contains three subsections. Section 2.1, *System Assessment*, covers the timeframe from 0800 hrs until approximately 1106 hrs on the morning of the 11th during which Air Traffic was assessing the threats to the ATC System. Section 2.2, *System Shutdown*, covers the timeframe from 1106 hrs on September 11th through 1500 hrs on September 13th, and describes the actions taken by air traffic to shut the ATC system down because of the gravity of the threats to the National Airspace System. Finally, Section 2.3, *System Restoration*, covers the period from September 13th through December 19th. It is during this period that Air Traffic played a role in restoring, one facet at a time, access to the ATC system.

2.1 System Assessment (0800 hrs, 11 September 2001 - 1106 hrs, 11 September 2002)

During the period from 0800 hrs until approximately 1106 hrs on the morning of September 11th, the Air Traffic organization was engaged in assessing the extent of the threats to the ATC System. This section is divided into three time periods: 0800-0900 hrs; 0900-1000 hrs; and 1000-1106 hrs.

0800 – 0900 hrs

At 0825 hrs, about 25 minutes into the flight of American Airlines Flight 11 from Boston to Los Angeles, Air Traffic controllers at the Boston Air Route Traffic Control Center notified other entities within the FAA that a suspected hijacking was in progress. Recipients of this notification included the New England Regional Operations Center (ROC), the ATC System Command Center, and the Boston Air Route Traffic Control Center facility manager. Additionally, controllers at Boston Air Route Traffic Control Center spoke with controllers at the New York Air Route Traffic Control Center of the possible hijacking. This incident marked the first of a series of several critical incidents that the Air Traffic organization encountered during the next few hours. An in-depth examination of these incidents, together with the major decisions made by Air Traffic personnel in responding to these incidents is found in Appendix A.

In addition to coordinating with organizations internal to the FAA, Air Traffic initiated coordination with external agencies. At 0834 hrs, Boston Air Route Traffic Control Center contacted the Cape Terminal Radar Approach Control (located on OTIS Air National Guard Base) and requested they notify the military of the events regarding American Airlines Flight 11. At the FAA Headquarters, a plethora of activities with the military was coordinated through the Military Liaison staff collocated with the Office of the Director of Air Traffic (see Appendix B for details of Military Liaison activities.).

At 0835 hrs, the New England Regional Operations Center advised the Washington Operations Center (WOC) of the suspected hijacking of American Airlines Flight 11. In turn, at 0836 hrs, Washington Operations Center notified the FAA's Civil Aviation Security Intelligence (ACI) organization of the

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suspected hijacking and initiated a teleconference with New England ROC and the ATC System Command Center.

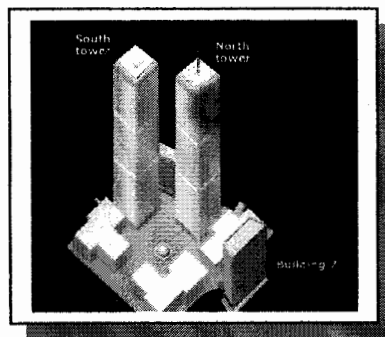
At 0838 hrs, Air Traffic's coordination with external entities continued as the Boston Air Route Traffic Control Center notified the North American Aerospace Defense Command (NORAD) that American Airlines Flight 11 had been hijacked. This contact was specifically with NORAD's Northeast Air Defense Sector (NEADS). Approximately five minutes after notifying NORAD about American Airlines Flight 11, Air Traffic notified NORAD that United Airlines Flight 175 had been hijacked. Within the next 35 to 40 minutes, Air Traffic also reported to NORAD the possible hijackings of United Airlines Flight 93 and American Airlines Flight 77.

At 0844 hrs (two minutes before the American Airlines Flight 11 crashed into the World Trade Center's north tower), the New York Air Route Traffic Control Center facility manager notified the New York TRACON (N90) facility of the possible hijacking of American Airlines Flight 11. Following this notification, New York TRACON began coordination within the facility concerning the aircraft's last known altitude (29,000 ft) and southbound course.

Shortly before 0900 hrs at FAA Headquarters, Air Traffic established a TELCON. During the course of the next few hours this TELCON included representatives from the following organizations: all Air Traffic Program Directorates at FAA Headquarters, including the Director of Air Traffic's staff; all Air Route Traffic Control Centers; all Air Traffic Regional Offices; the FAA's Civil Aviation Security organization (ACS); NORAD and its subordinate Air Defense Sectors; the Commander of the North American Air Defense Region; the Office of the Commander of the Continental U.S. Region of NORAD (CONR); the ATC System Command Center, including the Air Traffic Services Cell; the Washington Operations Center; and Regional Operations Centers. This TELCON started on the 4th floor of the FAA Headquarters building and later migrated to the 10th floor, in what was to become the Air Traffic Situation Room. This room, adjacent to the office of the Director of Air Traffic, was established as a type of "war room" to coordinate Air Traffic activities during the assessment, shutdown and restoration of the ATC System. Details concerning the Air Traffic Situation Room are found at Appendix C.

Meanwhile, at Air Traffic field facilities in Boston and New York, there emerged another anomaly concerning an aircraft beacon code. This time it was with United Airlines Flight 175 that had departed Boston Air Route Traffic Control Center's airspace and had entered New York Air Route Traffic Control Center's airspace. At 0846 hrs, Air Traffic noticed that United Airlines Flight 175's assigned transponder code of 1470 changed from 3020, and then to 3321. The New York Air Route Traffic Control Center computers did not correlate either of these codes with United Airlines Flight 175. Consequently, the

secondary radar return (transponder) indicating aircraft speed, altitude, and flight information began to coast on the radar display and was no longer associated with the primary radar return. Interestingly, the controller communicating with United Airlines Flight 175 was also monitoring the flight track of American Airlines Flight 11, which at the time was impacting the World Trade Center's north tower. Also, based on the coordination with Boston's Air Route Traffic Control Center indicating a possible hijacking, most of the New York controller's attention was focused on American Airlines Flight 11. At 0850 hrs, controllers at Newark Tower (EWR) that had direct line of sight to the World Trade Center, advised New York TRACON of a possible aircraft crash into the World Trade Center.



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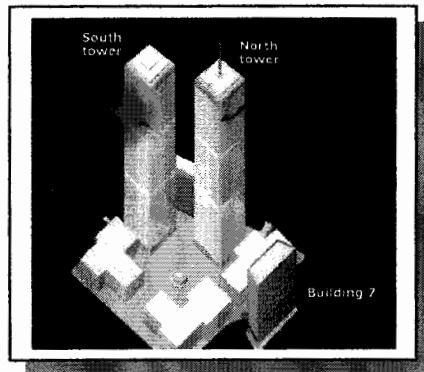
At approximately 0855 hrs, a controller-in-charge (CIC) at the New York Air Route Traffic Control Center advised the Operations Manager that she believed United Airlines Flight 175 was also hijacked. The Operations Manager advised the CIC that an aircraft had hit the World Trade Center. As the CIC began coordinating with the controllers working the position, one of the controllers stated that United Airlines Flight 175 appeared to be heading, "right towards the city." The CIC returned to the Operations Manager's position and heard a request for military aircraft to scramble. The United Airlines Flight 175 was then observed in a rapid descent.

0900 – 1000 hrs

Realizing the gravity of the situation involving the departures of American Airlines Flight 11 and United Airlines Flight 175 out of Boston's Logan airport, the Boston Air Route Traffic Control Center stopped all further departures out of facilities in Boston Air Route Traffic Control Center's airspace. At 0904 hrs, the Boston Air Route Traffic Control Center called Position 15 at the



ATC System Command Center in Herndon, Virginia to advise that all departures out of Boston Air Route Traffic Control Center's airspace had been stopped. No sooner had this happened than the New York TRACON (N90) received notification at 0905 hrs from the Newark Air Traffic Control Tower that a second aircraft had struck the World Trade Center. The photos



illustrate the second tower being struck (Photo sources: WTC replica - <http://www.usatoday.com/graphics/news/gra/worldtrade/frame.htm>; WTC – live http://abcnews.go.com/sections/us/DailyNews/WTC_SubIndex.html)



At 0906 hrs, the Air Traffic Control System Command Center (shown in the photo at the left) Source: ATC System Command Center website) made a decision to stop all traffic flowing to or through New York Air Route Traffic Control Center's airspace. Accordingly, Position 14 at the ATC system Command Center called all New York First Tier Air Route Traffic Control Centers (i.e., Boston, Washington and Cleveland Centers) with this information. Position 14 also issued ATC System Command Center Advisory 027 at 0907

*ATC Command Center Advisory 027
– Ground Stop on All Flights
arriving or transiting through New
York Air Route Traffic Control
Center airspace*

hrs. This advisory imposed a Ground Stop for any flights to or through New York Air Route Traffic Control Center's airspace. This action in New York was referred to in controller parlance as "ATC Zero." (For a listing of ATC System Command Center Advisories and Traffic Flow Initiatives on September 11, refer to Appendices D and E, respectively).

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As restrictions were placed on the ability of aircraft to fly in the National Airspace System, provision was made for selected flights to continue to operate. These were flights in direct support of operations associated with the catastrophic events that had occurred. The organization that Air Traffic supported in this context was the Air Traffic Services (ATS) Cell, located at the ATC System Command Center. The Air Traffic organization provided one staff member from the FAA Headquarters to work in the ATS Cell alongside 4-6 military personnel. The role of the ATS Cell was to act as a clearinghouse to approve all flights that were exempt from the NOTAMS and other Advisories that the ATC System Command Center had been issuing, particularly those relating to law enforcement. More information on the activities of the ATS Cell is found at Appendix F.

Adding to the complexity of the air traffic situation on the morning of September 11th were the numerous requests for the continuation or initiation of special flights to accommodate the movement of top national leaders and military commanders, as well as critical personnel within the FAA and law enforcement community. A discussion of the movement of key personnel is found at Appendix G.

At 0919 hrs, the National Traffic Management Officer at the ATC System Command Center communicated to the Cleveland Air Route Traffic Control Center that the Boston Air Traffic Control Tower (BOS) was also "ATC Zero." The National Traffic Management Officer then informed the Indianapolis Air Route Traffic Control Center that New York and Boston Air Route Traffic Control Centers were both at "ATC Zero." The Ground Stop for Boston Air Route Traffic Control Center was established through the ATC System Command Center Advisory 029 at 0924 hrs. At this same time, Great Lakes Regional Operations Center notified Washington of a simultaneous loss of radio communications and radar identification on a third flight, American Airlines Flight 77.

*ATC Command Center Advisory 029
– Ground Stop on All Flights
arriving or transiting through Boston
Air Route Traffic Control Center
airspace*

Between 0926 hrs and 0931 hrs, the ATC System Command Center made several key decisions. First, the National Traffic Management Officer informed the Memphis Air Route Traffic Control Center watch desk that it should be vigilant concerning unusual flights. Memphis Center responded, incidentally, by heightening its internal security. Secondly, a series of Air Traffic advisories was issued to limit the number of aircraft entering the system. Since the hijacked aircraft had departed the Washington and Boston Air Route Traffic Control Centers, the ATC System Command Center believed the best course of action would be to Ground Stop aircraft originating from these locations.

At 0926 hrs, Advisory 029 was issued for a Ground Stop on all Boston Logan flights; at 0929 hrs Advisory 030 imposed a Ground Stop for all DC Metro Area airports (i.e., Dulles International, Baltimore-Washington International, and Washington National). Immediately following the issuance of Advisory 030, a decision was made to Ground Stop *all* departures in the system regardless of destination. This was communicated to the Centers in Advisory 031. The Air Traffic Control System responded immediately to this directive. Figure 2 shows the immediate response of the Air Traffic Control System to this edict, as evidenced by sudden decrease in airborne aircraft (Source: Enhanced Traffic Management System data).

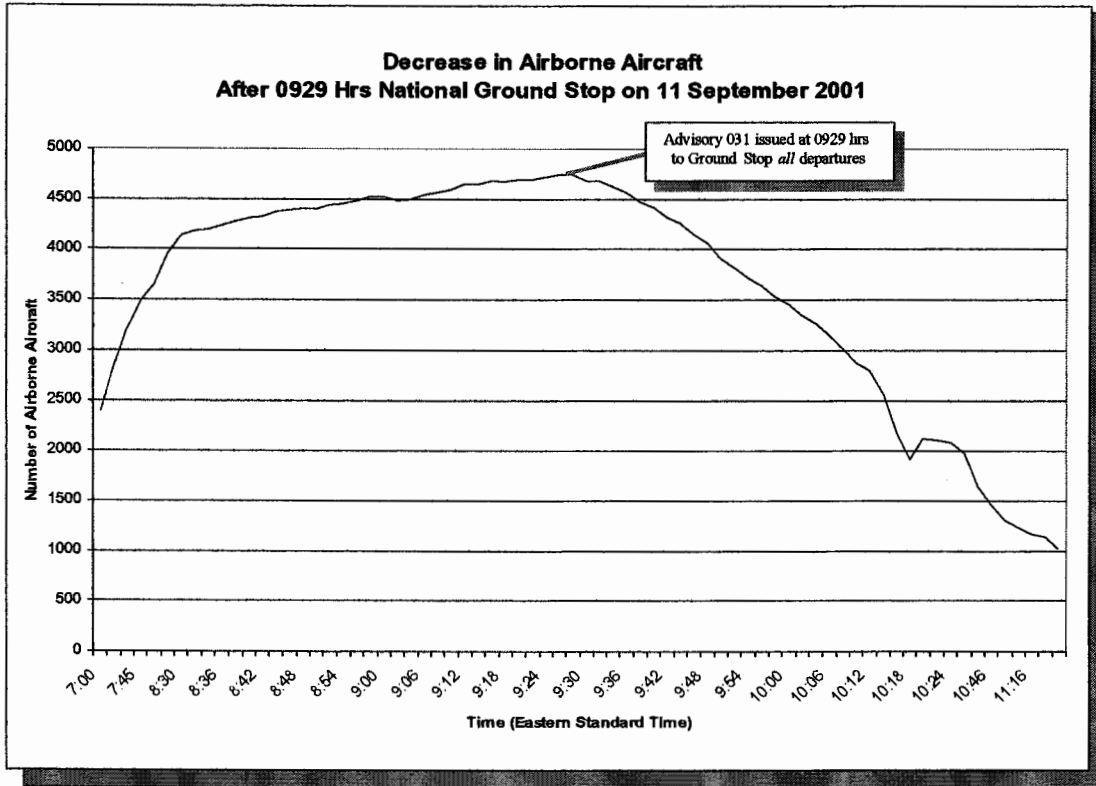


Figure 2. Decrease in Airborne Aircraft

Additionally, since the two distressed aircraft that had departed Boston Logan Airport earlier in the morning were enroute to Los Angeles airport, other aircraft that might be bound for Los Angeles might be in similar danger. Therefore, the ATC System Command Center issued Advisory 032 at 0931 hrs that all traffic to and through Los Angeles Airport and Los Angeles Center airspace would be Ground Stopped.

Air Traffic coordination with Mexico began early on the 11th. At about 0932 hrs, the ATC System Command Center planned to contact Mexico to alert Mexican Air Traffic authorities to the “All Centers” Ground Stop that had been issued at 0929 hrs. Given the proximity of Houston’s Air Route Traffic Control Center to Mexico, Houston Center volunteered to expedite the delivery of this message to Mexico.

In the Washington DC Metro Area, both the White House and the military were alerted to the impending danger caused by two of the four hijacked flights. At 0933 hrs, an operations supervisor at the Dulles Air Traffic Facility (IAD) advised the White House Office of the U.S. Secret Service that an unknown fast moving aircraft was heading in the direction of the White House. This appeared to be the American Airlines Flight 77 that subsequently crashed into the Pentagon (Photo source:



<http://www.bcr.org/~msauers/wtc.html>). At 0936 hrs, Air Traffic personnel at Washington’s Reagan National Airport issued traffic advisories on the unknown aircraft (subsequently identified as American

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Airlines Flight 77) to a military C130 aircraft that had departed Andrews Air Force Base. When the C130 aircraft reported the unidentified aircraft in sight, the pilot was instructed to follow the unidentified aircraft. At 0938 hrs, the C130 aircraft reported that the unknown aircraft had crashed into the western side of the Pentagon.

Also at 0936 hrs, Oakland's Air Route Traffic Control Center was in contact with the ATC System Command Center concerning inbound oceanic aircraft. Specifically, Oakland wanted to know what they should do with aircraft coming from Guam, as well as other inbound traffic. The ATC System Command Center advised Oakland Center that they should stop all island traffic coming to the United States.

At 0938 hrs, the ATC System Command Center issued another Ground Stop advisory. This time it was for all arrivals to San Francisco Airport. One of the four hijacked aircraft, United Airlines Flight 93 out of Newark airport, was enroute to San Francisco airport prior to being hijacked. As a precaution, Air Traffic wanted to eliminate the possibility that other aircraft bound for San Francisco would meet a similar fate.

The time was now 0939 hrs. By this time, three of the four hijacked aircraft had crashed. Reports on the fourth came into the Air Traffic Situation Room on the 10th floor of the FAA Headquarters building from Great Lakes Region. The Great Lakes Regional Operations Center reported that the Cleveland Air Route Traffic Control Center was notified of screams and statements from an unknown origin believed to be United Airlines Flight 93. Also, a radio transmission was heard from United Airlines Flight 93, "Captain . . . bomb on board . . . our demands . . . remain quiet."

A few minutes later, at 0944 hrs, an air traffic controller at the Cleveland Air Route Traffic Control Center notified Pittsburgh TRACON of United Airlines Flight 93's unanticipated turn, loss of secondary radar return, and inability to contact the aircraft via radio. The Cleveland Air Route Traffic Control Center controller also stated that the flight path would result in United Airlines Flight 93 passing in close proximity to, if not directly over the Greater Pittsburgh International Airport. Also at 0944 hrs, a controller at Pittsburgh TRACON (who was in communication with the Cleveland Air Route Traffic Control Center controller) notified the Operations Supervisor of events surrounding United Airlines Flight 93, and manually initiated radar tracking of the primary radar target.

The West Supervisor at the ATC System Command Center made a decision at 0945 hrs to call all Air Route Traffic Control Centers under his purview to "land all aircraft regardless of destination." This action represented a bold move by Air Traffic to get aircraft safely on the ground.

The contact that Air Traffic had had with NORAD earlier in the morning triggered a military response to what was then a very unclear threat. Upon notification of the potential attacks on the nation's capital, military jets were scrambled in the Hampton Roads area and flown to Washington D.C. These F-16 fighter jets arrived over Washington, D.C. at 0949 hrs to perform Combat Air



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Patrol over the city (Photo source: <http://www.f-16.net/photos/photosection.html>). As these aircraft flew toward Washington, they traveled supersonic at 720 knots, making the approximately 130 miles in 14 minutes. The terrorist attacks on the World Trade Center and the Pentagon created a new category of threat for NORAD in their hijack support role. Instead of merely shadowing hijacked aircraft, NORAD fighters must now be prepared to shoot down aerial threats if the National Command Authorities ordered them to do so. A NORAD bullet paper outlining these new procedures is found at Appendix H.

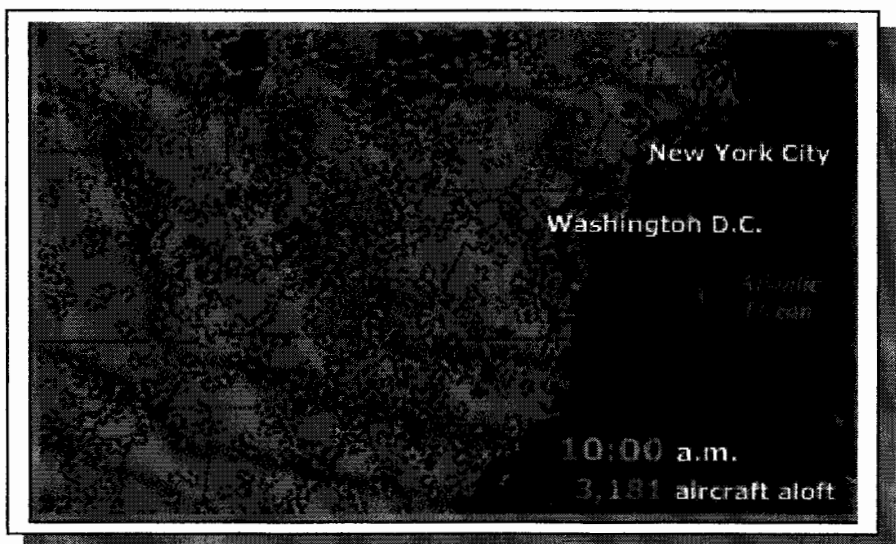
Particularly noteworthy was the external coordination established with all airlines via the Air Transport Association's liaison person who has a desk at the ATC System Command Center. This individual began contacting the airlines at 0940 hrs to suggest that they land all aircraft as soon as possible.

The air traffic controllers at the Pittsburgh Tower/TRACON (PIT) facility had been following with intense interest the progress of United Airlines Flight 93. Given the notice that the Cleveland Air Route Traffic Control Center provided concerning United Airlines Flight 93 passing in close proximity to, if not directly over the Greater Pittsburgh International Airport, the controllers at the Pittsburgh made a decision to evacuate the facility. At 0951 hrs, controllers at Pittsburgh coordinated their aircraft with adjacent facilities and evacuated the facility. A few minutes later, at 0956 hrs, a small contingent of Pittsburgh facility controllers volunteered to return to the facility. As they returned, they found that the track of United Airlines Flight 93 was no longer visible on their radar displays.

Shortly before 1000 hrs, a message was received on an AAT-20 pager at FAA Headquarters indicating that Cleveland Air Route Traffic Control Center was reporting two more hijackings. The words that followed this message were, "We should require all aircraft to land." This was yet again another instance of Air Traffic's conclusion that the best way to deal with the numerous crises that had transpired thus far was to get all aircraft on the ground as soon as possible.

1000 – 1106 hrs

The picture at the right shows the number of aircraft aloft in the ATC system at 1000 hrs (Source: Federal Aviation Administration; Dimensions International; Graphic by David Evans, USA Today, USAToday.com). At 1000 hrs, the ATC System Command Center continued the thrust to get all aircraft on the ground as soon as possible. This time the message was given to two West Coast Air Route Traffic Control Centers: Oakland and Anchorage. Both were advised by the ATC System Command Center to land all inbound



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international traffic at the earliest opportunity. The ATC System Command Center also made a quick call at 1003 hrs to Washington's Reagan National Air Traffic Control tower to verify that the airspace around National Airport was clear.

At about 1000 hours, FAA advised nonessential personnel within Headquarters to lock up and go home. Questions arose from the field facilities as to whether nonessential personnel at field facilities should also be sent home. FAA Headquarters responded that essential controllers would remain on duty; non-essential personnel were to be released.

At approximately 1004 hrs, the fourth hijacked flight met its fate. The primary radar target for United Airlines Flight 93 terminated in the vicinity of Somerset, Pennsylvania.

Air Traffic personnel at Pittsburgh Air Traffic Control Tower called the ATC System Command Center at 1005 hrs to provide an explanation as to why they had evacuated the facility earlier that morning. They attributed their exodus to two factors. First, there was an aircraft that appeared to be on a collision course with the tower (this was thought to be United Airlines Flight 93), and secondly, this aircraft allegedly had a bomb aboard. In a follow-up call at 1016 hrs, the ATC System Command Center checked with Cleveland Air Route Traffic Control Center on the status of Pittsburgh. Cleveland indicated that the controllers were now back in the tower and accepting traffic. In fact, there were approximately four aircraft left in the Pittsburgh holding pattern at that time.

The National Ground Stops, implemented progressively from 0907 hrs until 0929 hrs had created a problem for medical evacuation, law enforcement, and military aircraft still on the ground. At 1014 hrs, the ATC System Command Center advised the FBI, via a TELCON, that military and law enforcement aircraft were released from the National Ground Stops. Later, at 1037 hrs, on the AAT Operations TELCON (in the Air Traffic Situation Room), mention was made of authorizing medevacs from New York. Additional information on medevacs, law enforcement, and military movement is found at Appendix I, Medevac, Law Enforcement, and Military Movement.

In an effort to provide a mechanism for rapid information flow to organizations both internal and external to the FAA, the ATC System Command Center issued Advisory 034 that informed users that a hotline would be activated at 1017 hrs.

Meanwhile, on the international front, Brussels was responding to news of the U.S. crisis. At 1022 hrs, Brussels Ground Stopped all aircraft destined for the U.S.

Just prior to the System Shutdown phase (which was to commence at 1106 hrs), the ATC System Command Center began to take a more proactive role in external coordination. For instance, by 1022 hrs, all Canadian aircraft and all aircraft originating in Puerto Rico were operating under control of the NAS Operations Manager at the ATC System Command Center.

At 1021 hrs, the FAA Administrator ordered the diversion of all international flights inbound to the U.S. This required coordination with NavCanada, the semi-private organization that runs the Canadian air traffic system. Most flights that were close to U.S. shores headed for Canada, while others turned back to their originating airports.

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At 1025 hrs, all Washington D.C. and New York small airports were closed. In light of the fact that three of the four hijacked aircraft originated in or terminated in these areas, other airports, even small ones, were viewed as a potential risk. Closing them would reduce the potential risk that activities in and around these airports would lead to incidents that might be detrimental to the safety of the ATC system. On the 10th floor at FAA Headquarters in the Air Traffic situation room, decisions were being made on the Air Traffic Operations TELCON concerning controller staffing at FAA facilities throughout the country. At 1027 hrs, essential controllers were ordered to stay on duty, while non-essential personnel were to be released. At 1036 hrs the Regions were also advised not to release essential personnel.

At 1039 hours, the ATC System Command Center sent a Notice to Airmen (NOTAM-FDC1/9731) closing operations at all airports. This message marked the end of the system assessment phase and ushered in the System Shutdown phase.

2.2 System Shutdown (1106 hrs, 11 September 2002 - 1500 hrs, 13 September 2002)

1106 – 1200 hrs

Up to this point in time, the Air Traffic organization was trying to get a handle on what was going on in the ATC System – assessing the situation based upon sometimes fragmented and sometimes erroneous information. In a bold move at 1106 hrs, however, the ATC System Command Center sent out Advisory 036 requiring all aircraft to land and prohibiting aircraft from taking off from all airports and airdromes. This Advisory read as follows:

Due to extraordinary circumstances and for reasons of safety. Attention all aircraft operators. By order of the Federal Aviation Command Center all airports/airdromes are not authorized for landing and takeoff. All traffic including airborne aircraft are encouraged to land shortly, including all helicopter traffic. Aircraft involved in fire fighting in the Northwest U.S. are excluded. Please read this notice over the emergency frequencies, and VOR voice.

With this advisory, the shutdown of the Air Traffic System *en masse* had officially begun, with the single exception of the fire fighting operations in the Northwest United States.

In the Northwest United States, fires were raging west of Glacier National Park and north of Columbia Falls Montana. The photo at the right shows a typical airborne fire fighting operation (Photo source: http://www.fs.fed.us/r6/w-w/boulevard_fire_files/retardant_9_1.jpg). On September 1st, the wind-driven wildfire exploded overnight and more than doubled in size. The fire expanded on all sides, wiping out containment lines that firefighters had established the previous week as it grew from 19,000 acres (on Friday, 31 August) to 40,300 acres on Saturday morning. Following the hijackings, the word that apparently reached six fire fighting aircraft in Columbia Falls was that they were grounded. The word they had gotten from the East Coast was “no flights, nowhere, no questions.” In order to ensure that fire fighting operations were continued, the ATC System Command Center

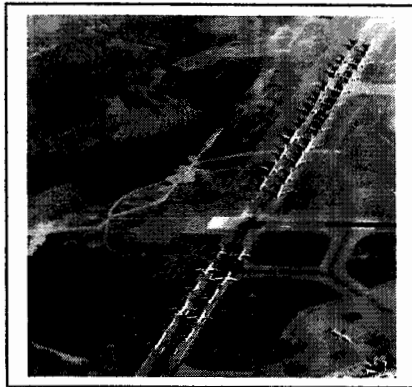


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provided explicitly for the exception to the fire fighting crews in the Northwest. Advisory 036 reversed any previous guidance that had been issued concerning the Northwest U. S. fire-fighting activities.

At 1021 hrs, the FAA Administrator had ordered the diversion of all international flights inbound to the U.S. Coordination with NavCanada to receive diverted International flights was made by Air Traffic. A little before 1200 hrs, Canada started to refuse to allow any of these diversions to land on Canadian soil. In response to the refusal, the ATC System Command Center intervened to try to turn the aircraft around. At the same time, the matter was elevated to the FAA Deputy Administrator level for resolution. Monte Belger, AOA-2, contacted Mr. Creighton of NAV Canada at about 1200 hrs.

1200 – 1300 hrs



Shortly after 1200 hrs, the matter of diversions was ironed out between the Canadian and U.S. Air Traffic officials. At 1206 hrs, nine aircraft reported inbound over oceanic airspace to the U.S. were given the go-ahead to divert to Canada. The picture at the left shows most of the forty-five commercial aircraft that were diverted to Halifax, Nova Scotia (Photo source: TBS). A more detailed discussion of diversions, for both domestic and international flights, is found in Appendix J, Diversions.

At 1204 hrs, the National Military Command Center and Air Force Command Center confirmed that medevacs were being released out of Teterboro airport in order to support casualty evacuation associated with the collapse of the World Trade Towers.

At the ATC System Command Center (1222 hrs), it was becoming readily apparent that the ATS Cell would need to move to a larger room to work on aircraft that needed to be released on a case by case basis. At 1245 hrs, the ATC System Command Center issued an advisory to external entities that all requests for medical emergency, military, law enforcement or other absolutely essential flight clearances in the Continental United States were to be made through servicing FAA ARTCCs on an individual basis. Further, the ATCSCC indicated that if an external entity was unable to comply, that they should contact the ATCSCC directly.

At 1248 hrs, the U.S. Pacific Command was trying to divert 17 flights inbound to Honolulu airport. About an hour later, Air Traffic personnel at Western Pacific Region Headquarters reported that five aircraft were refusing to divert and that U.S. Pacific Command would be duly advised. As it turned out, no aircraft were actually diverted from Honolulu; all landed with a military escort.

At 1256 hrs, the ATC System Command Center and ATS Cell were working collaboratively with NORAD for release of essential aircraft.

Then at 1259 hrs, it became necessary for the ATC System Command Center to issue yet another advisory that provided additional qualifying information for flights seeking a release to fly in the National Airspace System.

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ATCSCC advises all requests for medical emergency, military, law enforcement or other absolutely essential flight clearances in the Continental United States are to be made through your servicing FAA ARTCC on an individual basis. If unable to comply, contact the ATCSCC directly at #703-787-8179 or #703-787-8351. Requests for utilization of the National Airspace System must include the following: 1) aircraft call-sign, 2) aircraft type, 3) reason for flight mission, 4) names and social security numbers of all persons on board, 5) proposed time of departure, 6) estimated time of arrival, 7) route of flight, and 8) beacon code if known

1300 – 1400 hrs

At 1319 hrs, based upon an Air Traffic interpretation of FAA Order 7610.4J, *Special Military Operations*, Appendix 17, which addresses the Security Control of Air Traffic and Air Navigation Aids (SCATANA), all releases of essential flights were required to go through NORAD (see Appendix K for a description of the DOT/FAA/Federal Communications Commission SCATANA Plan). Concurrent with this activity, Air Traffic attempted to implement a system with a bank of beacon codes for medevac releases. In light of NORAD's role in the release of aircraft, Air Traffic realized at this point that they did not have a good system to work individual releases of aircraft. At 1346 hrs, the ATC system Command Center issued Advisory 039 which indicated that all military flights should forward their requests to depart through military channels. At 1353 hrs, it was discussed on the Air Traffic Operations TELCON that Eastern Region would use a bank of codes for Allentown (i.e., 0420-0431) and NY TRACON (i.e., 5601-5611).

1400 – 1500 hrs

There had been some confusion earlier in the day as to whether SCATANA was or was not in effect. The truth of the matter was that a modified version of SCATANA, was, in fact, in effect (For details see Appendix L, HQ NORAD Modified SCATANA Message). The modified SCATANA provided for the Security Control of Air Traffic, but there was no shutdown of navigation aids within the National Airspace System. As of 1417 hrs however, the military was still involved in approving all flights.

Then at 1421 hrs, a TELCON between NORAD and Air Traffic indicated that law enforcement, medevacs, and military departures did not require NORAD approval. At this point the control was given to the FAA for these approvals. The ATC System Command Center issued Advisory 041, indicating that servicing FAA Air Route Traffic Control Centers were authorized to release medical lifeguard (emergency), military, and law enforcement flights into the National Airspace System. Servicing Air Route Traffic Control Centers were also to ensure that these flights were assigned discrete beacon codes. All other flights were to provide flight information to the Emergency Operations Room (EOR), where they would be coordinated with the Air Force, coordinating with air defense sectors for approval.

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1500 – 1600 hrs

At 1504 hrs, FAA Headquarters announced on National Television that there would be no resumption of commercial traffic until Wednesday the 12th at 1200 hrs EDT, at the earliest. At 1536 hrs, contract towers were being ordered to remain open. On the West Coast, Los Angeles Tower (LAX) personnel returned to their facility at approximately 1555 hrs.

1600 – 1700 hrs

At 1620 hrs, although several helicopters had discrete codes, they were told by the military that they could not take off. At 1634 hrs, the ATC System Command Center Advisory 041 was changed to include emergency evacuation aircraft -- a NOTAM was requested. Also, at about this time, the ATC System Command Center Point of contact for resumption of services was identified as the NAS Operations Manager. In addition, the Western Pacific Region Headquarters point of contact for resumption of services was identified. The remainder of the points of contact would be e-mailed to Air Traffic Plans and Procedures.

1700 – 1800 hrs

At 1710 hrs, the Shannon, Ireland Air Traffic Control activity turned aircraft around that had departed Europe destined for the United States.

At 1722 hrs, the following notice was issued for FAA internal use only. No public dissemination of this information was authorized.

*All centers shall forward this information to all terminals within their center area of jurisdiction on non-voice lines (fax) lines if possible.
DCC 09/11/01 ATC procedures for the release of civil aircraft:
ATC IFR facilities may authorize a medevac, lifeguard, evacuation or law enforcement flights for a specific flight segment in accordance with the following:*

- 1. A discrete beacon code is provided to the aircraft.*
- 2. Flights to/from a specific location may be authorized in a single approval if operational frequency coverage is not available at the destination.*
- 3. Facilities shall provide U.S. Military information concerning the flight if requested.*

At 1738 hrs, the ATC System Command Center tried to verify that all aircraft were on the ground, except flights authorized by Advisory 041 and other exceptions. At 1747 hrs, NOTAM FDC 1/9760 was released.

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Effective immediately until further notice, flight operations in the national airspace system by United States civil aircraft and foreign civil and military aircraft are prohibited, except in accordance with Advisory 043 or as amended or revised.

1800 – 2000 hrs

At 1912 hrs, the Program Director for Airspace provided Air Traffic representation at the alternate location. This location was referred to as “the mountain.”

2000 – 2100 hrs

At 2005 hrs, ATC System Command Center issued Advisory 045. This advisory solicited information from airlines about how many aircraft were diverted, and the locations to which they were diverted.

During this timeframe, some hiccups occurred with releases. At 2045 hrs, the Washington Air Route Traffic Control Center reported that the military was intercepting departures from ORF and PHL; perhaps new military crews were not fully briefed. The Air Traffic Cell at ATC System Command Center was advised and began to work on this problem. To avoid confusion, it was agreed that Washington Air Route Traffic Control Center would call NORAD with discrete codes on departures out of Washington Air Route Traffic Control Center airports.

2100 – 2400 hrs

At 2337 hours, NORAD checked with the FAA to ask about military security at radar sites. Airway facilities informed NORAD that they would like the security. MSGT Scott Williams, Tindall Air Force Base was assigned as the point of contact for this activity.

2.3 System Restoration (1500 hrs, 13 September 2002 - 0000 hrs, 19 December 2002)

From the afternoon of the 13th of September until the 19th of December 2001, Air Traffic set about the task of restoring operations in the ATC System. This restoration was characterized by a series of airspace decisions that allowed certain types of aircraft to have an ever-increasing ability to access various classes of airspace within the National Airspace System. At the same time, access to particular pieces of airspace was severely restricted for purposes of security. With respect to restoring access to the National Airspace System, it is important to note that Air Traffic established coordination with many agencies external to the FAA in both government and industry.

This section highlights the major system restoration activities that Air Traffic accomplished. It provides these highlights in chronological fashion, organized by month. A more detailed account of the restoration activities is found at Appendix M

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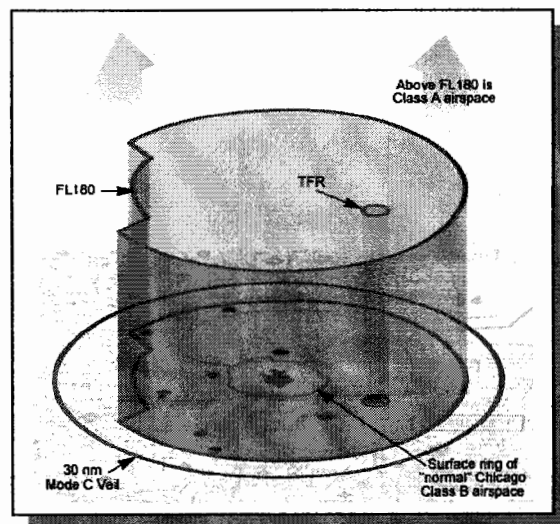
September

The 13th of September marked the first day that domestic commercial passenger and cargo flights were approved for operation since the terrorist attacks. These flights began to operate within the NAS at about 1200 hrs. Their approval to fly was contingent upon the appropriate security certification of departure and destination airports. On the 13th of September, international flights remained restricted and a National Ground Stop remained in effect for all U.S. airspace for general aviation aircraft. Despite the Ground Stop imposed on general aviation aircraft, it was interesting that this category of aircraft conducted almost twice as many operations as any other category of aircraft on the 12th of September. (For details, see Appendix N, Aircraft Operations from 11-13 September 2001, and Appendix O, General Aviation Operations on 12 September 2001). Also, on the 13th of September, general aviation conducted more operations than either commercial aviation or the military (see Appendix N, Aircraft Operations from 11-13 September 2001).

On the 14th of September, Air Traffic approved Part 91 general aviation flights limited to IFR operations in the lower 48 states. This applied to all U.S. registered aircraft with the exception of aircraft in the New York, Washington, and Boston areas. The National Ground Stop remained in effect, however, for all U.S. airspace for Part 91 VFR general aviation flights. On this date, Air Traffic issued Temporary Flight Restrictions for a 25-mile radius around both JFK and Washington's Reagan National airport.

Also on the 14th of September, the Air Traffic Customer Advocate returned to the FAA Headquarters Building. The Air Traffic Customer Advocate was in California at the time of the terrorist attacks on the 11th. Following the attack, he supported the Western Pacific Region's Air Traffic Office. Finally on the 14th he was able to catch a commercial to Washington D.C. flight to the East Coast with the families of some of the victims of the terrorist attacks. Appendix P describes the role of the Air Traffic Customer Advocate and details of his activities following his return to Washington.

On the 20th of September Air Traffic issued a NOTAM establishing Enhanced Class B airspace, as well as the restrictions for certain aircraft operations in this airspace. The diagram at the right illustrates the effect of Enhanced Class B airspace. Enhanced Class B airspace, indicated by the blue cylindrical area, is airspace from within the extreme lateral limits of Class B Airspace from surface to FL180 (Diagram source: http://www.eaa.org/flightplanner/us_maps.html). During the remainder of the month of September, authorizations were granted by Air Traffic to open selected airports for repositioning aircraft located into other areas. Air Traffic was also involved in lifting flight restrictions for selected aircraft operating outside Enhanced Class B airspace. Details concerning both these activities are found in Appendix M.



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October

As October began, forty-one Part 129 foreign operators had been approved for overflight of U.S. territorial airspace. VFR operations outside the enhanced Class B airspace were authorized for many Part 91 aircraft; however, selected Part 91 aircraft were still not allowed to fly IFR or VFR in Enhanced Class B airspace. This included news reporting operations, traffic watch flight operations, civil aircraft banner-towing operations, sightseeing (in rotorcraft and airplanes) conducted for compensation or hire under Part 91, and airship/blimp operations. Also, at the beginning of October, thirty-four Temporary Flight Restrictions were active within the NAS, and Reagan National Airport in Washington D.C. was the only major U.S. airport still closed.

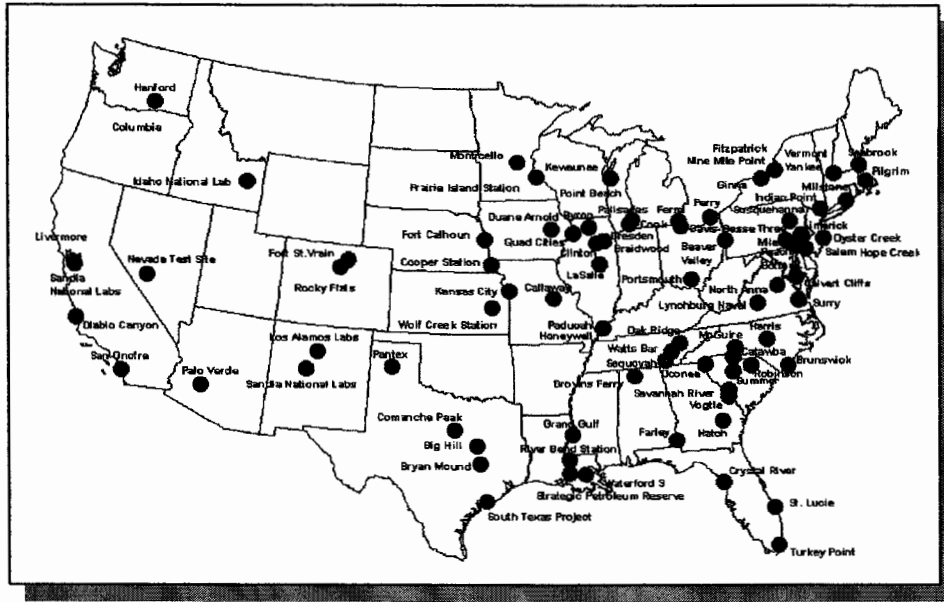
On the 4th of October Reagan National Airport in Washington D.C. was reopened on a limited basis. In addition, the National Security Council, FAA Security, and Air Traffic officials continued to coordinate numerous requests for waivers to current flight restrictions throughout the U.S.

On the 9th of October, Air Traffic issued a NOTAM authorizing Part 91 (general aviation) aircraft, using instrument flight rules and visual flight rules within the TFR areas of New York and Washington, D.C., to relocate outside the TFRs. Certain security requirements needed to be met before any flights were authorized. This "flush" of aircraft from New York and Washington airports allowed private planes that had been unable to leave New York and Washington airports to return to their home airports, or relocate outside the TFRs during this period.

Toward the middle of October, NOTAMs were issued which reduced restrictions on VFR operations within 15 Enhanced Class B airspaces across the nation. Again on the 21st, it was announced that private aircraft might resume flying in the airspace around 12 additional major metropolitan areas. Because of security concerns, however, restrictions on VFR flying in three other major metropolitan areas -- Boston, New York and Washington, DC -- remained unchanged.

Toward the end of October the FAA Tuesday issued a NOTAM prohibiting general aviation operations around 86 nuclear sites—mostly power plants—in 36 states. (See Figure # Source: <http://www.aopa.org/whatsnew/newsitems/2001/011030map.html>). This was done in response to the Attorney General's statement that there were credible reports of the possibility of another major terrorist attack within the week. The temporary flight restrictions (TFRs) were scheduled to be in place for only one week (until midnight on November 6). These TFRs prohibited all general aviation flight operations within 10 NM of the affected facility, from the surface to 18,000 feet.

On the 26th of September, the Air Traffic Plans and Procedures Division published Notice 7110.265. This notice provided interim guidance concerning the reporting of suspicious aircraft/pilot activities. This guidance supplemented applicable emergency, interceptor, hijack, and other special operations procedures. A copy of this notice is found in Appendix Q.



November

In early November, the NOTAM establishing TFRs around nuclear sites (FDC NOTAM 1/1763) was modified to cover a 4-hour period on 2 November 2001. During this period, IFR and VFR general aviation aircraft that were located at selected airports within the TFRs over nuclear sites were permitted to relocate outside the TFR areas. The modification to FDC NOTAM 1/1763 also added new nuclear facility TFRs (For details see Appendix N, ATC System Restoration Events)

December

On 19 December 2001, general aviation's access to airspace in 30 major metropolitan areas was reinstated. This marked a significant step in Air Traffic's phased program to restore, safely and securely, full access to U.S. airspace to all users. The restrictions in Class B airspace had been in place around the busiest airports in the country since September 11, 2001. On December 19th, however, three remaining areas -- Washington, New York, and Boston -- increased access to the airspace was provided, with some local restrictions around specific sensitive areas. For example, in the Washington D.C. Metro Area, a 15-statute-mile restricted area was established with special accommodation for three small airports in that area. These restrictions were subsequently lifted in the February 2002 timeframe with Special Federal Aviation Regulation 94 (see Appendix R).

Also on 19 December, newsgathering, traffic watch, banner towing, blimp and commercial sightseeing VFR flights were allowed to resume operations in Class B Airspace, except where local restrictions applied.

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It is important to note that on 19 December, and for the foreseeable future, there were still Temporary Flight Restrictions (TFRs) over specific locations in other areas of the country in response to specific needs. Also, some restrictions remained on flights by private or general aviation aircraft registered in the U. S. and in other countries. VFR flight training was still limited to aircraft with a maximum weight of 12,500 pounds or less. The TFRs for major professional and collegiate sporting events or any other major open-air assembly of people also remained in effect. Finally, all flying continued to be prohibited within a three-nautical-mile radius of and 3,000 feet above such events, except as authorized by Air Traffic control.

3. Observations

This section provides observations made by Air Traffic personnel concerning the Air Traffic response to the events of September 11th. These observations offer approaches for improving future crisis management operations and are based on lessons learned from the recent terrorist attacks. The observations span each of the timeframes mentioned in this document: system assessment, system shutdown, and system restoration.

Observation 1: Crisis management operations within the FAA and among involved government agencies should be well established and periodically exercised to ensure future preparedness.

There were several instances where crisis management operations associated with the September 11th terrorist attacks and follow-on activities were not clearly understood by all participants involved in those activities. For example, the establishment of the Air Traffic Situation Room and the procedures used by those staffing the operation were accomplished on an ad hoc basis. In addition, the communications equipment needed to maintain contact with organizations both internal and external to Air Traffic had to be assembled and upgraded in order to facilitate coordination. Moreover, links among the Air Traffic Situation Room, the Washington Operations Center, the FAA field facilities and other government agencies were not always clearly understood. This lack of established procedures led to instances of confusion and miscommunication. To minimize these difficulties in the future the FAA and other government agencies should consider the following:

- Defining the roles and responsibilities of each individual and organization involved in crisis management operations
- Identifying the persons requiring access to the operation centers and restrict access to only those persons
- Developing a list of individuals with special skills (e.g., foreign language capable) who can be contacted when needed
- Maintaining and making readily available current contact lists of all essential persons (telephone, e-mail, fax, pager, etc)
- Requiring a security clearance for each individual requiring access to the operations and ensuring the security status of each individual is maintained and updated periodically
- Developing standard operating procedures (SOPs) detailing where to go, who to contact, what to do, sources of information, etc, for each operations center and individual that may be involved, and ensuring adherence to those procedures
- Conducting periodic exercises among organizations to alleviate organizational, procedural or technical difficulties that may arise

Observation 2: Coordination and communications procedures among the Air Traffic, Civil Aviation Security, and Flight Standards organizations should be enhanced to ensure that the interaction among these organizations is well defined and the responsibilities and terminology of each are clearly understood.

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During the shutdown and restoration phases there were times when the Air Traffic organization had to await permission of the Civil Aviation Security and/or Flight Standards organizations for the authorization of particular categories of aircraft to operate in the National Airspace System (NAS). These permissions were difficult to obtain on occasion due to confusion over the intent, mission and/or criticality of certain flights. For example, the importance or relevancy of lifesaving, agricultural, and news media flights were not always clearly understood; nor were the meanings associated with certain classifications of aircraft operations (e.g., FAR Part 137, etc.). The Air Traffic, Civil Aviation Security, and Flight Standards organizations should have a common understanding as to the classification, requirements, and missions of aircraft operating in the NAS. This could be achieved through periodic cross-training initiatives for representatives from these organizations.

Observation 3: Procedures should be developed to isolate a future disruption of the National Airspace System so as not to require a full system shutdown.

The shutdown of the entire National Airspace System on September 11th was a necessary action, particularly in light of the uniqueness of the situation, together with the potential threats to our national security and the safety and well being of the flying public. However, this action proved to be very onerous on many segments of the aviation community and on the economy as a whole. In the future, shutdowns could be limited to specific types of operations, or to placing specific restrictions along airspace and/or geographic boundaries. To do this would require well-defined guidelines that clearly establish how the NAS would be restricted and/or partitioned to facilitate continuity of operations for certain categories of aircraft operations – again, without the need to shutdown the entire NAS. In the future, should a similar attack or a variation thereof occur, specific steps taken to diagnose, isolate, and deal with the problems at hand, may in the long run avert a major disruption to air travel and air commerce that are essential to our nation.

Observation 4: The FAA and the military should ensure that key decision makers understand the meaning, use and coverage of Security Control of Air Traffic and Navigation Aids (SCATANA) procedures and Emergency Security Control of Air Traffic (ESCAT) procedures.

On September 11th, the dissemination of information relative to SCATANA caused confusion. Many persons within the military and Air Traffic thought that full SCATANA had been implemented; others thought that SCATANA had not been implemented at all. Actually, the truth lay somewhere between these two thoughts. The military had implemented what was referred to as a “modified SCATANA.”

With all air traffic coming to a standstill on the morning of September 11th, the term SCATANA (Security Control of Air Traffic and Air Navigation Aids) was initially used to describe this condition. Though not a SCATANA by definition, the effect was equivalent to implementing the SCAT part of SCATANA – the Security of Air Traffic Control. The use of the term SCATANA led some within Air Traffic to ask if all NAVAIDs, including the GPS signals, should be shut off. Moreover, use of the term SCATANA resulted in confusion among some as to whether the military or the FAA had control over the airspace. An unfortunate consequence of this confusion was that several NORAD air defense sectors refused to give permission for certain flights to operate that had already been approved by Air Traffic.

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Actually, FAA Order 7610.4J (Appendix 17), *Special Military Operations* had been revised a year earlier to include a contingency for a situation similar to what was encountered on September 11th. The correct term would have been ESCAT (Emergency Security Control of Air Traffic Rules). Because most in the DOD and FAA were unfamiliar with the term ESCAT, a message was sent out from NORAD that referenced a “modified SCATANA.” Unfortunately, the term “modified SCATANA” is not defined by FAA Order 7610.4J.

To ensure a thorough understanding of SCATANA and ESCAT during times of future crises, key decision-makers should be familiar with the provisions of the SCATANA and ESCAT procedures. Furthermore, these provisions should be “exercised” periodically to ensure that appropriate coordination and understanding of the extent of airspace shutdown and control is achieved between the DOD and Air Traffic.

Observation 5: An Air Traffic operations center should be created at FAA Headquarters that is adequately equipped and spacious enough to support future National Airspace System crises.

It became abundantly clear on September 11th that there was a need for an Air Traffic crisis management operation at FAA Headquarters. The Air Traffic Situation Room that was formed on September 11th was done so ad hoc. This room was lacking in size and in communications and support capabilities. It was suggested that a room should be designed specifically to accommodate an Air Traffic situation team in the event of future crises. This room should be large enough to accommodate all necessary personnel, equipment, documents, maps, etc. Additionally, the room should be equipped with at least the following:

- Multiple secure telephones and faxes
- Closed circuit televisions
- Traffic situation display monitor
- Electronic display board used for status updates
- Equipment for documenting and referencing activities and decisions; and
- Appropriate automation support, including crisis management software.

Observation 6: Air Traffic controllers should be educated on military operations such as intercept procedures and the role of weapons controllers.

Military activities associated with September 11th necessitated the collocation of military weapons controllers at Air Traffic field facilities. Many Air Traffic controllers were not fully aware of certain military procedures, particularly with respect to intercepts and the role of weapons controllers.

Consideration should be given to conducting periodic cross-training sessions between the military weapons controllers and Air Traffic controllers to educate personnel on the roles of each. This cross-training should be targeted at facilities that are most likely to have FAA-DOD collocation requirements during periods of crises.

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Observation 7: An expeditious and efficient process should be developed for drafting, disseminating, updating, and retiring special emergency Notices to Airmen (NOTAMs).

Delays and difficulties were experienced in drafting emergency Notices to Airmen (NOTAMs). This was due, in part, to the difficulty in finding language acceptable to the FAA's Legal, Flight Standards, and Air Traffic organizations. On occasion, NOTAMs were drafted that, while legally correct, were not understood by the Air Traffic organization. On the other hand, Air Traffic would draft NOTAMs that could be understood by Air Traffic controllers but could not be legally defended. As a result, NOTAMs were frequently revised to accommodate language changes and/or changes in a given situation addressed in the NOTAM. Moreover, with the issuance of multiple versions of NOTAMs, it was not always clear to FAA customers which version was the most current at a particular time. Additionally, the most current NOTAMs, while posted on Aircraft Owners and Pilots Association (AOPA) and other user group web sites, could not always be found on the FAA web site.

A situation compounding the challenges identified above was that the NOTAM system would often not accept a NOTAM as it was drafted due to lexical problems. This sometimes resulted in time lost in reformatting the NOTAM so that the system would recognize it as valid.

There is a need for a clear, consistent, user-friendly system for rapid drafting, disseminating, updating, and retiring NOTAMs. It is also recommended that during times of crises that at least one representative from the FAA legal organization be on site for consultation. During the aftermath of the September 11th terrorist attacks, the FAA legal representative often operated on an "on call" basis, which proved at times to be a hindrance to real-time decisions that needed to be made.

Observation 8: A plan should be developed for the movement of persons selected for off-site duties during emergency situations.

Several persons selected for off-site emergency details had no way of getting to those sites on September 11th due to traffic jams, limited rail service, and airport closures. An emergency movement plan should be developed for transporting key personnel in a rapid manner to their assigned locations.

Observation 9: Persons identified to be on call for crisis management operations should be provided cell phones with special tasking to ensure continuity of communications.

Throughout the day of September 11th, it was extremely difficult to make phone calls using either wired or cellular telephones. Providing the essential persons with cell phones assigned a special tasking to bypass the normal cellular network would ensure continuous contact and communication among key Air Traffic decision-makers.

Observation 10: Good communication should be maintained with the general aviation community so that these channels of communication can be used to coordinate with this community during periods of crises.

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The events of September 11th highlighted the fact that good communication with the general aviation population was absolutely vital to the shutdown and subsequent restoration of the ATC system to full operation. Despite the blanket restriction on general aviation operations during the shutdown of the ATC system, the fact remained that the most critical form of operations needed during the 11th and 12th of September (with the exception of the DOD mission) were those performed by both low-end and high-end general aviation aircraft.

In the future, it may prove beneficial to ensure lines of communication between Air Traffic and general aviation organizations such as AOPA, the National Business Aviation Association (NBAA), and others are maintained and strengthened.

Observation 11: *A system should be used to collect, organize and filter information flowing into the operations centers to ensure the validity and currency of that information.*

There were instances when too much information was being provided to the Air Traffic Situation Room with no means to effectively sort, validate, and manage the information. Often times old information was treated as new. A crisis management software system designed to manage the influx and dissemination of information should be employed. This system should be exercised periodically to ensure its effectiveness and relevance to potential future threats.

Observation 12: *Procedures should be developed to allow Air Traffic and the DoD to efficiently coordinate responses to future threats originating within the boundaries of the National Airspace System.*

There are extant procedures that govern attacks on U.S. airspace from outside the National Airspace System (NAS). The terrorist attack on September 11th ushered in a new type of attack that existing procedures did not address. Consequently, a number of stop gap measures involving coordination between Air Traffic and the DoD needed to be implemented in order to provide an appropriate level of safety for flights operating in the NAS. More permanent procedures need to be established that outline specific responsibilities and actions to be taken by both the military and Air Traffic in handling future crises in domestic airspace.

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Executive Summary

Overview

On the morning of September 11th 2001, and for the three months that followed, the Air Traffic organization coordinated many activities both internal and external to the FAA, and made timely decisions related to the assessment, unprecedented shutdown, and restoration of the Air Traffic Control system. The actions taken by Air Traffic during this period demonstrated the interconnectedness of the Air Traffic community, as well as the autonomous decision making abilities of Air Traffic personnel at all levels; that is, at field facilities, regional headquarters, national headquarters, and at the Air Traffic Control System Command Center.

The Air Traffic activities discussed in this paper extend from September 11th, 2001 through mid-December, 2001. These activities include the actions that the Air Traffic organization took in assessing the dangers posed to the Air Traffic Control (ATC) system as a result of the hijackings of four U.S. commercial airplanes, as well as those actions that resulted from other potential threats to the ATC system. Also included are the specific actions Air Traffic took in shutting down the ATC system by clearing the skies of all aircraft except those involved in missions related to national security, law enforcement, emergency movement of key personnel, and medical evacuation. Finally, the actions taken by Air Traffic in restoring the ATC system over a three-month period following the terrorist attacks are discussed.

Air Traffic activities discussed in this paper focus on the following organizations:

- FAA Headquarters: Air Traffic personnel operating within the Air Traffic Situation Room and the Security Operations Center
- The Air Traffic Control System Command Center, including the Air Traffic Services Cell
- Air Traffic Division Offices at FAA Regional Headquarters, with emphasis on Eastern Region, New England Region, and Great Lakes Region
- Air Traffic field facilities, with emphasis on the controller interaction with the four hijacked aircraft during the search for the missing flights on September 11th.

The Air Traffic organization's response to the terrorist attack on September 11th is discussed in three timeframes: System Assessment, System Shutdown, and System Restoration. Additionally, observations made by Air Traffic personnel who were interviewed for this project were collected to document their suggestions for improvement in any future scenario that may require similar actions by the Air Traffic organization.

System Assessment

During the period from 0800 hrs until approximately 1106 hours Eastern Daylight Time on the morning of September 11th, the Air Traffic organization was engaged in assessing the extent of the threats to the ATC System.

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Tuesday, September 11 started as any other late summer day in aviation. The day was perfect for flying, what some pilots call “severe clear.” Peak summer traffic demands had diminished, and air traffic controllers were expecting a routine, on-time day. Then at 0820 hrs, American Airlines Flight 11, out of Boston’s Logan International Airport headed for Los Angeles, stopped transmitting its beacon signal while over the Hudson River, preventing Air Traffic controllers from positively identifying and tracking the aircraft. At 0838 hrs, the Boston Air Route Traffic Control Center (ARTCC), after several unsuccessful attempts to contact American Airlines Flight 11, notified the North American Air Defense Command (NORAD) of a possible hijacking of that flight. Five minutes later, at 0843 hrs, the Boston ARTCC notified NORAD that United Airlines Flight 175, also out of Logan Airport, had also been hijacked. Three minutes later American Airlines Flight 11 crashed into the World Trade Center’s North Tower. Shortly thereafter, United Airlines Flight 175 crashed into the South Tower.

Responding to the unfolding events, Air Traffic began imposing ground stops -- first at 0904 hrs for all airports within the Boston ARTCC, then at 0906 hrs for all airports within the New York, Washington and Cleveland ARTCCs. Traffic traveling to or through the New York ARTCC airspace was also restricted. Minutes later, at 0926 hrs, the Air Traffic Control System Command Center stopped all aircraft departures nationwide, regardless of destination

At 1021 hrs, the FAA Administrator ordered the diversion of all international flights inbound to the U.S. This required coordination with NavCanada, the semi-private organization that runs the Canadian air traffic system. Most flights that were close to US shores headed for Canada, while others turned back to their originating airports.

System Shutdown

The System Shutdown Phase extended from 1106 hrs, 11 September 2002 to 1500 hrs, 13th September. Before 1106 hrs, the Air Traffic organization was trying to get a handle on what was going on in the ATC System – assessing the situation based upon sometimes fragmented and sometimes erroneous information. In a bold move at 1106 hrs, however, the ATC System Command Center sent out Advisory 036 requiring all aircraft to land and prohibiting aircraft from taking off from all airports and airdromes. This advisory read as follows:

Due to extraordinary circumstances and for reasons of safety. Attention all aircraft operators. By order of the Federal Aviation Command Center all airports/airdromes are not authorized for landing and takeoff. All traffic including airborne aircraft are encouraged to land shortly, including all helicopter traffic. Aircraft involved in fire fighting in the Northwest U.S. are excluded. Please read this notice over the emergency frequencies, and VOR voice.

With this advisory, the shutdown of the Air Traffic System *en masse* had officially begun. Within four minutes, air traffic controllers nationwide had directed more than 700 aircraft to safe landings. Another 2,800 aircraft were safely landed within the hour. By 1216 hrs, just three-and-a-half hours after the first crash, the United States airspace was free of all air civilian traffic. Only emergency-related military, law enforcement, medical evacuation, and rescue operations were permitted to fly.

System Restoration

As aviation in the United States was brought to a standstill, the next challenge for the Air Traffic organization -- beyond dealing with the immediate consequences of the four crashes -- was to determine how and when to restore the Air Traffic system. Early on Thursday, September 13, just 48 hours after the terrorist activities, limited restoration of the nation's airspace commenced. While international flights remained restricted and the national Ground Stop was still in effect for general aviation, some commercial and cargo flights from designated airports were being permitted. In the coming days, weeks and months, the Air Traffic organization -- working in close coordination with other local and national authorities -- methodically began removing airspace restrictions for most commercial and general aviation operations. Underlying each decision were assurances that security issues were being sufficiently addressed, and that procedures were in place to eliminate or mitigate the impact of future threats to the Air Traffic system.

Figure ES-1 illustrates the types of aircraft operations in the National Airspace System before, during, and after the terrorist attacks. (Source: Air Traffic Operations Network (OPSNET) database). This figure shows the marked decrease in aircraft operations during the 11th and 12th of September, and the gradual restoration of operations that started on the 13th of September. Notice that it took approximately two weeks after the terrorist attacks for total aircraft operations to reach pre-September 11th levels. It should be noted however, that despite the return of total aircraft operations to pre-September 11th levels, there were still a significant number of aircraft operations that were not authorized two weeks following the terrorist attacks. Additionally, many airspaces around major metropolitan areas were still off limits for certain types of aircraft operations.

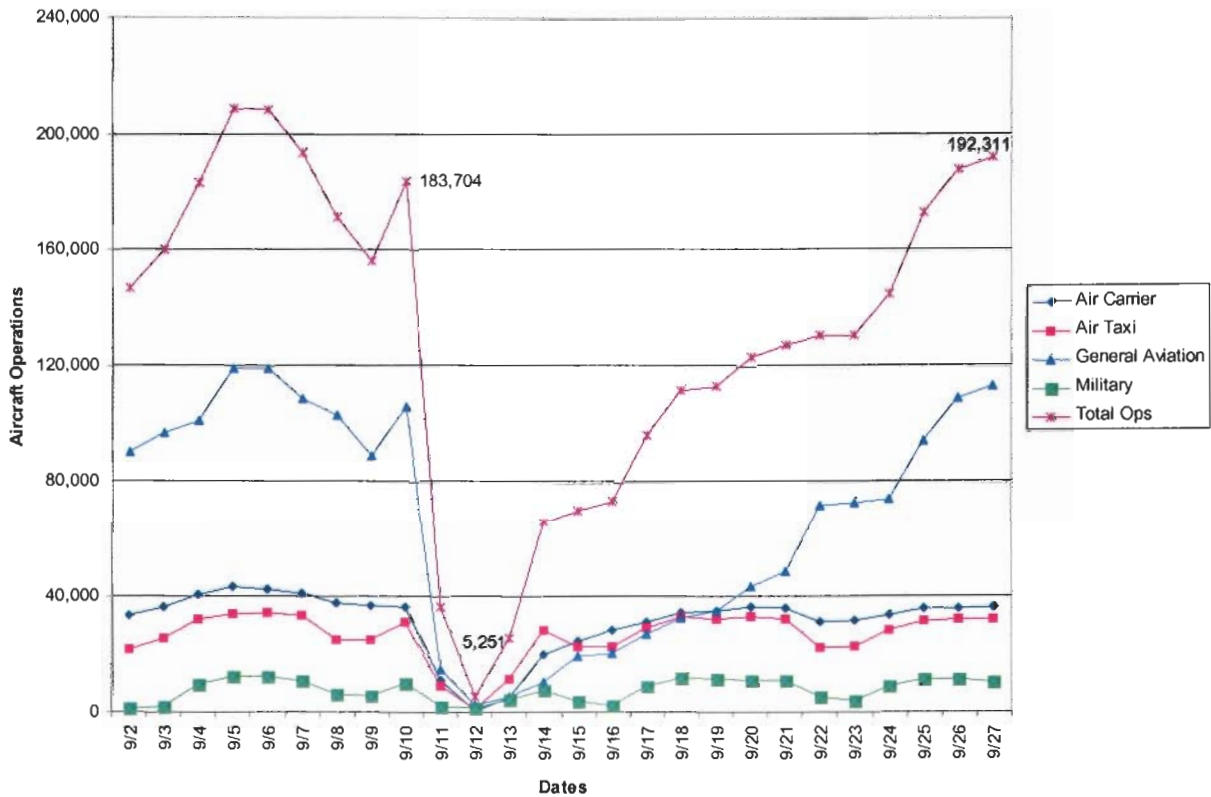


Figure ES-1. Aircraft Operations Before, During and After the 11 September Attack

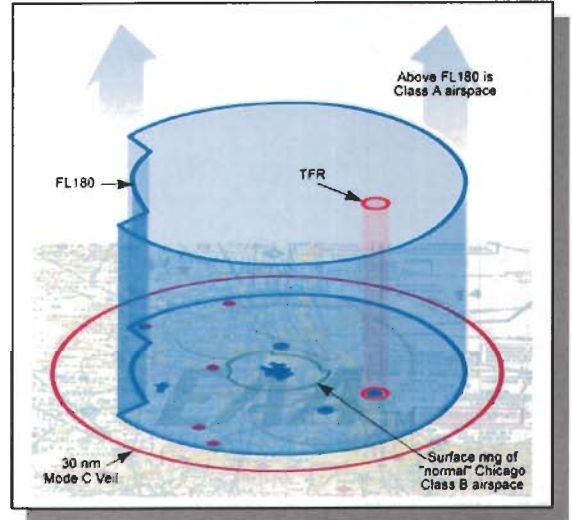
Throughout the remainder of September, and through the months of October, November, and December, access to the National Airspace system was gradually restored for all airspace users. The 13th of September marked the first day that domestic commercial passenger and cargo flights were approved for operation since the terrorist attacks. These flights began to operate within the NAS at about 1200 hrs. Their approval to fly was contingent upon the appropriate security certification of departure and destination airports.

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On the 20th of September Air Traffic issued a NOTAM establishing Enhanced Class B airspace, as well as the restrictions for certain aircraft operations in this airspace. The diagram below illustrates the effect of Enhanced Class B airspace. Enhanced Class B airspace, indicated by the blue cylindrical area, was airspace from within the extreme lateral limit of Class B Airspace from surface to FL180 (Diagram source: http://www.eaa.org/flightplanner/us_maps.html).

Toward the middle of October, NOTAMs were issued which reduced restrictions on VFR operations within 15 Enhanced Class B airspaces across the nation. On the 21st of October, it was announced that private aircraft might resume flying in the airspace around 12 additional major metropolitan areas. Because of security concerns, however, restrictions on VFR flying in three other major metropolitan areas -- Boston, New York and Washington, DC -- remained unchanged.

Toward the end of October, the FAA issued a NOTAM prohibiting general aviation operations around 86 nuclear sites—mostly power plants—in 36 states. This was done in response to the U.S. Attorney General's statement that there were credible reports of the possibility of another major terrorist attack within the week. The temporary flight restrictions (TFRs) were scheduled to be in place for only one week (until midnight on November 6). These TFRs prohibited all general aviation flight operations within 10 NM of the affected facility, from the surface to 18,000 feet.



On 19 December 2001, general aviation's access to airspace in 30 major metropolitan areas was restored. This marked a significant step in Air Traffic's phased program to restore, safely and securely, full access to U.S. airspace to all users. The restrictions in Class B airspace had been in place around the busiest airports in the country since September 11, 2001. In the three remaining areas -- Washington, New York, and Boston -- increased access to the airspace was provided, with some local restrictions around specific sensitive areas. Also on 19 December, newsgathering, traffic watch, banner towing, blimp and commercial sightseeing VFR flights were allowed to resume operations in Class B Airspace, except where local restrictions applied.

Observations

Interviews were conducted with Air Traffic Personnel who provided observations relative to the Air Traffic response to the events of September 11th. These observations provide suggestions for improving future crisis management operations.

- *Observation 1: Crisis management operations within FAA and among relevant government agencies should be well established and periodically exercised to ensure future preparedness.*
- *Observation 2. Coordination and communications procedures among the Air Traffic, Security, and Flight Standards organizations should be enhanced to ensure that the*

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interaction among these organizations is well defined and the responsibilities and terminology of each clearly understood.

- *Observation 3: Procedures should be developed to isolate a future disruption to the Air Traffic Control System so as not to require a full shutdown of the system.*
- *Observation 4: FAA and the military should improve links and develop methods to ensure that all parties understand the meaning, use and coverage of Security Control of Air Traffic and Air Navigation Aids (SCATANA) and SCATANA-type procedures.*
- *Observation 5: An Air Traffic operations center at FAA headquarters should be created that is adequately equipped and spacious enough to support the necessary people and activities.*
- *Observation 6: Air Traffic controllers should be educated on military operations such as intercept procedures and the role of weapons controllers.*
- *Observation 7: An expeditious and efficient process should be developed for drafting, posting, updating and retiring special emergency NOTAMs/TFRs.*
- *Observation 8: A plan should be developed for the movement of persons selected for off-site duties during emergency situations.*
- *Observation 9: Persons identified to be on call for crisis management operations should be provided cell phones with special tasking to ensure continuity of communications.*
- *Observation 10: A system should be developed to collect, organize and filter information flowing into the operations centers to ensure the validity and currency of that information.*
- *Observation 11: Procedures should be developed to allow Air Traffic and the DoD to efficiently coordinate responses to future threats originating within the boundaries of the NAS.*

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Description of Appendices

Appendix A - Critical Incidents and Major Air Traffic System Decisions

This appendix identifies 29 specific threats -- some real and some perceived by the Air Traffic organization -- to the safe operation of the ATC system between the period 0800 hrs to 1400 hrs on September 11th. Each of these threats, dubbed "critical incidents," required the attention of Air Traffic personnel. A diagram depicting the relationship between the timing of the critical incidents and the major decisions Air Traffic made with regard to the assessment and shutdown of the ATC system is contained in this appendix.

Appendix B - Military Liaison Activities

This appendix addresses the activities of Air Traffic's military liaison personnel during the periods of ATC system assessment, shutdown, and restoration.

Appendix C - Air Traffic Situation Room

This appendix describes the role of Air Traffic Situation Room in providing a location from which the Air Traffic organization could coordinate the ATC system assessment, shutdown, and restoration efforts. This appendix also describes the roles and responsibilities of Air Traffic personnel that staffed the Air Traffic Situation Room operation.

Appendix D - ATC System Command Center Traffic Flow Initiatives Briefing

This appendix contains a PowerPoint briefing that identifies key Traffic Flow Initiatives implemented by the ATC System Command Center on September 11th 2001.

Appendix E - ATC System Command Center Advisories Briefing

This appendix contains a PowerPoint briefing of the Advisories issued by the ATC System Command Center on September 11th 2001.

Appendix F - Air Traffic Services Cell Activities

This appendix identifies the activities of the Air Traffic Services Cell, as well as the role that the Air Traffic organization's representative in the ATS Cell played during its operation.

Appendix G - Key Personnel Movement

This appendix discusses special flights authorized on September 11th to accommodate the movement of top national leaders, military commanders, and critical personnel within the FAA.

Appendix H - Background Paper on North American Aerospace Defense Command (NORAD) Intercept Procedures

This appendix briefly outlines the likely actions (post September 11th) that NORAD fighter pilots will take when intercepting a track-of-interest (TOI).

Appendix I - Medevac, Law Enforcement, and Military Movement

With the order given by Air Traffic on September 11th for all aircraft to land, exceptions were granted for medevac, law enforcement, and military movement. This appendix discusses these exceptions.

Appendix J - Diversions

This appendix discusses flights that were required to divert to an airport that was not part of their original flight plan on September 11th. Included is a discussion of the impact of diversions on domestic and foreign carriers, as well as the impact on Canadian airports.

Appendix K - Appendix 17 to FAA Order 7610.4J, *Special Military Operations: DOT/FAA/Federal Communications Commission (FCC) Security Control of Air Traffic and Air Navigation Aids (SCATANA) Plan*

This appendix contains the DOT/FAA/FCC Security Control of Air Traffic and Air Navigation Aids (SCATANA) Plan. It covers roles, responsibilities, and procedures for implementing Emergency Security Control of Air Traffic (ESCAT) and SCATANA. It also covers procedures for exercising ESCAT and SCATANA within NORAD and FAA organizations.

Appendix L – Headquarters, North American Aerospace Defense Command (NORAD) Modified Security Control of Air Traffic and Air Navigation Aids (SCATANA) Message

This appendix contains the message sent at 112238Z from Headquarters NORAD indicating the implementation of a modified SCATANA plan. It outlines the Wartime Air Traffic Priority List for the movement of aircraft in all areas of the United States, Alaska, and the coastal approaches under FAA ATC jurisdiction. It further specifies that air navigation aids would not be shut down, unless otherwise directed by the appropriate air defense military authority.

Appendix M - ATC System Restoration Events

This appendix highlights, in chronological order, the major system restoration activities in which Air Traffic played a role. These activities are organized by month.

Appendix N - Aircraft Operations on 11-13 September 2001

This appendix graphs the number of air carrier, air taxi, general aviation, and military operations on September 11th through the 13th.

Appendix O - General Aviation Operations on September 12th 2001

This appendix contains a graph of the Air Traffic Operations Network (Ops Net) data for September 12th, and includes a listing of the airports where more than 30 general aviation operations occurred on September 12th.

Appendix P - Air Traffic Customer Advocate

This appendix discusses the expanded role of the Air Traffic Customer Advocate as a result of widespread flight and airspace restrictions imposed on the entire aviation community.

Appendix Q - FAA Notice 7110.265 Reporting of Suspicious Aircraft/Pilot Activities

This appendix contains a copy of FAA Notice 7110.265. This notice, published by Air Traffic Plans and Procedures Division, provides interim guidance concerning the reporting of suspicious aircraft/pilot activities. This guidance supplements applicable emergency, interceptor, hijack, and other special operations procedures.

Appendix R - Special Federal Aviation Regulation (SFAR) 94

This appendix contains Special Federal Aviation Regulation (SFAR) 94 -- a document that played a role in gradually restoring aircraft operations at three airports in the Washington, D.C. metropolitan area: College Park, Washington Executive/Hyde, and Potomac.

Appendix S - Chronological Account of Events on September 11th 2001

This appendix highlights, in chronological order, an account of the events Air Traffic was involved in on September 11th.

Appendix T - Air Traffic Situation Room Notes from September 11th to September 27th

This appendix identifies, in chronological order, an account of the events Air Traffic was involved in between September 11th and the 27th.

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Appendix A

Critical Incidents and Major Air Traffic System Decisions

This appendix identifies 29 specific threats -- some real and some perceived by the Air Traffic organization -- to the safe operation of the ATC system between the period 0800 hrs to 1400 hrs on September 11th. Each of these threats, dubbed "critical incidents," required the attention of Air Traffic personnel. These incidents are enumerated in the table below.

A diagram depicting the relationship between the timing of the critical incidents and the major decisions Air Traffic made with regard to the assessment and shutdown of the ATC system is also contained in this appendix.

Table A-1. Critical Incidents

Critical Incident (CI) Number	Critical Incident
CI1	The events surrounding the takeoff, flight, and fatal crash of American Airlines Flight 11
CI2	The events surrounding the takeoff, flight, and fatal crash of United Airlines Flight 175
CI3	The events surrounding the takeoff, flight, and fatal crash of American Airlines Flight 77
CI4	The events surrounding the takeoff, flight, and fatal crash of United Airlines Flight 93
CI5	1st Impact at the World Trade Center. Initially uncorrelated with Critical Incident 1 (The events surrounding the takeoff, flight, and fatal crash of American Airlines Flight 11)
CI6	Bomb threat involving Delta Airlines Flight 1989
CI7	Initially uncorrelated with Critical Incident 4 (The events surrounding the takeoff, flight, and fatal crash of American Airlines Flight 11)
CI8	Bomb threat reported by Great Lakes Region Headquarters
CI9	Fast moving twin engine aircraft moving toward Poughkeepsie towards the World Trade Center (Initially uncorrelated with Critical Incidents 1 or 2)
CI10	TWA Flight 315 refusing to land at Pittsburgh Airport
CI11	2nd Impact at the World Trade Center. Initially uncorrelated with Critical Incident 2 (The events surrounding the takeoff, flight, and fatal crash of American Airlines Flight 11)
CI12	Fast moving aircraft reported 60 miles Northwest of Washington DC headed southeastbound towards Washington DC
CI13	Cleveland ARTCC is receiving a bomb threat and evacuating the building
CI14	Aircraft 160 miles east of Nantucket is headed westbound toward Boston at a high rate of speed

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Critical Incident (CI) Number	Critical Incident
CI15	An aircraft with the tail number N84048 departed from Orange County, New York without authorization
CI16	Washington Air Route Traffic Control Center reports loss of radar with Midway Express flight MEP411, an MD-80 aircraft over the BUCKO fix in West Virginia
CI17	There is a preliminary report of a fire at Camp David
CI18	Cleveland Air Route Traffic Control Center has two unidentified aircraft circling in upstate New York at a flight level of 35,000 ft
CI19	Boston ARTCC is at "ATC zero" and evacuating the building
CI20	U.S. Coast Guard out of Norfolk reports receiving a distress call from United Airlines 947
CI21	U.S. Coast Guard out of Norfolk reports receiving a distress call from Continental Airlines 57
CI22	U.S. Coast Guard out of Norfolk reports receiving a distress call from Air Canada 65
CI23	At JFK airport, allegedly 3 persons of Middle Eastern origin refuse to debark from United Airlines Flight 23 at Gate 2, Terminal 7
CI24	An F16 intercepted an intruder aircraft, N22CJ at 35 miles northwest of Pittsburgh
CI25	Great Lakes Regional Headquarters reports that United Airlines Flight 809 a Boeing 767 is on the ground at Rockford (in the UPS area) and is thought to pose a potential bomb threat
CI26	McDonnell Douglas 88 over Elkins West Virginia; possibly an aircraft scrambled by the military, or may be an aircraft controlled by Cleveland ARTCC
CI27	Korean Airlines Flight 85 inbound to Los Angeles airport reports through ARINC that it is being hijacked
CI28	Forward from Dan Boyle ANM-501 per Don Bingham, message from ATCSCC is that through ARINC that Korean Air Flight to Los Angeles has sent message, "Korean Airlines Hijacked " twice. This flight was last known heading toward Colorado
CI29	Trying to confirm Korean Airlines flight 17 to LAX (Oakland Center never worked this aircraft). The ATC System Command Center confirms this flight diverted to Vancouver

Figure A-1 depicts the relationship between the timing of the critical incidents and the major decisions Air Traffic made with regard to the assessment and shutdown of the ATC system.

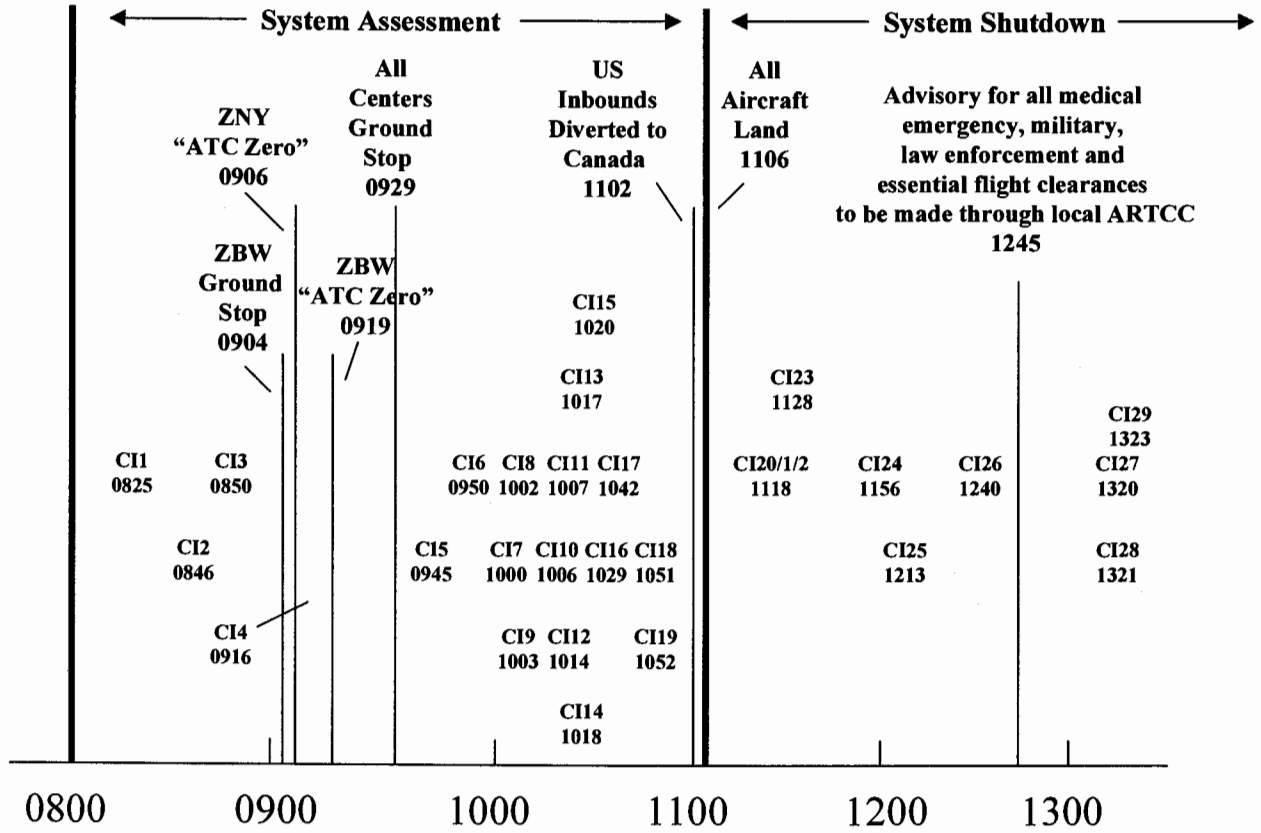


Figure A-1. Critical Incidents and Major Air Traffic System Decisions

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Appendix B

Military Liaison Activities

Overview

This appendix addresses the activities of the Air Traffic military liaison personnel during the periods of ATC system assessment, shutdown, and restoration. The following military liaison personnel were interviewed and provided input to this appendix.

- Colonel Sheryl Atkins, USAF
- Lieutenant Colonel Paul Gillick, USA
- Major William Nix, USMC
- Lieutenant Commander Dave Viger, USN

Each of the four military services within the Department of Defense (DoD) assigns a FAA liaison officer to represent its requirements to the Director of Air Traffic. They each share office space on the fourth floor of FAA Headquarters. Each officer is independently responsible to his/her own military organization

System Assessment (0800 hrs 11 September 2001 - 1106 hrs, 11 September 2002)

On 9-11, the four military liaisons assigned to the Director of Air Traffic were spread out over northern Virginia and Washington DC. Maj William Nix, USMC, and LCDR Dave Viger, USN, were attending a meeting in Crystal City, VA. LTC Paul Gillick, USA, was at Fort Belvoir, VA, and COL Sheryl Atkins, USAF, was in the FAA Headquarters Building in Washington DC.

When Maj Nix and LCDR Viger learned of the second aircraft hitting the World Trade Center, they recognized the events as something out of the ordinary and decided to return immediately to FAA Headquarters Building. They arrived at FAA Headquarters around 1030 hrs due to the transportation standstill following the attack on the Pentagon. Their first reaction was to “make sure that the FAA Headquarters Command/Operations Center had the feel for what was going on from a DoD perspective.” What they learned and passed on was that CINC NORAD had designated General Arnold, the Commander of the Continental U.S. Region of NORAD (CONR), to direct the air defense reaction.

LTC Gillick remained at Fort Belvoir all day and returned to the FAA building the following day. COL Atkins was the only liaison in FAA Headquarters that morning. When the severity of the situation was known, she reported to the FAA Headquarters Command Center (i.e., Air Traffic Situation Room) that was being established on the 10th floor.

System Shutdown (1106 hrs, 11 September 2002 - 1500 hrs, 13 September 2002)

The military liaisons observed that the initial response to the disaster was to shut down the National Airspace System. As the process unfolded, Jeff Griffith, the Deputy Director of the Air Traffic Organization, was constantly on the telephone with General Arnold. The FAA and NORAD found that their crisis response nomenclature was different. The DoD uses four levels of DEFCON (Defense Condition) to identify their degree of crisis response while the FAA uses a three-step process. This was one of early issues in which the military liaisons served as “translators” to smooth out the process differences.

In the FAA Headquarters Command Center, different people sat as the pit boss and they would make the decision – some difficult decision were forwarded to Jeff Griffith, or Dave Canoles, or Bill Peacock. Bill Peacock was in New Orleans when the attacks occurred, and he returned to FAA Headquarters via FAA aircraft later that day.

Maj Nix and LCDR Viger joined COL Atkins, who was already in the FAA Headquarters Command Center, to facilitate coordination between the FAA, Department of Transportation Operations Center and the DoD. The military liaisons established and maintained critical communications channels between DoD and FAA entities.

As the coordination activities continued over days, the military liaisons also assisted in facilitating the installation new communications equipment that enhanced the information flow between the FAA and DoD

COL Atkins established an initial staffing schedule that kept two military representatives present in FAA headquarters at all times. Initially, the 4-person staff worked 12 hours on and 12 hours off. In a few days, COL Atkins managed to bring in additional military staff from FAA regional offices, the reserves, and Pentagon staffs to supplement her small staff.

By 1400 hrs on the 11th, a process had evolved in which roles and responsibilities were more clearly defined. The ATCSCC was coordinating the response to tactical air traffic issues with CONR. Similarly, FAA HQ Command Center, in concert with the FAA regional offices, was working air traffic policy issues with the military, the DOT crisis management center, and other federal agencies.

FAA Order 7619.4J (Appendix 17) had been revised a year earlier to include a contingency for a similar situation. The correct term would have been ESCAT (Emergency Security Control of Air Traffic Rules). Nevertheless, most people were unfamiliar with ESCAT, so using “modified SCATANA” was workable.

A fundamental policy issue that emerged early was the question of SCATANA. As the magnitude of the disaster unfolded, ground holds were initiated, first in New York Center followed by Boston Center, then for traffic to Reagan National Airport. At 0929 hrs, the ATCSCC issued a national ground stop. Operations log entries indicate that FAA leadership discussed requiring all aircraft to land, and at 1106 hrs, the ATCSCC issued a national ground stop that also “encouraged” airborne aircraft to land “shortly.” With all air traffic coming to a standstill, the term SCATANA (Security Control of Air Traffic and Air Navigation Aids) was initially used to describe the condition. Though not a

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SCATANA by definition, the effect was equivalent to implementing the SCAT part of SCATANA.

The use of SCATANA led some to ask if the all nav aids, including the GPS signals, should be shut off. An Ops telcon at 1257 hrs seems to indicate an awareness of the confusion around SCATANA because it was made clear that SCATANA was not in effect. Instead, the term “modified SCATANA” was used to describe what was happening.

The initial response to the crisis had been to shut down the National Airspace System. When this had been accomplished, the attention shifted to assure the security of the system prior to rebuilding the system.

It seemed to many that the few aircraft flying after the NAS shutdown were primarily military fighters on combat air patrol (CAP). Actually, there were even more General Aviation and Air Taxi operations occurring. Exceptions to the NOTAM ordering all aircraft to land were made to permit fire-fighting aircraft in other parts of the U.S. to continue their missions. Within minutes, the NOTAM was clarified to permit Coast Guard, law enforcement, and medical evacuation flights. Disaster relief flights, including FEMA flights and flights of other agencies were approved. VIP flights were approved so federal and state authorities could be repositioned. CONR was responsible for approving all flights, but the task of approving each flight overwhelmed its small staff. NORAD asked the FAA’s ATCSCC to process the flight approvals on the behalf of CONR.

The Air Traffic cell in ATCSCC, which includes some military and the ATP-200 staff, took on this responsibility and used the War Time Air Traffic Priority List (WATPL) to determine which aircraft should be cleared for flight. Generally, flights with priorities 1 through 7 were being approved.

The War Time Air Traffic Priority List is found in FAA Order 7619.4J, Appendix 17. It lists eight categories of missions in order of priority.

Originally, all aircraft permitted to fly were required to file IFR flight plans. This, however, caused a problem for the U.S. Army. Army helicopters primarily fly VFR, and this requirement restricted their ability to operate. Subsequently, the requirement was modified to permit VFR flight as long as the aircraft could squawk a discrete transponder code. The military liaisons worked this issue, and others, to ensure that any order from the FAA was consistent with the military’s standard operating procedures.

Communications and control issues required the assistance of the military liaisons at 1300 hrs on September 12th. A log entry indicates that the Northeast Air Defense Sector (NEADS) wanted FAA air traffic controllers to provide separation between military and civil aircraft. The same entry reports that the military (most likely the CAP fighters) were providing their own separation. When fighters perform intercept operations, they operate “MARSA” (Military Assumes Responsibility for Separation of Aircraft) usually under the control of a ground or airborne weapons control officer. The military representative tried clarifying the mutual responsibilities under these circumstances. However, the issue arose again at 1705 hrs on September 12th when ZOB reported they were unable to contact military interceptors using the

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guard frequency. The issue seems to have been resolved finally via a telcon that occurred at 1800 hrs on September 12th.

In the dialogue leading up to the restoration of the National Airspace System, the first step was to reposition civil aircraft, crews, and mechanics to the correct locations. Before the process could begin, CONR expressed concern to the FAA about airport security. CONR was more willing to approve flights departing from airports with "heightened ground security" procedures in place. So there was dialogue back and forth concerning what was "heightened ground security" and where was it working effectively. The solution was to come up with a list of extraordinary airports where security requirements were of particular concern and match them against the steps taken to meet heightened security. The implementation of improved security measures, such as the use of magnetometers or other sophisticated screening technology, were used to determine the level of security attained by a given airport.

As domestic and international airports were individually approved for their heightened security measures, they were placed on a list of approved airports maintained by the ATCSCC. There was also a second list at ATCSCC of those airports that were "Air Traffic cleared," i.e., they were prepared for flight operations. At 1500 hrs on September 13th, the National Airspace system was reopened for aircraft operating to and from approved airports. Temporary flight restrictions (TFRs) and temporary airspace redesignations imposed new restrictions on aircraft operators. The whole process of opening the NAS to more users and reducing (but not eliminating all) restrictions began at this point and continued until December 19, 2001.

System Restoration (1500 hrs, 13 September 2002 - 0000 hrs, 19 December 2002)

The reaction to the 9-11 events was, understandably, a heightened sense of security. When flight operations restarted, there were numerous TFRs issued to protect against every imaginable form of potential terrorist activity. From the perspective of the military liaisons, the process of restoration the National Airspace System over the next few months involved managing these potential threats while minimizing the new flight restrictions.

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Appendix C

Air Traffic Situation Room

Early on the morning of the 11th of September, with the discovery that two flights that had left Boston earlier that morning had been hijacked, a TELCON was initiated by AAT-20 (the Accident and Incident Investigation Division within Air Traffic) with the cognizant field facilities. This TELCON started on the 4th floor of the FAA Headquarters Building and later migrated to the 10th floor Air Traffic Conference room – a room situated between the Director of Air Traffic’s office and the office of his Deputy. This room became known as the “Air Traffic Situation Room” and played a key role in helping to coordinate the ATC system assessment, shutdown, and restoration efforts.

On the morning of the 11th of September, the Air Traffic Situation Room was initially staffed by a group of willing volunteers throughout the Air Traffic organization. The mission of this hastily assembled group quickly gravitated toward the following functions:

1. Disseminating policy decisions that pertained to the assessment, shutdown and restoration of the ATC system
2. Maintaining direct communications over a continuously operating TELCON bridge with personnel at the ATC System Command Center and Air Traffic Operations elements at field facilities; serving as an information focal point for Regional Air Traffic Division offices
3. Interpreting current conditions in the NAS based upon the most current General Notices (GENOTs), Notices to Airmen (NOTAMs), and verbal orders
4. Providing permission for flights seeking to operate in the NAS

With respect to policy decisions affecting the ATC System, it is important to point out that during the timeframe when the Air Traffic Situation Room was in operation, only the Director of Air Traffic and his Deputy could establish policy. This policy would then be communicated to the Leads and Co-Leads of the Situation Room for dissemination to the ATC System Command Center, Regional Air Traffic Division offices, and other field facilities through the open TELCON bridge. Often, policy dissemination occurred in morning meetings involving the Director of Air Traffic, his Deputy, and the Leads/co-leads of the Situation Room. Policy decisions were also made and disseminated on an as needed basis throughout the day.

Within a day or two following the establishment of the Air Traffic Situation Room, it soon became apparent that a more structured staffing schedule needed to be established in order to ensure the smooth functioning of Situation Room. There were times when as many as ten people were in the Situation Room and other times when there was only one. To remedy the ebb and flow of personnel on duty in the Situation Room, a special assistant to the Director of Air Traffic drafted a 12-hour shift schedule with positions that needed to be staffed by personnel for a 24-7 operation. Shifts ran from 0600 hrs to 1800 hrs and from 1800 hrs to 0600 hrs. All Lead and Co-Lead positions were to be filled by Air Traffic personnel. The positions to be staffed on a rotating shift basis were:

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- **Situation Room Lead** (Senior Executive Service) (there were 4 of these individuals) – Ensured that consistent information was communicated to and from the field facilities.
- **Situation Room Co-Lead** (Senior Executive Service, or a Senior Manager (there were 2 of these individuals)) – Functioned as the deputy to the Situation Room Lead.
- **Pit Boss** (Senior Executive Service) - The Pit Boss worked issues that required coordination with entities outside the Situation Room. As information on these issues was obtained, the Pit Boss would provide this information to the Leads and Co-Leads in the Situation Room. The Pit Boss also ensured that distractions to those working in the Air Traffic Situation Room were kept to a minimum.
- **Note Taker** – Took notes during the timeframe that the situation room was in operation using an automated log.
- **Military Liaison** – Provided a conduit to military and Department of Defense operations
- **TFR/NOTAM Person** – The person through whom TFRs and NOTAMS were coordinated for release to the aviation community.
- **Adjunct Staff** – Senior Air Traffic managers and specialists working as staff in the situation room
- **Chief of Staff** – Performed duties as the Chief of Staff for the Director of Air Traffic (on the Director of Air Traffic's Staff)
- **Special Assistant** – Performed duties as a special assistant to the Director of Air Traffic (on the Director of Air Traffic's Staff)
- **NATCA Union Representative** – An air Traffic person who represented the interests of NATCA
- **NAATS Union Representative** – An air Traffic person who represented the interests of NAATS
- **Phone support personnel** – Answered internal and external calls. Phone support personnel were positioned outside the Air Traffic Situation Room
- **Security Operations Center Liaison** – A representative from the ATA organization who performed a liaison function for Air Traffic in the Security Operations Center. This individual was collocated with the Security Ops Center on the 10th Floor of the FAA Headquarters Building
- **FAA Legal Representative** – Performed legal duties concerning airspace rulings during system restoration activities (an attorney, usually on call)

During the events of the 11th and in the weeks that followed, numerous government sources continuously fed information to the Air Traffic Situation Room, primarily concerning the status of airspace restrictions, and military and security activities. These sources included air traffic field offices, the National Security Counsel, NORAD, FBI, FAA Office of Security (ASC), and other internal FAA offices. One of the tasks of the Situation Room was to collect and facilitate the flow of this information. The Air Traffic Situation Room was also proactive in preventing information overload, both at the field facilities, as well as at FAA Headquarters.

Draft

The operation in the Air Traffic Situation Room required additional equipment to maintain contact with the field facilities. New phone lines were installed, an upgraded fax machine was substituted for an older model, a cable television was brought in to provide up-to-date news coverage, and the Traffic Situation Display was made available in the Deputy Director of Air Traffic's office, adjacent to the Situation Room.

The operation in Air Traffic Situation Room continued until the 1st of October, at which point the operation was moved to the Security Operations Center. The Air Traffic staffing in the Security Operations Center was conducted on a rotating basis among all Air Traffic Program Directorates and continued until after Thanksgiving. At this time, the AAT-20 organization took over responsibility for staffing the Air Traffic position in the Security Operations Center. The roles and responsibilities for the Air Traffic representative in the Security Operations Center are found at the end of this appendix.

Draft

Air Traffic Focal in Security Ops Center

In lieu of continuing the Situation Room, we are establishing a full time Air Traffic focal point in the Security Ops Center (if needed, the Situation Room will be reactivated). In this capacity, you will work alongside personnel from Security and DOD to answer questions, facilitate communication and coordination and notify appropriate officials of significant events. It is paramount that good judgement be applied in all situations.

Roles and Responsibilities:

- **Fact gathering** -- Working in conjunction with Security, other AT personnel and military liasions, you may be required to gather information on a real time basis to help senior management make critical decisions related to national security.
- **Notifying senior management on critical issues** -- You could be notified of a significant event or of a concern by many parties, including Security, military personnel and Air Traffic field personnel. When advised of a situation or event which may be significant to AAT-1/2, notify Bill Peacock and/or Jeff Griffith, followed by notification to AAT-3/MEK (or other AAT-3 staff in MEK's absence). This is a key area for use of good judgement -- if in doubt, make the call! A notification Phone Tree will be provided for your use (hard and soft copy).
- **Facilitating communications with Security** -- One of the primary reasons for establishing this position is to work directly with Security staff on a tactical basis, in order to facilitate and expedite communications, particularly in answering aircraft related questions. You are expected to be a conduit for information to/from Security.
- **Clarifying NOTAM's/TFR's** -- Related to the role above, one of your responsibilities is to interpret and clarify the meaning of NOTAM's/TFR's. It is important that you recognize the limits of your knowledge -- certainly you should answer questions you know the answer to, but if you have any doubt, take an IOU and get the question to ATA-1 or 2.
- **Handling special flight requests** -- Single requests which require interpretation of NOTAM's may come to you. Based on the NOTAM, you can approve or deny requests. If you are unsure whether to approve OR if the request is actually for a waiver or exception to the NOTAM, call AAT/Tom Davidson or ATP/Diane Crean.
- **Logging significant events** -- The personal computer located at your desk in the Ops Center has a running log to track significant events for AT. It is important that you keep the log up to date -- please add entry items as needed on the log.
- **You are NOT the decision maker for Air Traffic** -- While AAT-1 and 2 have full faith in your ability to apply good judgement and deal with problems that may arise, it is important to recognize that your role is to be more of a coordinator or information conduit, rather than a policy maker. If an issue arises which requires discussion or consideration of actions to be taken by Air Traffic field, regional or headquarters personnel, please ensure that AAT-1 and 2 are notified and given the opportunity to lead the discussion for AT.

10/1/01

Draft

Appendix D

ATC System Command Center Traffic Flow Initiatives Briefing

This appendix contains a PowerPoint briefing that identifies key Traffic Flow Initiatives implemented by the ATC System Command Center on September 11th 2001.



Traffic Flow Initiatives

September 11, 2001

Command Center Quality Assurance

September 17, 2001



Traffic Flow Actions

- 1304Z (Position 15) Boston Air Route Traffic Control Center (ZBW) called to advise that all departures out of ZBW have been stopped
- 1306Z Position 14 calls all New York Air Route Traffic Control Center (ZNY) first tiers to stop all traffic to and through ZNY
- 1307Z (Position 14 Logs) ZNY calls Command Center to advise ATC-0. Command Center issues a ground stop for anything to or through ZNY
- 1308Z ZNY to/through Ground Stop issued on Command Center Advisory 027



Traffic Flow Actions

- 1319Z Command Center National Traffic Management Officer (NTMO) calls Cleveland Air Route Traffic Control Center (ZOB) ... Air Traffic Control System Command Center (DCC) confirms that Boston Air Traffic Control Tower (BOS) is also ATC zero
- 1320Z Command Center NTMO informs Indianapolis Air Route Traffic Control Center (ZID) that ZNY/ZBW are Air Traffic Control (ATC) zero
- 1324Z All traffic to and through ZBW has been Ground Stopped on Command Center Advisory 029
- 1326Z Command Center NTMO informs Memphis Air Traffic Control Center (ZME) watch desk to watch for unusual flights. ZME responds ZME's internal security is heightened



Traffic Flow Actions

- 1326Z (Position 13) calls all centers to ground stop all departures in the system regardless of destination
- 1329Z (Position 15) All ground stop issued on Command Center advisory 031
- 1330Z All traffic to and through Washington Air Route Traffic Control Center (ZDC) has been ground stopped on Command Center Advisory 030
- 1330Z (From West NTMO Log) All centers/All departures regardless of destination ground stopped on Command Center Advisory 031



Traffic Flow Actions

- 1331Z All traffic to and through Los Angeles Air Traffic Control Center (ZLA) has been ground stopped on Command Center Advisory 032
- 1332Z DCC calls Houston Air Traffic Control Center (ZHU) and advised them that the Command Center will let Mexico know about the All centers ground stop. ZHU says they can tell Mexico faster than the Command Center and would handle this for DCC



Traffic Flow Actions

- 1336Z Oakland Air Traffic Control Center (ZOA) asks about Oceanic traffic. Talking about Guam other island traffic... DCC checks and states that ZOA should stop all island traffic coming to the US
- 1340Z Air Transport Association (ATA) rep. to call all airlines and suggest they land all aircraft as soon as possible
- 1345Z DCC West Supervisor calls all centers to land all airborne traffic as soon as practical regardless of destination
- 1349Z Brussels central flow called to verify all departures and arrivals stopped



Traffic Flow Actions

- 1400Z ZOA/Anchorage Alaska Air Route Traffic Control Center (ZAN) advised by DCC that all inbound international traffic is to land at earliest opportunity
- 1403Z DCC calls Reagan National Air Traffic Control Tower (DCA) to verify that DCA airspace is clear
- 1405Z Pittsburgh Air Traffic Control Tower (PIT) advised that they evacuated the tower due to a report of an aircraft headed for PIT which allegedly had a bomb. Before Pit evacuated they declared ATC zero



Traffic Flow Actions

- 1414Z FBI advised via the TELCON military and law enforcement aircraft are released
- 1416Z DCC asked ZOB about the status of PIT. ZOB says PIT is back in the tower and they are accepting arrivals. There are 4 aircraft left in the holding pattern
- 1417Z DCC National Operations Manager (NOM) reports ZOB/PIT now accepting traffic, no longer ATC-zero. He advises that PIT has about 4 aircraft left in the holding pattern



Traffic Flow Actions

- 1422Z Brussels has Ground Stopped all US-destined aircraft. Canadian aircraft, Puerto Rico, etc. running by authority of DCC NOM
- 1435Z Position 15 - ZBW reports ATC Zero
- 1439Z Notice to Airmen (NOTAM) sent closing operations at all airports. NOTAM FDC1/9731 sent
- 1503Z Fire fighting aircraft in the northwest U.S. are released
- 1504Z ZOB calls to request DCC to show ZOB on ATC zero due to facility evacuation. State police report small aircraft circling ZOB Center



Traffic Flow Actions

- 1505Z Advisory sent:

ATCSCC ADVZY 036 DCC 09/11/01 FDC SPECIAL NOTICE.

DUE TO EXTRADORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY. ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVIATION COMMAND CENTER ALL AIRPORTS/AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKEOFF. ALL TRAFFIC INCLUDING AIRBORNE AIRCRAFT ARE ENCOURAGED TO LAND SHORTLY, INCLUDING ALL HELICOPTER TRAFFIC.

AIRCRAFT INVOLVED IN FIREFIGHTING IN THE NORTHWEST US ARE EXCLUDED. PLEASE READ THIS NOTICE OVER THE EMERGENCY FREQUENCIES, AND VOR VOICE.

111505

01/09/11 15:06



Traffic Flow Actions

- 1535Z Boston Tower re-staffed
- 1541Z ATC zero alert cancelled at ZBW
- 1746Z DCC advisory 049 states all military flights requesting to depart should now check with military channels
- 1817Z Security Control of Air Traffic and Air Navigation Aids (SCATANA) still not in effect but military approving all flights
- 1821Z TELCON from North American Aerospace Defense Command (NORAD)- Local law enforcement Medevacs as well as military do not require NORAD approval



Traffic Flow Actions

- 1830Z Federal Aviation Administration (FAA) can approve Lifeguard, Medevacs, and local law enforcement. All other flights provide flight info to Emergency Operations Room (EOR) room, they will be coordinated with Air Force, who will coordinate with air defense sectors for approval. DCC advisory 041 sent
- 1904Z FAA Headquarters: Advises no resumption of commercial air traffic until at least tomorrow at 12:00PM EDT
- 1915Z LAX Tower evacuated due to bomb threat in parking lot 2



Traffic Flow Actions

- 1936Z Contract towers being ordered to remain open
- 1955Z LAX Tower personnel returned to facility
- 2110Z Shannon, Ireland Center turning aircraft around that departed Europe destined for the United States



Traffic Flow Actions

2122Z

THE FOLLOWING NOTICE IS FOR FAA INTERNAL USE ONLY. NO PUBLIC DISSEMINATION OF THIS INFORMATION IS AUTHORIZED.

- ALL CENTERS SHALL FORWARD THIS INFORMATION TO ALL TERMINALS WITHIN THEIR CENTER AREA OF JURISDICTION ON NON-VOICE LINES (FAX) LINES IF POSSIBLE.
- DCC 09/11/01 ATC PROCEDURES FOR THE RELEASE OF CIVIL AIRCRAFT
- ATC IFR FACILITIES MAY AUTHORIZE A MED EVAC, LIFEGUARD, EVACUATION OR LAW ENFORCEMENT FLIGHT FOR A SPECIFIC FLIGHT SEGMENT IN ACCORDANCE WITH THE FOLLOWING:
 - 1. A DISCRETE BEACON CODE IS PROVIDED TO THE AIRCRAFT.
 - 2. FLIGHTS TO-FROM A SPECIFIC LOCATION MAY BE AUTHORIZED IN A SINGLE APPROVAL IF OPERATIONAL FREQUENCY COVERAGE IS NOT AVAILABLE AT THE DESTINATION.
 - 3. FACILITIES SHALL PROVIDE U.S. MILITARY INFORMATION CONCERNING THE FLIGHT IF REQUESTED.

2147Z

!FDC 1/9760 SPECIAL NOTICE - EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. FLIGHT OPERATIONS IN THE NATIONAL AIRSPACE SYSTEM BY UNITED STATES CIVIL AIRCRAFT AND FOREIGN CIVIL AND MILITARY AIRCRAFT ARE PROHIBITED, EXCEPT IN ACCORDANCE WITH ADVZY 043 OR AS AMENDED OR REVISED.

Draft

Appendix E

ATC System Command Center Advisories Briefing

This appendix contains a PowerPoint briefing of the Advisories issued by the ATC System Command Center on September 11th 2001.



COMMAND CENTER ADVISORIES

September 11, 2001

1300Z - 0000Z

Command Center Quality Assurance

September 17, 2001



1308Z: Ground Stop All Flights To/Through ZNY

ATCSCC Advisory

ATCSCC ADVZY 027 ZNY 09/17/2001 GROUND STOP ZNY GROUND STOP

MESSAGE: DESTINATION AIRPORT: ALL
FACILITIES INCLUDED: ALL FLIGHTS ARRIVING OR TRANSITING ZNY
EXPECT UPDATE: 1500Z
PROBABILITY OF EXTENSION: HIGH

EFFECTIVE TIME: 111305 - 111559

SIGNATURE: 01/09/11 13:08 FSA.//**vkstn14a**

(b)(2)High



1319Z: 1315Z SPO Telcon Cancelled

ATCSCC Advisory

ATCSCC ADVZY 028 DCC 09/11/2001 PLANNING TELCON

MESSAGE: THE 1315 PLANNING TELCON IS CANCELLED. THE NEXT PLANNING TELCON
WILL BE HELD AT 1515Z.

EFFECTIVE TIME: 111315 - 111515

SIGNATURE: 01/09/11 13:19 FSB.//wkstn06b

(b)(2)High



1326Z: BOS Arrival Ground Stop

ATCSCC Advisory

Anomalies were encountered while converting this advisory. The original raw text is shown in the table labeled 'Original Advisory' below.

ATCSCC ADVZY 029 BOS/ZBW 09/11/2001 CDM GROUND STOP

MESSAGE: AIRPORT: BOS
ADL TIME: 13:21Z
GROUND STOP PERIOD: 1311Z - 1430Z
FACILITIES INCLUDED: (ALL+CZY AP) ZAB ZAU ZBW ZDC ZDV ZFW ZHU ZID
PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 0/ 0/ 0.00
NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 2135/ 74/ 40.3
REASON: OTHER, SECURITY
REMARKS: EXPECT UPDATE: 1430Z

EFFECTIVE TIME: 111324 - 111459

SIGNATURE: 01/09/11 13:26 FSA.//wkstn15

(b) (2) High

Original Advisory

RAW TEXT: ATCSCC ADVZY 029 BOS/ZBW 9/11/2001 CDM GROUND STOP
AIRPORT: BOS
ADL TIME: 13:21Z
GROUND STOP PERIOD: 1311Z - 1430Z
FACILITIES INCLUDED: (ALL+CZY AP) ZAB ZAU ZBW ZDC ZDV ZFW ZHU ZID
ZJX ZKC ZLA ZLC ZMA ZME ZMP ZNY ZOA ZOB ZSE ZTL CYHZ CYOV CYUL CYYZ
PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 0/ 0/ 0.00
NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 2135/ 74/ 40.3
REASON: OTHER, SECURITY
REMARKS: EXPECT UPDATE: 1430Z
111324-111459

01/09/11 13:26 FSA.//wkstn15



1329Z: DC Metro Ground Stop

ATCSCC Advisory

Anomalies were encountered while converting this advisory. The original raw text is shown in the table labeled 'Original Advisory' below.

ATCSCC ADVZY 030 IAD/BWI/DCA/ZDC 09/11/2001 GROUND STOP

MESSAGE: **DESTINATION AIRPORT: IAD/BWI/DCA
FACILITIES INCLUDED: ALL
EXPECT UPDATE: UFA.
REASON: SYSTEM EMERGENCY.
PROBABILITY OF EXTENSION: MODERATE.**

EFFECTIVE TIME: 111330 - 112000

SIGNATURE: 01/09/11 13:29 FSB.//wkstn25

(b) (2) High

Original Advisory

RAW TEXT: **ATCSCC ADVZY 030 IAD/BWI/DCA/ZDC 09/11/2001 GROUND STOP
DESTINATION AIRPORT: IAD/BWI/DCA
FACILITIES INCLUDED: ALL
EXPECT UPDATE: UFA.
REASON: SYSTEM EMERGENCY.
PROBABILITY OF EXTENSION: MODERATE.
111330-112000.
01/09/11 13:29 FSB.//wkstn25**



1329Z: All Departures Ground Stop

ATCSCC Advisory

ATCSCC ADVZY 031 DCC 09/11/2001 GROUND STOP ALL DEPARTURES

MESSAGE: DESTINATION AIRPORT: ALL
FACILITIES INCLUDED: ALL
EXPECT UPDATE: 1500Z
REASON: DUE TO NATIONAL EMERGENCY, GROUND STOP ALL
DEPARTURES REGARDLESS OF DESTINATION.....REPEAT
GROUND STOP ALL DEPARTURES

EFFECTIVE TIME: 111330 - 111600

SIGNATURE: 01/09/11 13:29 FSB.//wkstn24

(b)(2)High



1331Z: LAX Arrival Ground Stop

ATCSCC Advisory

Anomalies were encountered while converting this advisory. The original raw text is shown in the table labeled 'Original Advisory' below.

ATCSCC ADVZY 032 LAX/ZLA 09/11/2001 CDM GROUND STOP

MESSAGE: AIRPORT: LAX
ADL TIME: 13:20Z
GROUND STOP PERIOD: 1320Z - 2000Z
FACILITIES INCLUDED: ALL
REASON: OTHER, UNKNOWN
REMARKS: EXPECT UPDATE: UNKNOWN

EFFECTIVE TIME: 111329 - 111459

SIGNATURE: 01/09/11 13:31 FSB.//wksn22

(b) (2) High

Original Advisory

RAW TEXT: ATCSCC ADVZY 032 LAX/ZLA 9/11/2001 CDM GROUND STOP

AIRPORT: LAX
ADL TIME: 13:20Z
GROUND STOP PERIOD: 1320Z - 2000Z
FACILITIES INCLUDED: ALL
PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 5853/ 61/ 17.9
NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 69016/ 401/ 211.1
REASON: OTHER, UNKNOWN
REMARKS: EXPECT UPDATE: UNKNOWN
111329-111459

01/09/11 13:31 FSB.//wksn22



1338Z: SFO Arrival Ground Stop

ATCSCC Advisory

Anomalies were encountered while converting this advisory. The original raw text is shown in the table labeled 'Original Advisory' below.

ATCSCC ADVZY 033 SFO/ZOA 09/11/2001 CDM GROUND STOP

MESSAGE: AIRPORT: SFO
ADL TIME: 13:26Z
GROUND STOP PERIOD: 1326Z - 2000Z
FACILITIES INCLUDED: (ALL+ZV AP) ZAB ZAU ZBW ZDC ZDV ZFW ZHU ZID
PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 0/ 0/ 0.00
NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 37363/ 395/ 205.3
REASON: OTHER, UNKNOWN
REMARKS: EXPECT UPDATE: UNKNOWN

EFFECTIVE TIME: 111337 - 111459

SIGNATURE: 01/09/11 13:38 FSA.//wkstn11

(b) (2) High

Original Advisory

RAW TEXT: ATCSCC ADVZY 033 SFO/ZOA 9/11/2001 CDM GROUND STOP

AIRPORT: SFO
ADL TIME: 13:26Z
GROUND STOP PERIOD: 1326Z - 2000Z
FACILITIES INCLUDED: (ALL+ZV AP) ZAB ZAU ZBW ZDC ZDV ZFW ZHU ZID
ZJX ZKC ZLA ZLC ZMA ZME ZMP ZNY ZOA ZOB ZSE ZTL CYEG CYVR CYYC
PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 0/ 0/ 0.00
NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 37363/ 395/ 205.3
REASON: OTHER, UNKNOWN
REMARKS: EXPECT UPDATE: UNKNOWN
111337-111459

01/09/11 13:38 FSA.//wkstn11



1417Z: User Hotline Open

ATCSCC Advisory

ATCSCC ADVZY 034 DCC 09/11/2001 USER HOTLINE ACTIVATION

MESSAGE:

ATCSCC HAS ACTIVATED THE USER HOTLINE AS A MEANS OF RAPID INFORMATION FLOW. THE USER HOTLINE PHONE NUMBER IS THE NORMAL TELCON ATCSCC TELCON PHONE NUMBER, PIN 9186#. BE SURE TO ENTER THE POUND SIGN AFTER THE PIN.

EFFECTIVE TIME: 111416 - 112359

SIGNATURE: 01/09/11 14:17 FSB.//vkstn03

(b)(2)High



1457Z: 1515Z SPO Telcon Cancelled

ATCSCC Advisory

ATCSCC ADVZY 035 DCC 09/11/2001 REROUTE ADVISORY

MESSAGE: THE ATCSCC 1515Z SPO TELCON IS CANCELED. ALL LINES ARE IN USE AND
CONFERENCES HAVE BEEN SETUP FOR ALL FACILITIES AND USERS FOR
INFORMATION.

SVRXX/HH

EFFECTIVE TIME: 111456 - 111715

SIGNATURE: 01/09/11 14:57 FSA.//vkstd07

(b)(2)High



1506Z: All Traffic, Including Airborne Aircraft, Ground Stop

ATCSCC Advisory

Anomalies were encountered while converting this advisory. The original raw text is shown in the table labeled 'Original Advisory' below.

ATCSCC ADVZY 036 DCC 09/11/2001 FDC SPECIAL NOTICE.

MESSAGE: DUE TO EXTRAORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY, ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVIATION COMMAND CENTER ALL AIRPORTS/AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKEOFF. ALL TRAFFIC INCLUDING AIRBORNE AIRCRAFT ARE ENCOURAGED TO LAND SHORTLY, INCLUDING ALL HELICOPTER TRAFFIC. AIRCRAFT INVOLVED IN FIREFIGHTING IN THE NORTHWEST US ARE EXCLUDED. PLEASE READ THIS NOTICE OVER THE EMERGENCY FREQUENCIES, AND VOR VOICE.

EFFECTIVE TIME: 111505 - 010000

SIGNATURE: 01/09/11 15:06 FSB.//wkstn04b

(b) (2) High

Original Advisory

RAW TEXT: ATCSCC ADVZY 036 DCC 09/11/01 FDC SPECIAL NOTICE.

DUE TO EXTRAORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY, ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVIATION COMMAND CENTER ALL AIRPORTS/AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKEOFF. ALL TRAFFIC INCLUDING AIRBORNE AIRCRAFT ARE ENCOURAGED TO LAND SHORTLY, INCLUDING ALL HELICOPTER TRAFFIC.

AIRCRAFT INVOLVED IN FIREFIGHTING IN THE NORTHWEST US ARE EXCLUDED. PLEASE READ THIS NOTICE OVER THE EMERGENCY FREQUENCIES, AND VOR VOICE.

111505

01/09/11 15:06 FSB.//wkstn04b



1645Z: Special Flight Requests

ATCSCC Advisory

ATCSCC ADVZY 037 DCC 09/11/2001 REQUESTS TO UTILIZE THE NATIONAL AIRSPACE SYSTEM

MESSAGE: ATCSCC ADVISES ALL REQUESTS FOR MEDICAL EMERGENCY, MILITARY, LAW ENFORCEMENT OR OTHER ABSOLUTELY ESSENTIAL FLIGHT CLEARANCES IN THE CONTINENTAL UNITED STATES ARE TO BE MADE THROUGH YOUR SERVICING FAA ARTCC ON AN INDIVIDUAL BASIS. IF UNABLE TO COMPLY, CONTACT THE ATCSCC DIRECTLY AT (b) (2) High

EFFECTIVE TIME: 111645 - 120000

SIGNATURE: 01/09/11 16:45 FSB.//wkstn24 (b) (2) High



1659Z: Special Flight Request Details

ATCSCC Advisory

ATCSCC ADVZY 038 DCC 09/11/2001 REQUESTS TO UTILIZE THE NATIONAL AIRSPACE SYSTEM PART

MESSAGE: II

ATCSCC ADVISES ALL REQUESTS FOR MEDICAL EMERGENCY, MILITARY, LAW ENFORCEMENT OR OTHER ABSOLUTELY ESSENTIAL FLIGHT CLEARANCES IN THE CONTINENTAL UNITED STATES ARE TO BE MADE THROUGH YOUR SERVICING FAA ARTCC ON AN INDIVIDUAL BASIS. IF UNABLE TO COMPLY,

CONTACT THE ATCSCC DIRECTLY AT (b) (2) High. REQUESTS FOR UTILIZATION OF THE NATIONAL AIRSPACE SYSTEM MUST INCLUDE THE FOLLOWING:

1. AIRCRAFT CALL-SIGN
2. AIRCRAFT TYPE
3. REASON FOR FLIGHT MISSION
4. NAMES AND SOCIAL SECURITY NUMBERS OF ALL PERSONS ONBOARD.
5. PROPOSED TIME OF DEPARTURE.
6. ESTIMATED TIME OF ARRIVAL.
7. ROUTE OF FLIGHT.
8. BEACON CODE IF KNOWN.

THIS IS A SUPPLEMENT TO ADVISORY 037.

EFFECTIVE TIME: 111645 - 122359

SIGNATURE: 01/09/11 16:59 FSA.//wkstn13

(b) (2) High



1746Z: Military Requests

ATCSCC Advisory

ATCSCC ADVZY 039 DCC 09/11/2001 ADVISORY

MESSAGE: ALL MILITARY FLIGHTS REQUESTING TO DEPART ARE REQUESTED TO FORWARD
THEIR REQUESTS THROUGH MILITARY CHANNELS.

EFFECTIVE TIME: 111740 - 112359

SIGNATURE: 01/09/11 17:46 FSA.//vkstn15

(b) (2) High



1757Z: Special Flight Requests

Part 3

Original Advisory

RAW TEXT: ATCSCC ADVZY 040 DCC 09/11/01 REQUESTS TO UTILIZE THE NATIONAL AIRSPACE SYSTEM PART III

THIS IS AN UPDATE TO ADVISORY 038.

ATCSCC ADVISES ALL REQUESTS FOR MEDICAL EMERGENCY, LAW ENFORCEMENT OR OTHER ABSOLUTELY ESSENTIAL FLIGHT CLEARANCES IN THE CONTINENTAL UNITED STATES ARE TO BE MADE THROUGH YOUR SERVICING FAA ARTCC ON AN INDIVIDUAL BASIS. IF UNABLE TO COMPLY, CONTACT THE ATCSCC DIRECTLY AT (b) (2) High

MILITARY FLIGHTS ARE TO PROCESS THEIR REQUESTS THROUGH THEIR CHAIN OF COMMAND.

REQUESTS FOR UTILIZATION OF THE NATIONAL AIRSPACE SYSTEM MUST INCLUDE THE FOLLOWING:

1. AIRCRAFT CALL-SIGN
2. AIRCRAFT TYPE
3. REASON FOR FLIGHT MISSION
4. NAMES AND SOCIAL SECURITY NUMBERS OF ALL PERSONS ONBOARD.
5. PROPOSED TIME OF DEPARTURE.
6. ESTIMATED TIME OF ARRIVAL.
7. ROUTE OF FLIGHT.
8. BEACON CODE IF KNOWN.
9. TIME OF REQUEST.

111755-122359

01/09/11 16:59 FSA.//wkstn13
01/09/11 17:57 FSA.//wkstn13

(b) (2) High



1830Z: Special Flights Released

ATCSCC Advisory

ATCSCC ADVZY 041 DCC 09/11/2001 REQUESTS TO USE THE NATIONAL AIRSPACE SYSTEM

MESSAGE: ATCSCC ADVISES THAT SERVICING FAA ARTCC'S ARE AUTHORIZED TO RELEASE MEDICAL EMERGENCY, MILITARY, AND LAW ENFORCEMENT FLIGHTS INTO THE NATIONAL AIRSPACE SYSTEM. SERVICING ARTCC'S ARE TO ENSURE THAT THESE FLIGHTS ARE ASSIGNED DISCRETE BEACON CODES PRIOR TO DEPARTURE.

EFFECTIVE TIME: 111828 - 120400

SIGNATURE: 01/09/11 18:30 FSB.//wkstn07b

(b)(2)High



2014Z: Volcanic Ash Statement

ATCSCC ADVZY 04Z DCC 09/11/2001 VOLCANIC ASH RETRANSMISSION

MESSAGE: FVXX21 KWBC 112005 WSI DDS:112007
VOLCANIC ASH ADVISORY
ISSUED: 2001SEP11/2000Z VAAC: WASHINGTON
VOLCANO: TUNGURAHUA 1502-08
LOCATION: 0128S 7826W AREA: ECUADOR
SUMMIT ELEVATION: 16480 FT (5023 M)
ADVISORY NUMBER: 2001/228
INFORMATION SOURCE: GOES-8 VISIBLE INFRARED AND MULTISPECTRAL
IMAGERY. AVIATION MODEL WIND FORECAST.
ERUPTION DETAILS: ASH CLOUD OBSERVED AT 11/1923Z.
DETAILS OF ASH CLOUD: THE GEOPHYSICAL INSTITUTE REPORTS VOLCANIC ASH
OVER THE VOLCANO AT 11/1923Z TO UNKNOWN HEIGHT. EXTENSIVE CLOUDS IN
THE ARE PREVENTS ANY OBSERVATION OF ASH IN SATELLITE IMAGERY.
TRAJECTORY: ANY ASH BELOW FL200 WOULD MOVE WEST AT 10 TO 15 KNOTS.
ANY ASH AT FL300 WOULD MOVE WEST AT 25 TO 30 KNOTS.
OUTLOOK: SEE SIGMETS.
THIS IS THE ONLY ADVISORY UNLESS MORE INFORMATION BECOMES AVAILABLE.
INTERNET URLS...
MESSAGE LISTSERV WWW.SSD.NOAA.GOV/VAAC/SUBSCRIBE.HTML
MESSAGES GRAPHICS AND IMAGERY
WWW.SSD.NOAA.GOV/VAAC/WASHINGTON.HTML
(ALL LOWERCASE EXCEPT /VAAC/)
PLEASE REFER TO SIGMETS FOR CURRENT WARNINGS.

EFFECTIVE TIME: 112013 - 120000

SIGNATURE: 01/09/11 20:14 FSB.//wkstn03

(b) (2) [Redacted]

gh



2130Z: Special Flights Released

ATCSCC Advisory

Anomalies were encountered while converting this advisory. The original raw text is shown in the table labeled 'Original Advisory' below.

ATCSCC ADVZY 043 DCC 09/11/2001 REQUESTS TO USE THE NATIONAL AIRSPACE SYSTEM

MESSAGE:

THIS ADVZY REPLACES ADVZY 041.

ATCSCC ADVISES THAT SERVICING FAA ARTCC'S ARE AUTHORIZED TO RELEASE MEDICAL EMERGENCY, MILITARY, LAW ENFORCEMENT AND EMERGENCY EVACUATION FLIGHTS INTO THE NATIONAL AIRSPACE SYSTEM.

EFFECTIVE TIME: 112130 - 121359

SIGNATURE: 01/09/11 21:30

Original Advisory

RAW TEXT: ATCSCC ADVZY 043 DCC 09/11/01 REQUESTS TO USE THE NATIONAL AIRSPACE SYSTEM

THIS ADVZY REPLACES ADVZY 041.

ATCSCC ADVISES THAT SERVICING FAA ARTCC'S ARE AUTHORIZED TO RELEASE MEDICAL EMERGENCY, MILITARY, LAW ENFORCEMENT AND EMERGENCY EVACUATION FLIGHTS INTO THE NATIONAL AIRSPACE SYSTEM.

112130-121359

01/09/11 21:30 FSA./nfs/wkstn33

(b) (2) High

(b) (2) High



2318Z: User Hotline Activation

ATCSCC Advisory

ATCSCC ADVZY 044 09/11/2001 USER HOTLINE/CONFERENCE ACTIVATION

MESSAGE:

ATCSCC WILL ACTIVATE THE USER HOTLINE/CONFERENCE AS A MEANS OF COLLECTING AIRLINE SPECIFIC INFORMATION. THE USER HOTLINE/CONFERENCE PHONE NUMBER IS, (b) (2) High PIN

BE SURE TO ENTER THE POUND SIGN AFTER THE PIN. THIS CONFERENCE WILL BE CONDUCTED AT 0000Z.

AIRLINE REPRESENTATIVES SHOULD HAVE THE FOLLOWING INFORMATION AVAILABLE AND BE PREPARED TO DISCUSS THE FOLLOWING ISSUES:

1. HOW MANY DIVERTED FLIGHTS THEIR COMPANIES HAVE?
2. LOCATIONS OF THEIR DIVERTED FLIGHTS?
3. PRIORITY OF RECOVERY?
4. MINIMUM NUMBER AND IDENTITY OF AIRPORTS CONSIDERED BY USERS NECESSARY TO RESUME OPERATIONS?
5. PRIORITY OF AIRPORT OPENINGS?

USERS SHOULD CONSIDER THE FOLLOWING:

SECURITY PLANS CALL FOR ALL AIRPORTS TO UNDERGO A SECURITY CHECK. SECURITY ISSUES MAY VARY AT DIFFERENT AIRPORTS AND NOT ALL AIRPORTS WILL BE AVAILABLE WHEN WAS OPERATIONS RESUME. AIRPORTS BEING USED INCONJUNCTION WITH EMERGENCY RECOVERY WILL HAVE REDUCED AAR'S.

EFFECTIVE TIME: 112314 - 120059

SIGNATURE: 01/09/11 23:18 FSB.//wkstn03 (b) (2) High



2330Z: Hotline Phone Number Correction

ATCSCC Advisory

Anomalies were encountered while converting this advisory. The original raw text is shown in the table labeled 'Original Advisory' below.

ATCSCC ADVZY 045 09/11/2001 USER HOTLINE/CONFERENCE ACTIVATION PHONE NUMBER CORRECTION

MESSAGE:

ATCSCC WILL ACTIVATE THE USER HOTLINE/CONFERENCE AS A MEANS OF COLLECTING AIRLINE SPECIFIC INFORMATION. THE USER HOTLINE/CONFERENCE PHONE NUMBER IS, (b) (2) High PIN BE SURE TO ENTER THE POUND SIGN AFTER THE PIN. THIS CONFERENCE WILL BE CONDUCTED AT 0000Z.

AIRLINE REPRESENTATIVES SHOULD HAVE THE FOLLOWING INFORMATION AVAILABLE AND BE PREPARED TO DISCUSS THE FOLLOWING ISSUES:

1. HOW MANY DIVERTED FLIGHTS THEIR COMPANIES HAVE?
 2. LOCATIONS OF THEIR DIVERTED FLIGHTS?
 3. PRIORITY OF RECOVERY?
 4. MINIMUM NUMBER AND IDENTITY OF AIRPORTS CONSIDERED BY USERS NECESSARY TO RESUME OPERATIONS?
 5. PRIORITY OF AIRPORT OPENINGS?
- USERS SHOULD CONSIDER THE FOLLOWING:
SECURITY PLANS CALL FOR ALL AIRPORTS TO UNDERGO A SECURITY CHECK.
SECURITY ISSUES MAY VARY AT DIFFERENT AIRPORTS AND NOT ALL AIRPORTS WILL BE AVAILABLE WHEN WAS OPERATIONS RESUME.
AIRPORTS BEING USED INCONJUNCTION WITH EMERGENCY RECOVERY WILL HAVE REDUCED AAR'S.

112314-120059

EFFECTIVE TIME: 010000 - 010000

SIGNATURE: 01/09/11 23:30 FSB.//wkstn03 (b) (2) High

Draft

Appendix H

Background Paper on North American Aerospace Defense Command (NORAD) Intercept Procedures

Overview

Although NORAD's mission of defending the North American continent from aerial threats has not changed, terrorist attacks on the World Trade Center twin-towers and the Pentagon highlighted a new category of threat. In this post-Sep 11 environment, NORAD's hijack role has changed significantly. Instead of merely shadowing hijacked aircraft, NORAD fighters must now be prepared to shoot down aerial threats if the National Command Authorities order them to do so.

This appendix briefly outlines the likely actions NORAD fighter pilots will take when intercepting a track-of-interest (TOI).

The first step in any civilian aircraft intercept is the FAA requesting military assistance. The request is passed through direct links between the FAA and military agencies.

NORAD fighters will begin the intercept from either an airborne or ground alert posture.

As the intercept begins two important actions occur:

A conference call including key civilian and military decision-makers is convened.

NORAD fighters start flying towards the TOI while the controlling agency deconflicts and points out factor traffic.

Fighter pilots will comply with prevention of inadvertent Traffic Collision Avoidance System (TCAS) initiation procedures.

Fighter pilots will fly one of two intercept profiles:

Mission ID: Fighter intercept places the fighters close enough to the TOI for identification by type and/or other characteristics as directed by the controlling agency. Although the intent is to remain covert, people on board the TOI may or may not see the fighters.

Mission Shadow: Fighter intercept places the fighters in a covert position behind the TOI. People on board the TOI will not see the fighters.

Fighters will not normally proceed inside of 500 feet to the TOI unless the controlling agency requests an action requiring them to be closer. Proceeding inside of 500 feet will not occur unless the fighter pilot can insure flight safety is not compromised.

Draft

After the fighters have successfully rejoined on the TOI, the fighters may be directed to divert the TOI. Diversion actions include:

Attempting radio contact with the TOI on assigned frequencies to include 121.5. Fighter aircraft not VHF radio capable will attempt contact through the controlling agency.

Visual signals from the fighters to the TOI using International Civil Aviation Organization (ICAO) Standard Intercept Signals.

When directed by Commander-in-Chief (CINC) NORAD, fighters will fly in front of and slightly below the TOI and dispense warning flares.

The warning flares do not represent a flight safety issue to the TOI.

The desired action from the TOI is to turn in the direction of the flares.

If the TOI appropriately responds to diversion attempts, NORAD fighters will escort the TOI through safe landing. With the TOI safely on the ground, fighter pilots will communicate their departure intentions to the controlling agency so as not to alarm the TOI's aircrew.

If the TOI ignores diversion attempts and is deemed a threat to protected people or infrastructure by the National Command Authorities, the fighter pilots may be ordered to shoot down the TOI.

The primary decision-maker to shoot down the TOI resides with President, Vice President, or Secretary of Defense.

In cases where time and conditions do not exist for NCA direction, CINC NORAD or his designated alternate (Major General or higher) have backup shoot down authority.

THE FIGHTER PILOT NEVER HAS AUTONOMOUS SHOOT DOWN AUTHORITY AND WILL NOT FIRE ON THE TOI UNLESS A VALID AND AUTHENTICATED ORDER IS RECEIVED.

Every opportunity will be given to the people on board the TOI time to regain control or stop the hijack attempt prior to shooting down the TOI.

It can not be emphasized enough on the seriousness of NORAD fighters intercepting TOIs. This is the first step in a potential shoot down. It is imperative that the TOI's aircrew immediately comply will direction from either the controlling agency or fighters. Abrupt TOI maneuvers will not be used as criteria for shoot down unless this places the TOI's flightpath in close proximity to protected people and points. The shoot down decision represents a difficult choice in precluding additional loss of life through a terrorist attack.

Maj. Ostovich/HQ NORAD/J38X/719-554-3196/dro/10 Jan 02

Draft

Appendix I

Medevac, Law Enforcement and Military Movement

Overview

Regardless of all other circumstances, there is constant demand to transport the suffering, the ill, and the injured (medevac) to locations where they can receive treatment. Furthermore, national networks match time-critical organs, serums, etc. with potential recipients and require the rapid transport that only air transportation can fulfill. Aircraft filing under Part 91 (General Aviation) or Part 135 (Air Taxi) usually perform medevac flights. DoD aircraft also perform this task in support their own personnel, and, when commercial services are not available, as a service to the public.

Likewise, federal, state, and local authorities use aircraft to support overt and covert law enforcement activities, and to perform public safety missions usually involving the rescue of individuals and the protection of property. Law enforcement flights are conducted by municipal, state, and federal law enforcement agencies operating under Part 91.

Coast Guard aircraft are something of an anomaly because their fixed wing and rotary wing aircraft have responsibility for each of these critical missions, plus disaster relief, critical logistic support, and national security missions. The Coast Guard is a military service under the Department of Transportation. Coast Guard pilots file flight plans using Automated Flight Service Stations (AFSS); their flights are counted as military flights. The Coast Guard does not maintain a military representative at FAA Headquarters.

The events described in this section cover the medevac, law enforcement, and military aircraft activities that were noted in the FAA records of September 11th, 2001 and subsequent days. Most of the activities described in this narrative were unscheduled responses to circumstances, some of which had no direct relationship to the terrorist attacks.

System Assessment (0800 hrs 11 September 2001 - 1106 hrs 11 September 2002)

On the morning of September 11th, all indications were that routine medevac and law enforcement operations were being conducted. In the western part of the United States aircraft involved in fire fighting activities were dropping water or extinguishing agents on forest fires. Military, including Coast Guard, and law enforcement aircraft already airborne, responded to the attacks as directed by their various command authorities.

According to the AAT-20 report of 9/17, the order to launch F-15s from Otis Air National Guard Base on Cape Cod, Massachusetts was given by VACAPES one minute later. This is probably inaccurate. NEADS has the responsibility to launch interceptors, and it appears that this command issued that the order.

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After determining that American Airlines Flight 11 was being hijacked, the Northeast Air Defense Sector (NEADS) was notified by the FAA that AAL Flight 11 was being hijacked. At 0844 hrs, the 102nd Fighter Interceptor Wing at Otis Air National Guard Base was ordered to scramble its aircraft on air defense alert status. Two F-15s departed Otis at 0852 hrs, eight minutes after AAL Flight 11 struck the North Tower of the WTC. With 172 nautical miles separating Otis from lower Manhattan, and the interceptors were unable to arrive before UAL Flight 175 struck the South Tower at 0902.¹

At 0927 hrs, three F-16s from Langley Air Force Base were ordered to launch and intercept AAL Flight 77, approximately 130 nm away. The fighters were airborne at 0935 hrs accelerating to supersonic speed. Three minutes later, UAL Flight 77 struck the Pentagon. Arriving too late to intercept UAL Flight 77, the F-16 began a combat air patrol (CAP) over Washington, DC.²

The national ground stops, implemented progressively from 0907 hrs until 0929 hrs created a problem for medevac and law enforcement aircraft still on the ground. At 1014 hrs, the ATCSCC advised the FBI, via a TELCON, that military and law enforcement aircraft were released from the national ground stops. Presumably then, each of these flights used military or civilian facilities to receive specific flight clearance and a discrete transponder code. It isn't clear at this time if NORAD had asked the FAA to take over the responsibility for approving flights.

At 1018 hrs a log entry notes, "Aircraft 160 miles east of Nantucket is headed westbound toward Boston at a high rate of speed." Five minutes later the next log entry identifies the aircraft a Coast Guard airplane. Circumstances such as this occur frequently because the Coast Guard routine flies HU-25 (civilian designation DA-20/200) jet aircraft on low-level over water patrols. In this case, the unidentified aircraft probably departed earlier in the morning from Coast Guard Air Station Cape Cod on Otis ANGB. Prior to takeoff, Coast Guard procedures require the pilots to inform NORAD, via telcon to the appropriate sector, of their intended route of flight. Procedures require the pilots to squawk either an assigned discrete code or a standard VFR code reserved for this type of mission. In any case, the nature of the mission requires the Coast Guard aircraft to operate at altitudes below which it is difficult for FAA and NORAD radar to maintain radar contact. As the VFR Coast Guard aircraft climbs and descends, it becomes an "intermittent" target. Radar automation estimates the aircraft's location by plotting a projected course based on the series of intermittent contacts. However, the Coast Guard aircraft maneuver at low altitudes and the estimated positions are often many miles from actual aircraft positions. Under most circumstances, this activity occurs frequently enough that controllers with local experience can anticipate that the Coast Guard aircraft will eventually climb to a higher altitude and request a clearance inbound to Otis or another coastal airport. But September 11th was no ordinary day, and the uncertainty surrounding this incident most likely added to a heightened sense of anxiety during the five minutes it took to identify the fast moving aircraft.

¹ Times cited in this paragraph were reported by CNN.

² Times cited in this paragraph were reported by CNN.

Draft

The AAT Ops telcon has an entry at 1037 hrs indicating a discussion of medevacs from NY and questioning by whom and for what destination were they authorized.

System Shutdown (1106 hrs 11 September 2001 – 1500 hrs 13 September 2001)

On September 11, most people anticipated triaging hundreds of injured from the World Trade Center attack. The prevailing opinion held that the NY area hospitals would be overwhelmed and that many of the injured would require treatment at special medical centers. Teterboro Airport in New Jersey was being established as the hub for medevac, lifeguard, and rescue operations for the New York disaster area. With heightened security concerns at the three New York area airports used by air carriers, Teterboro was the nearest airport capable of handling small jet aircraft typically used for medevac and law enforcement. It also became the emergency operations center.

An initial law enforcement operations center was planned for Floyd Bennet Field, a former naval air station that housed New York Police Department helicopter operations. Floyd Bennet no longer has useable runways, and later log entries indicate a law enforcement operations center was actually setup at Republic Airport in Farmingdale, New York.

The partial answer to the question posed by the 1037 hrs AAT Ops telcon entry was that the National Military Command Center (NMCC) was working resolve military restrictions for medevacs in the New York and New Jersey areas. An 1111 hrs entry from the AAT Ops log indicates the “military. . . need(s) to work with Air Traffic to release medevac aircraft in the New York and Washington DC area.” At 1117 hrs, the AAT Ops log reconfirms that “the exceptions to Ground Stop include the U.S. Coast Guard, medevac, and law enforcement.” Then, at 1133 hrs, LTC Mark Bucknel, J-5 in the national Military Command Center, is identified as the person working military restrictions to medevac aircraft in the New York and New Jersey area. An 1158 hrs log entry confirms that the National Military Command Center is still determining releases for medevacs, U.S. Coast Guard, and law enforcement flights. At 1204 hrs, the NMCC, working with an Air Force Command Center in the Pentagon, confirmed that the Teterboro medevacs had been released.

Interviews with people who were at the FAA Headquarters Command Center reported that NORAD had the responsibility to approve flights nationwide on a case by case basis. As the requests became more numerous, NORAD delegated this responsibility to the FAA’s Air Traffic Control System Command Center (ATCSCC). The shift seems to have taken place after the National Military Command Center released the Teterboro medevacs. At 1245 hrs, the ATCSCC issued the following advisory:

ATC Command Center Advisory: ATCSCC advises all requests for medical emergency, military, law enforcement or other absolutely essential flight clearances in the Continental United States are to be made through your servicing FAA ARTCC on an individual basis. If unable to comply, contact the ATCSCC directly at #703-787-8179 or #703-787-8351

Fourteen minutes later, the ATCSCC reissued the advisory with additional information requirements requested from pilots requesting a clearance.

Requests for utilization of the National Airspace System must include the following: 1) Aircraft call-sign, 2) aircraft type, 3) reason for flight mission, 4) Names and social security numbers of

Draft

all persons on board, 5) proposed time of departure, 6) estimated time of arrival, 7) route of flight, and 8) Beacon Code if known.

By 1754 hrs on September 11th, the procedures had been developed and implemented. At this time, the FAA issued a special NOTAM that formally closed the National Airspace System to all aircraft except for medevac, military, law enforcement, and essential flights, all of which had been exempted in the earlier advisory.

FDC 1/9760 Special Notice – Effective immediately until further notice. Flight operations in the national airspace system by United States civil aircraft and foreign civil and military aircraft are prohibited, except in accordance with Advisory 043 or as amended or revised.

System Restoration (1500 hrs 13 September 2001 – 0000hrs 19 December 2001)

Since provisions were in place to permit medevac, military, and law enforcement flights to continue, their operations and missions were not affected to any noticeable degree during the restoration phase.

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Appendix J

Diversions

First, at 0936 hrs (EDT), there was the national ground stop, prohibiting any plane in the United States from gaining access to the National Airspace System. Then there was the concern that other aircraft already airborne might also be the target for a terrorist hijacking. This concern led to the decision at 1036 hrs to immediately land any aircraft that were airborne in United States airspace. It was clear that there would be many difficult repercussions from such a decision, but the enormity of the logistical efforts that ensued were staggering.

Because of the decision to get the planes down as quickly as possible, many aircraft airborne in the United States were required to divert to an airport that was not part of their flight plan. Some aircraft were diverted into airspace that was not normally traversed as part of their flight plan. It is a credit to both the pilots and the air traffic controllers that thousands of planes, with little or no advance planning, could be maneuvered into airspace with which the pilots were unfamiliar, and then successfully landed at airports with which the pilots were also unfamiliar. In fact, many aircraft had to land at airports that were not familiar with the types of aircraft they were accepting. In some cases, the airports were not capable of fully servicing the diverted aircraft they received.

Because of the timing of the decision to ground all aircraft, mid-morning on the east coast, the total number of aircraft diverted domestically was less than it might have been just a few hours later. Most of the domestic aircraft airborne were east coast departures, headed south and west. The grounding occurred before many flights that would have originated from the west coast were scheduled to depart.

A more complex diversion problem involved aircraft (both domestic and foreign) that were approaching United States airspace over both the Atlantic and Pacific oceans. Depending on their location, some aircraft were simply directed to turn around and return to the airport they had recently departed. For other aircraft, which were closer to the United States, decisions had to be made about whether to allow them to land in the United States, or if not, to where they could be diverted. In addition to the difficulties of simply getting all the aircraft down on the ground, there were the added political nuances of dealing with foreign carriers, many of whom were owned and operated by other sovereign nations.

Adding to this complexity were the problems associated with aircraft that were diverted due to bomb threats, aircraft that refused to divert for whatever reason, and aircraft that were diverted in order to facilitate the movement of key government personnel. Later reports confirmed that even Air Force One, with President Bush aboard, was diverted due to the initial uncertainty of the situation.

As early as 1102 hrs on the 11th, there was confusion as to the diversion of transatlantic flights to Canada. At that time Eastern Region Headquarters confirmed, in an AAT operational telephone conference call (TELECON), that transatlantic inbound flights to the United States were being diverted to Canada. However, it is not clear who directed these diversions, or exactly when they were directed. At 1130 hrs, it was noted during the AAT ops TELCON that Canada would not

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allow Northwest Airlines flight 51 from Frankfurt, Germany, bound for Detroit, to land in Canadian airspace. Just 14 minutes later, Northwest Airlines flight 51 did land in Canada at Hamilton, Ontario (YHM). During the next few minutes, from 1157 hrs through 1206 hrs, there were conversations between Monte Belger of the FAA and Mr. Creighton of NavCanada that resulted in Canada agreeing to accept diversions.

There were many media reports, both on television and in print, about the difficulties associated with these diversions. The Canadian government, and especially the Canadian citizenry, went to great lengths to accommodate the passengers and crews on these diverted aircraft. According to one Canadian website there were diversions of more than 270 flights to 23 different airports, with thousands of passengers and crew. Gander, Newfoundland (YQX), and two of the Canadian airports [Halifax, Nova Scotia (YHZ) and Vancouver, British Columbia (YVR)] accounted for landing almost half of the diverted aircraft. In Gander, the population nearly doubled to twenty thousand, as diverted passengers were accepted into stranger's homes.

Getting the aircraft down in Canadian airports was just the beginning. These diversions often overloaded the facilities, and early on it was not clear just how long the aircraft, crew, and passengers would be required to stay at their unintended location.

Over the next four days, restrictions were gradually lifted. Eventually, all of the flights were allowed to depart, either to continue on to their U.S. destinations or, in some cases, to return to Europe.

Draft

Appendix K

Appendix 17 to FAA Order 7610.4J, *Special Military Operations*: DOT/FAA/Federal Communications Commission (FCC) Security Control of Air Traffic and Air Navigation Aids (SCATANA) Plan

Overview

This appendix contains the DOT/FAA/FCC Security Control of Air Traffic and Air Navigation Aids (SCATANA) Plan. It covers roles, responsibilities, and procedures for implementing Emergency Security Control of Air Traffic (ESCAT) and SCATANA. It also covers procedures for exercising ESCAT and SCATANA within NORAD and FAA organizations.

It was the partial implementation of this plan that caused confusion on September 11th. Some individuals thought all provisions of SCATANA were being implemented; others understood that only the Emergency Security Control of Air Traffic (ESCAT) was being implemented.

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Appendix L

HQ NORAD Modified SCATANA Message

Overview

This appendix contains the message sent at 112238Z from Headquarters NORAD indicating the implementation of a modified SCATANA plan. It outlines the Wartime Air Traffic Priority List for the movement of aircraft in all areas of the United States, Alaska, and the coastal approaches under FAA ATC jurisdiction. It further specifies that air navigation aids would not be shut down, unless otherwise directed by the appropriate air defense military authority.

Draft

Appendix M

ATC System Restoration Events

Introduction

From the afternoon of the 13th of September until the 19th of December, Air Traffic set about the task of restoring operations in the ATC System. This restoration was characterized by a series of airspace decisions that allowed certain classes of aircraft to have an ever-increasing ability to access various classes of airspace within the National Airspace System. At the same time, access to particular pieces of airspace was severely restricted for purposes of security. With respect to restoring access to the National Airspace System, it is important to note that Air Traffic established coordination with many agencies external to the FAA in both government and industry.

This section highlights the major system restoration activities that Air Traffic played a role in. It provides these highlights in chronological fashion, organized by month and days within the month.

September

09.13

This is the first day that domestic commercial passenger and cargo flights were approved for operation. They began to operate within the NAS at about 1200 noon. Their ability to fly was contingent upon the appropriate security certification of departure and destination airports. International flights remained restricted and a National Ground Stop remained in effect for all U.S. airspace for general aviation aircraft. Despite the Ground Stop imposed on general aviation aircraft, it was interesting that this category of aircraft conducted almost twice as many operations as any other category of aircraft on the 12th of September. (For details, see Appendix N, Aircraft Operations on 11-13 September 2001, and Appendix O, General Aviation Operations on September 12th 2001). On the 13th of September, General Aviation also conducted more operations than either Commercial Aviation or the Military (see Appendix N, Aircraft Operations on 11-13 September 2001).

09.14

Air Traffic approved Part 91 General Aviation flights limited to IFR operations in the lower 48 states. This applied to all U.S. registered aircraft with the exception of aircraft in the New York, Washington, and Boston areas. The National Ground Stop remained in effect for all U.S. Part 91 VFR General Aviation aircraft. Air Traffic issues Temporary Flight Restrictions for a 25-mile radius around both JFK and Washington National airports. During this timeframe a process is developed for humanitarian evacuation of aircraft from the West Coast of Florida due to Hurricane Gabriel. Of the 455 U.S. airports, 424 of them were approved for operation upon certification that new security requirements have been implemented.

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On this date, the Air Traffic Customer Advocate returned to the FAA Headquarters Building. This individual was in California at the time of the terrorist attacks on the 11th. For the next few days he supported the Western Pacific Region's Air Traffic Office. Finally on the 14th he was able to catch a flight with some of the families of the victims from the West Coast to the East Coast. Appendix P describes the role of the FAA Customer Advocate.

09.15

Part 91 General Aviation VFR and IFR flight operations in Alaska were approved for U.S. registered aircraft. Of the 455 U.S. airports, 426 of them were certified.

09.16

On this date, Washington's Reagan National Airport opened for six hours, long enough to allow air carriers and general aviation ferry aircraft to other locations. Of the 455 U.S. airports, 428 of them were certified.

09.17

Air Traffic authorized repositioning of flights (IFR only) for airports inside the Temporary Flight Restrictions area. Of the 455 U.S. airports, 452 of them have been certified.

09.18

Again, Air Traffic authorized repositioning of flights (IFR only) for airports inside Temporary Flight Restrictions area. Overflights of U.S. airspace were restricted to U.S. and Canadian carriers only. FDC NOTAM 111, the first consolidated was issued for Parts 91, 121, 125, 129, 133, 135, and 137 aircraft. Of the 455 U.S. airports 454 have been certified.

09.19

Air Traffic opened several airports for General Aviation, both private and corporate, for repositioning flights. These airports were Washington's Reagan National Airport, Dulles International, Teterboro, JFK, LaGuardia, Newark, FRG, and LDJ.

09.20

On this date, Air Traffic lifted flight restrictions within the territorial airspace of the U.S. for U.S. registered aircraft outside of the areas designated as Enhanced Class B airspace. There were a number of operations however, that were not authorized. These included civil aircraft VFR flight training operations, banner towing operations, sight seeing flight operations conducted for compensation or hire under Part 91, traffic watch flight operations, airship/blimp operations, news reporting operations, and foreign registry flights (IFR only) departing the U.S. with no intermediate stops inside the U.S.

09.21

On this date, approximately 95% of all commercial flights to the U.S. were certified in accordance with the new security directives.

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09.22

This date began week three following the terrorist attacks. Foreign Part 129 operators, i.e., charter and cargo flights, weighing less than 95,000 pounds were permitted to overfly the territorial airspace of the U.S. only after affirming in writing to their FAA PSI that would implement the emergency measures required for overflight authorization.

09.23

On this date, Part 91 international humanitarian flights were individually approved for operations in the United States. All Part 137, i.e., agriculture and crop duster operations were prohibited until 1205 hrs local (in each time zone) on 24 September 2001.

09.24

VFR Flight Training, Part 91 sightseeing operations, and manufacturer flight test operations were authorized. On this date, twenty-six Part 129 foreign operators were approved for territorial overflight of U.S. territorial airspace. Finally, Part 137 (agriculture and crop duster) operations were authorized only for fire-fighting tankers flying under Public Use and Emergency Authorization.

09.25

Part 137 operations were authorized outside Enhanced Class B. 30 Part 129 foreign operators had been approved for overflight of U.S. territorial airspace.

NOTAMs affecting U.S. airspace:

FDC 1/9952 - Flight Restrictions -New York

FDC 1/0100- Flight Restrictions -Washington, DC

FDC 1/0298- Flight Restrictions –Professional Collegiate Sporting Events/Major Open Air Assemblies

FDC 1/0345- Emergency Air Traffic Rules -Part 91

FDC 1/0347- Emergency Air Traffic Rules - Parts 91, 121, 125, 129, 133, 135

FDC 1/0356- Emergency Air Traffic Rules - Parts 91, 133

09.26

34 Part 129 foreign operators have been approved for overflight of U.S. territorial airspace. Flight restrictions and authorizations were as follows: Except for the operations listed below, Part 91 VFR operations were permitted within the territorial airspace of the U.S., for U.S. registered aircraft, provided that those operations were conducted outside enhanced Class B airspace and the DCA/NY/BOS TFR's.

The following operations were authorized IFR only (point to point) except in TFR's:

- News reporting operations
- Civil aircraft banner towing operations

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- Sightseeing flight operations (in rotorcraft and airplanes) conducted for compensation or hire under Part 91
- Traffic watch flight operations .Airship/blimp operations

The following Part 91 IFR operations were authorized within the territorial airspace of the U.S.:

- Foreign registered aircraft departing the U.S. with no intermediate stops within the U.S.
- Foreign registered aircraft overflying the U.S. with a maximum certificated takeoff gross weight less than 95,000 pounds. VFR-on-top operations.

Other authorized operations:

- All part 91 IFR/VFR operations in Alaskan airspace
- All part 91 IFR/VFR operations in Hawaiian airspace outside Enhanced Class B airspace.
- Within enhanced Class B airspace, all military, medevac, rescue/recovery, fire fighting, law enforcement, and emergency evacuation aircraft could conduct IFR or VFR operations using an ATC-assigned discrete beacon code.
- Commercial space operations were authorized and must be approved in accordance with established procedures.

Also on this date, the Air Traffic Plans and Procedures Division published Notice 7110.265. This notice provided interim guidance concerning the reporting of suspicious aircraft/pilot activities. This guidance supplemented applicable emergency, interceptor, hijack, and other special operations procedures. A copy of this notice is found at Appendix Q.

09.27

37 Part 129 foreign operators had been approved for overflight of U.S. territorial airspace- Additional NOTAMs were issued:

- FDC 1/0523 -Powerline/Pipeline Patrols
- FDC 1/0530- Nuclear Powerplants
- FDC 1/0532- Post Maintenance Flight Test, Production and Acceptance Flights

09.28

Special exemptions were considered/granted on this date:

- Electronic news gathering operations requesting exemptions to conduct VFR operations and expand IFR operations in enhanced Class B airspace were being reviewed and coordinated with the FBI, DoD, and FAA Air Traffic and Security Officials prior to approval.

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- U.S. Government contracted aircraft operations (e.g. USDA-contracted Medfly spray operations in S. California and Miami) were approved and clearance granted to USDA.

09.30

40 Part 129 foreign operators had been approved for overflight of U.S. territorial airspace. 933 of 986 air carrier stations offering commercial flights to the U.S. were now certified. The requests for Electronic News Gathering organizations to conduct VFR operations and expand IFR operations within enhanced Class B airspace were denied.

October

10.01

On this date, 41 Part 129 foreign operators had been approved for overflight of U.S. territorial airspace. Additional NOTAMs issued:

- FDC 1/0609 -Flight near Restricted/Prohibited Areas FDC 1/0613 -IFR Operations
- FDC 1/0617- VFR Operations FDC 1/0628 -To/From U.S.

The following Part 91 operations may NOT fly in enhanced Class B airspace, IFR or VFR:

- => News Reporting operations
- => Traffic Watch flight operations
- => Civil aircraft banner towing operations
- => Sightseeing (in rotorcraft and airplanes) conducted for compensation or hire under Part 91.
- => Airship/blimp operations

The NOTAM 1/0617 covering VFR operations DID ALLOW the operations listed above to fly VFR outside the enhanced Class B airspace. All rules about TFRs still apply.

- There were 34 TFRs currently active within the NAS.
- DCA was the only major U.S. airport still closed. FAA, Coast Guard, and other government aircraft authorized with prior approval.

10.02

42 Part 129 foreign operators had been approved for overflight of U.S. territorial airspace.

957 of the 986 air carrier stations offering commercial flights to the U.S. were now certified.

Draft

10.03

The following types of operations are not authorized:

=> Civil aircraft VFR flight training operations for turbojet powered aircraft within Enhanced Class B.

=> Sight seeing flight operations conducted for compensation or hire within enhanced Class B airspace and TFRs of NY and Washington, DC areas-

A special working group was convened to develop a "Permit Process" for the granting of waivers for the operation of foreign registry Part 91 aircraft within U.S. territorial airspace.

10.04

DCA was reopened on a limited basis. All 455 of Part 107 U.S. airports have now been certified as complying with the emergency security directives.

10.05

44 Part 129 foreign operators had been approved for overflight of U.S. territorial airspace- .NSC and FAA Security and Air Traffic officials continue to coordinate numerous requests for waivers to the current flight restrictions. These included but were not limited to:

=> U.S. Government contracted aircraft operation (i.e., USDA operations)

=> Operations of foreign-registered Part 91 aircraft within U.S. territorial airspace

10.07

Operation Enduring Freedom began.

10.09

NOTAM issued that allowed additional Part 91 IFR and training operations between 18 and 25 miles of the Washington, DC and New York City TFR's and outside of the 15 mile Boston TFR. NOTAM issued authorizing Part 91 (general aviation) aircraft using instrument flight rules and visual flight rules within the TFR areas of New York and Washington, DC to relocate outside the TFRs. Certain security requirements must be met before any flights will be authorized. This "flush" will allow private planes that had been unable to leave New York and Washington airports to return to their home airports or relocate outside the TFR during this period.

10.10

46 Part 129 foreign operators had been approved for overflight of U.S. territorial airspace-
Current NOTAMs:

- FDC 1/0989 Washington, New York Boston TFR's
- FDC 1/0982 Departures Able to Relocate outside TFR ' s DCA 10/017 Operations at DCA

Draft

- FDC 1/0613 Special Notice for IFR Operations in the U.S.
- FDC 1/0617 Special Notice for VFR Operations in the U.S.
- FDC 1/0628 Operations To/From Locations Outside the U.S. FDC 1/0329 Intercept Procedures FDC 1/0298 Sporting Events TFR
- FDC 1/0609 Restricted/Prohibited Area Enforcement

10.12

A three nautical mile TFR (at or below 3000 feet) was established around the NBC studios in Burbank, CA when 30 people were taken to the hospital after the discovery of an unidentified white powder.

10.13

Press Release and NOTAM's issued reducing restrictions within 15 Enhanced Class B's across the Nation.

10.15

VFR operations released in the Enhanced Class B airspace at 5 locations

10.16

VFR operations released in the Enhanced Class B airspace at 5 locations

10.17

VFR operations released in the Enhanced Class B airspace at 5 locations

10.21

On this date, it was announced that private aircraft might resume flying this week in the airspace around 12 major metropolitan areas. This is in addition to the 15 metropolitan areas announced last week. This week, flights under visual flight rules (VFR) were resumed according to the following schedule:

- Monday, October 22 at 7:00 a.m. eastern time: Atlanta, GA; Las Vegas, NV; Los Angeles, CA; Miami, FL, and San Francisco, CA.
- Tuesday, October 23 at 7:00 a.m. eastern time: Denver, CO; Detroit, MI; Philadelphia, PA; Pittsburgh,
- PA, and San Diego, CA.
- Wednesday, October 24 at 7:00 a.m. eastern time: Chicago, IL and Orlando, FL.

Draft

In keeping with procedures established last week, aircraft with encoding transponders would be able to fly VFR in the Enhanced Class B airspace around these areas. Pilots of aircraft with radio capability were instructed to monitor the guard frequency (121.5 MHz) while in Enhanced Class B airspace. Aircraft without transponders were able to fly in Enhanced Class B if pilots first obtained a waiver. Enhanced Class B airspace was at least a 20-nautical-mile (22.7 statute mile) radius around a major airport and extended from the ground to 18,000 feet.

Current restrictions on VFR flying in three other major metropolitan areas -- Boston, New York and Washington, DC -- remained unchanged.

10.30

Special Bulletin

October 30, 2001

FAA CREATES GA NO-FLY ZONE AROUND NUCLEAR SITES

Taking action on Attorney General John Ashcroft's statement that there are "credible reports" of the possibility of another major terrorist attack within the week, the FAA Tuesday issued a NOTAM prohibiting general aviation operations around 86 nuclear sites—mostly power plants—in 36 states. Although severe, the Temporary Flight Restrictions (TFRs) are scheduled to be in place for only one week, until 0500Z November 7 (midnight Eastern time on November 6).

Nuclear NOTAM Issued

!FDC 1/1763 FDC PART 1 OF 6 TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES. FOR REASONS OF NATIONAL SECURITY. EFFECTIVE IMMEDIATELY UNTIL NOVEMBER 07, 2001 0500 UTC. PURSUANT TO TITLE 14 CFR SECTIONS 91.139, = EMERGENCY AIR TRAFFIC RULES AND 99.7 SPECIAL SECURITY INSTRUCTIONS.

ALL

GENERAL AVIATION FLIGHT OPERATIONS ARE PROHIBITED WITHIN A 10

NAUTICAL

MILES RADIUS OF AND BELOW 18000 FEET MSL OVER THE BELOW LISTED

NUCLEAR

SITES EXCEPT FOR MEDEVAC, LAW ENFORCEMENT, RESCUE/RECOVERY,

EMERGENCY

EVACUATION AND FIRE FIGHTING OPERATIONS WHEN AUTHORIZED BY ATC:

11.02

EFFECTIVE NOVEMBER 2, 2001 1600 UTC UNTIL NOVEMBER 2, 2001 2000 UTC. PURSUANT TO TITLE 14 CFR PART 91.139, AND IN ACCORDANCE WITH APPLICABLE REGULATIONS AND NOTICES TO AIRMEN THE FOLLOWING EMERGENCY AIR TRAFFIC RULES ARE IN EFFECT:

FOR AIRCRAFT THAT ARE LOCATED AT THE AIRPORTS LISTED BELOW, WHICH ARE WITHIN THE TEMPORARY FLIGHT RESTRICTED AREAS OVER NUCLEAR

Draft

SITES AS DEFINED IN FDC NOTAM 1/1763 IFR AND VFR GENERAL AVIATION DEPARTURES WILL BE ABLE TO RELOCATE OUTSIDE THE TFR AREAS, SUBJECT TO THE FOLLOWING PROVISIONS:

- ALL FLIGHTS MUST FILE EITHER AN IFR OR VFR FLIGHT PLAN WITH A FLIGHT SERVICE STATION.
- THE FLIGHT PLAN MUST PROVIDE FOR THE AIRCRAFT TO DEPART DIRECTLY FROM THE TFR AREA.
- DO NOT FILE UNDER DUATS OR OTHER VENDORS.
- ADDITIONAL SECURITY REQUIREMENTS ARE REQUIRED BEFORE THE FLIGHT WILL BE AUTHORIZED.
- ALL FLIGHTS MUST OPERATE UNDER THE FILED FLIGHT PLAN WHILE IN THE TFR AREA.

END PART 1 OF 2

!FDC 1/1982 FDC PART 2 OF 2.. SPECIAL NOTICE

- AIRPORTS:
- LVK, LIVERMORE MUNICIPAL, CA.
- BJC, JEFFCO, CO.
- 1V5, BOULDER MUNICIPAL, CO.
- 48V, TRI COUNTY, CO.
- PYM, PLYMOUTH MUNICIPAL, MA.
- BVI, BEAVER COUNTY, PA.
- CEU, OCONEE COUNTY REGIONAL, SC.
- CXY, CAPITAL CITY, PA.
- DCU, PRYOR FIELD REGIONAL, AL.
- GON, GROTON-NEW LONDON, CT.
- LYH, LYNCHBURG, VA.
- MDT, HARRISBURG INTERNATIONAL, PA.
- PHF, NEWPORT NEWS, VA.
- SUT, BRUNSWICK COUNTY, NC.
- UZA, ROCK HILL, SC.

END PART 2 OF 2

The following information was taken from AOPA's website:

Draft

The following NOTAMS are of utmost importance to each and every operation. The NOTAMs were in effect at the time stated above due to national security concerns. Pilots must familiarize themselves with all NOTAMs before flight. Due to rapidly changing conditions, you should obtain NOTAMs information from flight service and/or DUATS just prior to flight. There are many Temporary Flight Restrictions (TFRs) throughout the country. In addition, you will see there is a "blanket" TFR NOTAM. The "blanket" TFR NOTAM does not supersede any other TFR NOTAM. The stand-alone TFRs are of their own establishment. The NOTAM posted below may appear to have conflicting information in them, and they must be studied carefully to fully understand the intended authorized operations. (See "Plain-language guidance on NOTAMs.")

!FDC 1/1983 ZZZ PART 1 OF 2.. SPECIAL NOTICE - ATTENTION ALL OPERATORS - EFFECTIVE NOVEMBER 2, 2001 1600 UTC UNTIL NOVEMBER 2, 2001 2000 UTC. PURSUANT TO TITLE 14 CFR PART 91.139, AND IN ACCORDANCE WITH APPLICABLE REGULATIONS AND NOTICES TO AIRMEN THE FOLLOWING EMERGENCY AIR TRAFFIC RULES ARE IN EFFECT: FOR AIRCRAFT THAT ARE LOCATED AT THE AIRPORTS LISTED BELOW, WHICH ARE WITHIN THE TEMPORARY FLIGHT RESTRICTED AREAS OVER NUCLEAR SITES AS DEFINED IN FDC NOTAM 1/1763 IFR AND VFR GENERAL AVIATION DEPARTURES WILL BE ABLE TO RELOCATE OUTSIDE THE TFR AREAS, SUBJECT TO THE FOLLOWING PROVISIONS:

- ALL FLIGHTS MUST FILE EITHER AN IFR OR VFR FLIGHT PLAN WITH A FLIGHT SERVICE STATION.
- THE FLIGHT PLAN MUST PROVIDE FOR THE AIRCRAFT TO DEPART DIRECTLY FROM THE TFR AREA.
- DO NOT FILE UNDER DUATS OR OTHER VENDORS.
- ADDITIONAL SECURITY REQUIREMENTS ARE REQUIRED BEFORE THE FLIGHT WILL BE AUTHORIZED.
- ALL FLIGHTS MUST OPERATE UNDER THE FILED FLIGHT PLAN WHILE IN THE TFR AREA.

END PART 1 OF 2

!FDC 1/1983 ZZZ PART 2 OF 2.. SPECIAL NOTICE - AIRPORTS: - LVK, LIVERMORE MUNICIPAL, CA. - BJC, JEFFCO, CO. - 1V5, BOULDER MUNICIPAL, CO. - 48V, TRI COUNTY, CO. - PYM, PLYMOUTH MUNICIPAL, MA. - BVI, BEAVER COUNTY, PA. - CEU, OCONEE COUNTY REGIONAL, SC. - CXY, CAPITAL CITY, PA. - DCU, PRYOR FIELD REGIONAL, AL. - GON, GROTON-NEW LONDON, CT. - LYH, LYNCHBURG, VA. - MDT, HARRISBURG INTERNATIONAL, PA. - PHF, NEWPORT NEWS, VA. - SUT, BRUNSWICK COUNTY, NC. - UZA, ROCK HILL, SC. END PART 2 OF 2

Draft

FDC 1/1980 ZZZ PART 1 OF 6 TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES. FOR REASONS OF NATIONAL SECURITY. EFFECTIVE NOVEMBER 02, 2001 2200 UTC UNTIL NOVEMBER 07, 2001 0500 UTC. PURSUANT TO TITLE 14 CFR SECTIONS 91.139, EMERGENCY AIR TRAFFIC RULES AND 99.7 SPECIAL SECURITY INSTRUCTIONS.

ALL GENERAL AVIATION FLIGHT OPERATIONS ARE PROHIBITED WITHIN A 10 NAUTICAL MILES RADIUS OF AND BELOW 18000 FEET MSL OVER THE BELOW LISTED NUCLEAR SITES EXCEPT FOR MEDEVAC, LAW ENFORCEMENT, RESCUE/RECOVERY, EMERGENCY EVACUATION AND FIRE FIGHTING OPERATIONS WHEN AUTHORIZED BY ATC:

[VIEW VFR AND LOW-ALTITUDE ENROUTE GRAPHICS OF THE AFFECTED AREAS, COURTESY OF JEPPESEN SANDERSON, INC.]

ALABAMA - BROWNS FERRY NUCLEAR POWER PLANT - 10 MILES NW OF DECATUR, AL. JOSEPH M. FARLEY NUCLEAR POWER PLANT - 18 MILES SE OF DOTHAN, AL.

ARIZONA - PALO VERDE NUCLEAR POWER PLANT - 36 MILES W OF PHOENIX, AZ.

ARKANSAS - ARKANSAS NUCLEAR ONE UNITS 1 & 2 - 6 MILES WNW OF RUSSELLVILLE, AR.

CALIFORNIA - DIABLO CANYON NUCLEAR POWER PLANT - 12 MILES WSW OF SAN LUIS OBISPO, CA. GE - VALLECITOS - 7 MILES SW OF PLEASANTON, CA. HUMBOLT BAY - 4 MILES SW OF EUREKA, CA. RANCHO SECO - 25 MILES SE OF SACRAMENTO, CA OR 26 MILES NNE OF STOCKTON, CA. SAN ONOFRE NUCLEAR POWER PLANT - 4 MILES SE OF SAN CLEMENTE, CA. LIVERMORE SITE 300 - 9 MILES E OF LIVERMORE, CA. LIVERMORE NATIONAL LABS - 2 MILES E OF LIVERMORE, CA. SANDIA NATIONAL LABS - LIVERMORE, CA.

COLORADO - ROCKY FLATS PLANT - 5 MILES SE OF BOULDER, CO. FORT ST. VRAIN - 4 MILES NW OF PLATTEVILLE, CO.

END PART 1 OF 6

FDC 1/1980 ZZZ PART 2 OF 6 TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES.

CONNECTICUT - HADDAM NECK - 21 MILES SSE OF HARTFORD, CT OR 25 MILES NE OF NEW HAVEN, CT. MILLSTONE NUCLEAR POWER PLANT - 3 MILES WSW OF NEW LONDON, CT.

DELAWARE - HOPE CREEK - 18 MILES SE OF WILMINGTON, DE. SALEM NUCLEAR POWER PLANT - 18 MILES S OF WILMINGTON, DE.

Draft

FLORIDA - CRYSTAL RIVER NUCLEAR POWER PLANT - 7 MILES NW OF CRYSTAL RIVER, FL. ST. LUCIE NUCLEAR POWER PLANT - 12 MILES SE OF FORT PIERCE, FL. TURKEY POINT NUCLEAR POWER PLANT - 25 MILES S OF MIAMI, FL.

GEORGIA - EDWIN I. HATCH NUCLEAR POWER PLANT - 11 MILES N OF BAXLEY, GA. VOGTLE NUCLEAR POWER PLANT - 26 MILES SE OF AUGUSTA, GA.

IDAHO - IDAHO NATIONAL ENGINEERING LAB - 49 MILES W OF IDAHO FALLS, ID.

ILLINOIS - QUAD CITIES EXELON NUCLEAR POWER PLANT - 20 MILES NE OF MOLINE, IL. BYRON EXELON NUCLEAR POWER PLANT - 17 MILES SW OF ROCKFORD, IL. DRESDEN NUCLEAR POWER PLANT - 9 MILES E OF MORRIS, IL. BRAIDWOOD NUCLEAR POWER PLANT - 20 MILES SSW OF JOLIET, IL. ZION - 6 MILES NNE OF WAUKEGAN, IL OR 8 MILES S OF KENOSHA, WI. LASALLE EXELON NUCLEAR POWER PLANT - 11 MILES SE OF OTTAWA, IL. CLINTON EXELON NUCLEAR POWER PLANT - 6 MILES E OF CLINTON, IL. HONEYWELL FACILITY - METROPOLIS, IL.

END PART 2 OF 6

FDC 1/1980 ZZZ PART 3 OF 6 TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES.

IOWA - DUANE ARNOLD NUCLEAR POWER PLANT - 8 MILES NW OF CEDAR RAPIDS, IA.

KANSAS - WOLF CREEK NUCLEAR POWER PLANT - 4 MILES NE OF BURLINGTON, KS.

KENTUCKY - PADUCAH GASEOUS DIFFUSION PLANT - PADUCAH, KY.

LOUISIANA - RIVER BEND STATION NUCLEAR POWER PLANT - 24 MILES NNW OF BATON ROUGE, LA. WATERFORD NUCLEAR POWER PLANT - 20 MILES W OF NEW ORLEANS, LA.

MAINE - MAINE YANKEE - 4 MILES SOUTH OF WISCASSET, ME.

MARYLAND - CALVERT CLIFFS NUCLEAR POWER PLANT - 40 MILES S OF ANNAPOLIS, MD.

MASSACHUSETTS - PILGRIM NUCLEAR POWER PLANT - 4 MILES SE OF PLYMOUTH, MA. YANKEE ROWE - 20 MILES NW OF GREENFIELD, MA OR 21 MILES NE OF PITTSFIELD, MA.

Draft

MICHIGAN - D.C. COOK NUCLEAR POWER PLANT - 11 MILES SSW OF BENTON HARBOR, MI. PALISADES NUCLEAR POWER PLANT - 5 MILES S OF SOUTH HAVEN, MI. BIG ROCK POINT - 228 MILES NNW OF DETROIT OR 262 MILES NNE OF CHICAGO (WESTERN EXTREMITY OF SOUTH SHORE OF LITTLE TRAVERSE BAY OF LAKE MICHIGAN. FERMI NUCLEAR POWER PLANT - 25 MILES NE OF TOLEDO, OH.

MINNESOTA - MONTICELLO NUCLEAR POWER PLANT - 30 MILES NW OF MINNEAPOLIS, MN. PRAIRIE ISLAND STATION NUCLEAR POWER PLANT - 28 MILES SE OF MINNEAPOLIS, MN.

END PART 3 OF 6

FDC 1/1980 ZZZ PART 4 OF 6 TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES.

MISSISSIPPI - GRAND GULF NUCLEAR POWER PLANT - 25 MILES S OF VICKSBURG, MS.

MISSOURI - CALLAWAY NUCLEAR POWER PLANT - 10 MILES SE OF FULTON, MO

NEBRASKA - FORT CALHOUN NUCLEAR POWER PLANT - 19 MILES N OF OMAHA, NE. COOPER NUCLEAR POWER PLANT - 23 MILES S OF NEBRASKA CITY, NE.

NEVADA - NEVADA TEST SITE - 60 MILES NW OF LAS VEGAS, NV. TONOPAH TEST RANGE, TONOPAH, NV.

NEW HAMPSHIRE - SEABROOK NUCLEAR POWER PLANT - 13 MILES S OF PORTSMOUTH, NH.

NEW JERSEY - OYSTER CREEK NUCLEAR POWER PLANT - 9 MILES S OF TOM'S RIVER, NJ.

NEW MEXICO - LOS ALAMOS LABS - 1 MILE S OF LOS ALAMOS, NM.

NEW YORK - INDIAN POINT NUCLEAR POWER PLANT - 24 MILES N OF NEW YORK CITY, NY. GINNA ROCHESTER GAS AND ELECTRIC NUCLEAR POWER PLANT - 20 MILES NE OF ROCHESTER, NY. FITZPATRICK NUCLEAR POWER PLANT - 8 MILES NE OF OSWEGO, NY. NINE MILE POINT NUCLEAR POWER PLANT - 6 MILES NE OF OSWEGO, NY. KESSELRING SITE - WEST MILTON, NY.

END PART 4 OF 6

Draft

FDC 1/1980 ZZZ PART 5 OF 6 TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES.

NORTH CAROLINA - BRUNSWICK NUCLEAR POWER PLANT - 2 MILES N OF SOUTHPORT, NC. SHEARON HARRIS NUCLEAR POWER PLANT - 20 MILES SSW OF RALEIGH-DURHAM, NC. MCGUIRE NUCLEAR POWER PLANT - 17 MILES N OF CHARLOTTE, NC.

OHIO - DAVIS BESSIE NUCLEAR POWER PLANT - 21 MILES ESE OF TOLEDO, OH. PERRY NUCLEAR POWER PLANT - 7 MILES NE OF PAINESVILLE, OH. PORTSMOUTH GAS DIFFUSION PLANT - PIKETON, OH.

OREGON - TROJAN - 42 MILES NO OF PORTLAND

PENNSYLVANIA - THREE MILE ISLAND NUCLEAR POWER PLANT - 10 MILES SE HARRISBURG, PA. LIMERICK NUCLEAR POWER PLANT - 21 MILES NW OF PHILADELPHIA, PA. SUSQUEHANNA NUCLEAR POWER PLANT - 7 MILES NE OF BERWICK, PA. BEAVER VALLEY NUCLEAR POWER PLANT - 17 MILES W OF MCCANDLESS, PA. PEACH BOTTOM NUCLEAR POWER PLANT - 18 MILES S OF LANCASTER, PA.

SOUTH CAROLINA - CATAWBA - 6 MILES NNW OF ROCKHILL, SC. H.B. ROBINSON NUCLEAR POWER PLANT - 26 MILES NW OF FLORENCE, SC. SUMMER NUCLEAR POWER PLANT - 26 MILES NW OF COLUMBIA, SC. OCONEE NUCLEAR POWER PLANT - 30 MILES SW OF GREENVILLE, SC. SAVANNAH RIVER SITE - 11 MILES S OF AIKEN, SC.

END PART 5 OF 6

FDC 1/1980 ZZZ PART 6 OF 6 TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES.

TENNESSEE - WATTS BAR NUCLEAR POWER PLANT - 10 MILES S OF SPRING CITY, TN. SEQUOYAH NUCLEAR POWER PLANT - 10 MILES NE OF CHATTANOOGA, TN. OAKRIDGE PLANT - 1 MILE S OF OAKRIDGE, TN. OAKRIDGE Y-12 - OAKRIDGE, TN. NFS - 15 MILES S OF JOHNSON CITY, TN.

TEXAS - COMANCHE PEAK NUCLEAR POWER PLANT - 4 MILES N OF GLEN ROSE, TX. SOUTH TEXAS PROJECT NUCLEAR POWER PLANT - 12 MILES SSW OF BAY CITY, TX. PANTEX PLANT - 13 MILES NE OF AMARILLO, TX.

VERMONT - VERMONT-YANKEE NUCLEAR POWER PLANT - 5 MILES S OF BATTLEBORO, VT.

Draft

VIRGINIA - SURRY NUCLEAR POWER PLANT - 17 MILES NW OF NEWPORT NEWS, VA. NORTH ANNA NUCLEAR POWER PLANT - 40 MILES NW OF RICHMOND, VA. BWXT - 5 MILES E OF LYNCHBURG, VA.

WASHINGTON - COLUMBIA GENERATING STATION - 12 MILES NW OF RICHLAND, WA. HANFORD SITE - 13 MILES NW OF RICHLAND, WA.

WISCONSIN - KEWAUNEE NUCLEAR POWER PLANT - 27 MILES SE OF GREEN BAY, WI. POINT BEACH NUCLEAR POWER PLANT - 15 MILES NNW OF MANITOWOC, WI. LACROSSE - 15 MILES SSE OF LACROSSE, WI OR 90 MILES NW OF MADISON, WI.

END PART 6 OF 6

12.19

On this date, general aviation's access to airspace in 30 major metropolitan areas was restored. These were significant steps in Air Traffic's phased program to restore, safely and securely, full access to U.S. airspace. The restrictions in Class B airspace had been in place around the busiest airports in the country since September 11th, 2001.

In 27 metropolitan locations, the current restrictions ended and there was a return to normal Visual Flight Rules (VFR) operations. In the three remaining areas - Washington, New York and Boston - increased access to the airspace was provided, with some local restrictions around specific sensitive areas. For example, in Washington, a 15-statute-mile restricted area was established with special accommodation for three small airports in that area.

Also, newsgathering, traffic watch, banner towing, blimp and commercial sightseeing VFR flights were now allowed to resume except where local restrictions applied.

On this date, and for the foreseeable future, there were still Temporary Flight Restrictions (TFRs) over specific locations in other areas of the country in response to specific needs. Also, some restrictions remained on flights by private or general aviation aircraft registered in the U. S. and in other countries. VFR flight training was still limited to aircraft with a maximum weight of 12,500 pounds or less.

The TFRs for major professional and collegiate sporting events or any other major open-air assembly of people remained in effect. All flying continued to be prohibited within a three-nautical-mile radius of and 3,000 feet above such events, except as authorized by Air Traffic control.

VFR pilots flying in or near Class B airspace were strongly urged to check Notices to Airmen (NOTAMs) for TFRs and to call their local Flight Service Station at 1-800-WX-BRIEF before taking off.

Appendix N

Aircraft Operations on 11-13 September 2001

This appendix shows graphs of the number of air carrier, air taxi, general aviation, and military operations on September 11th through the 13th.

Interestingly, general aviation was expressly prohibited from flying on the 12th of September. Yet, general aviation was the largest single category of aircraft operating on this date. Figure N-1 shows Air Traffic Operations Network (Ops Net) data for the 12th of September. Notice that the 2,387 operations for General Aviation was nearly double that of any other category of aircraft. While there was evidence that a few General Aviation operators took off without authorization on this date, most of the General Aviation activity likely represented medical emergency, law enforcement, and other essential flights.

Aircraft Operations from 11-13 September 2001

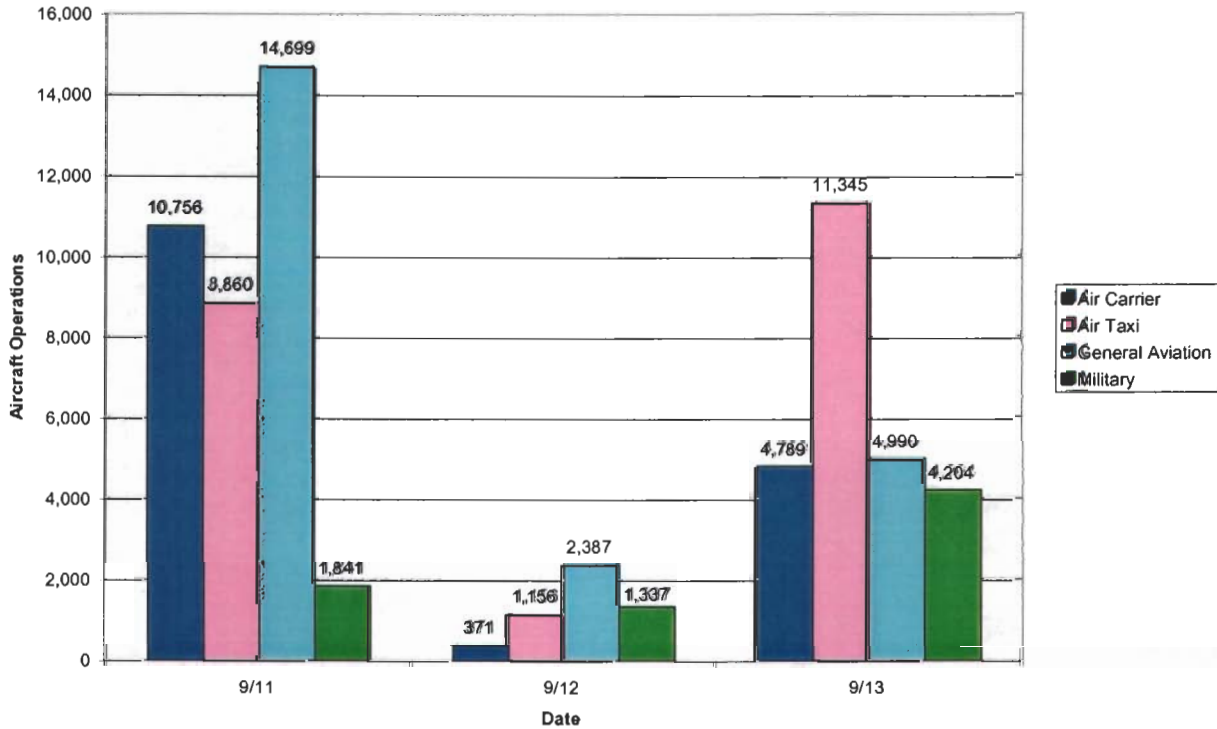


Figure N-1. Aircraft Operations From 11-13 September 2001

Appendix O

General Aviation Operations on 12 September 2001

This appendix contains a graph of the Air Traffic Operations Network (Ops Net) data for September 12th, and includes a listing of the airports where more than 30 general aviation operations occurred on September 12th.

Figure O-1 shows the airports where more than 30 General Aviation Operations occurred on 12 September. A listing of these airports, together with their three-letter identifiers, is found in Table 1.

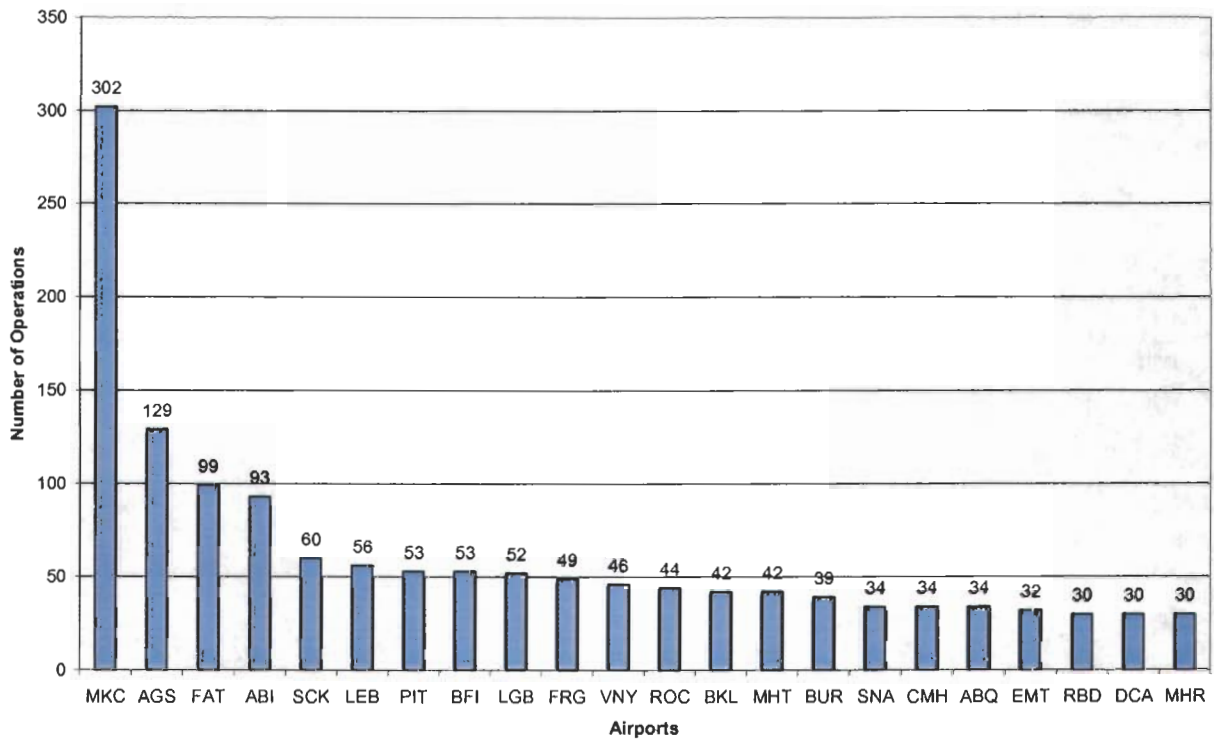


Figure O-1 Airports Where 30 or More General Aviation Operations Occurred on 12 September 2001

Draft

**FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC**

YOUR WAIVER REQUEST HAS BEEN RECEIVED,
HOWEVER, IN ORDER FOR US TO PROCESS
YOUR REQUEST ADDITIONAL INFORMATION IS
NEEDED. PLEASE COMPLETE THE ATTACHED
WORKSHEET AND FAX IT BACK AS SOON AS
POSSIBLE TO:

AIR TRAFFIC

FAX: (b) (2) (b)(2)High

NOTE: DUE TO VOLUME OF WAIVER REQUESTS
AMENDMENTS **WILL NOT** BE CONSIDERED.

REQUEST FOR WAIVER

I. COMPANY/AIRCRAFT INFORMATION:

Name of Company: _____

Mailing Address: _____
Street Address City/State Zip Code

Company Telephone No.: _____ Company Fax No.: _____

Purpose of Flight: _____

Check One: Inside Enhanced Class B Airspace _____ Outside Enhanced Class B Airspace _____

Please specify whether flight is Cargo, Passenger or Both _____

Name and Telephone Number of Requestor: _____

Flight Itinerary: **INCLUDE DATES * PLEASE ATTACH *** _____

Type of Aircraft _____ Aircraft Call Sign _____

State of Aircraft Registry & Tail No. _____

Aircraft Maximum Certified Takeoff Gross Weight: _____

II. CREW AND PASSENGER INFORMATION:

Name, SSN or Passport No. and Nationality of Crew Members and Passengers:

III. AFFIRMATION: Requestor/Signator must affirm to each of the following:
(Please check (X) each criteria.)

- _____ Access to the aircraft has been properly controlled by company representative(s).
- _____ A senior company representative has verified the identity and authorization of each crewmember and passenger.
- _____ There are no unauthorized passengers on board the aircraft.
- _____ The purpose of the flight is accurately represented in Section I above.
- _____ The aircraft will not deviate from the approved air traffic flight plan.

IV. SIGNATURE OF CORPORATE SECURITY DIRECTOR, COMPANY PRESENT OR EQUIVALENT.

Signature Title Date

Draft

Flight Itinerary

Departure Airport with Date of Proposed Departure: _____

Please list all legs of flight with proposed dates:

Proposed Destination with Date: _____

Return Flight Destination with Date: _____

Draft



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

Director of Air Traffic

800 Independence Ave, SW
Washington, DC 20591

November 6, 2001

To Whom It May Concern:

The following Flight has been authorized to operate and the provisions of FDC NOTAMS 1/0613, 1/0617, 1/0628 have been waived. The flights must comply with all other governing rules and regulations and security requirements.

N10TB, G-159, November 8, 2001, departing Fort Lauderdale International Airport, Florida for Providenciales, Turks and Caicos Islands.

November 11, 2001, departing Grand Turk for Fort Lauderdale International Airport.

The original of this letter is on file at the Office of the Director of Air Traffic, Federal Aviation Administration Headquarters, Washington, D.C.

Thomas R. Davidson
Air Traffic Customer Advocate

(b) (b)(2)High

Draft



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

Director of Air Traffic

800 Independence Ave. SW
Washington, DC 20591

AIR TRAFFIC WAIVER
APPROVAL CODE: #1751

November 21, 2001

To Whom It May Concern:

The following Flight has been authorized to operate and the provisions of FDC NOTAMS 1/0613, 1/0617, 1/0628 have been waived. The flights must comply with all other governing rules and regulations and security requirements.

F-OIJS, BN2, November 26, 2001, departing St. Barthelemy (TFFJ) for St. Thomas (TIST) returning to St. Barthelemy.

The original of this letter is on file at the Office of the Director of Air Traffic, Federal Aviation Administration Headquarters, Washington, D.C.

Thomas R. Davidson
Air Traffic Customer Advocate

(b) (b)(2)High

Draft



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

Director of Air Traffic

800 Independence Ave. SW
Washington, DC 20591

AIR TRAFFIC WAIVER
APPROVAL CODE: #5264

February 11, 2002

To Whom It May Concern:

The following Flight has been authorized to operate and the provisions of FDC NOTAM 1/3355, 1/3356 and 1/3359 have been waived. The flights must comply with all other governing rules and regulations and security requirements.

Until further advised, N106KA, G4, is authorized to operate to/from and within the airspace of the United States of America and its territorial possessions until further notice. All passengers must be known to the flight crew. Strict adherence to FAA security regulations is required. This waiver may not be amended except by the undersigned for the Director of Air Traffic. This waiver does not authorize this aircraft to operate into Washington National Airport (DCA).

The original of this letter is on file at the Office of the Director of Air Traffic, Federal Aviation Administration Headquarters, Washington, D.C.

Thomas R. Davidson
Air Traffic Customer Advocate

(b) (2) High

Draft



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

Director of Air Traffic

800 Independence Ave. SW
Washington, DC 20591

Waiver Authorization #

5775

February 27, 2002

To Whom It May Concern:

The following flight has been authorized to operate and the provisions of FDC NOTAMS 2/1369, 1/3355, 1/3356 and 1/3359 have been waived. The flights must comply with all other governing rules and regulations and security requirements.

Until further advised, N860H and N880H, Beechcraft King Airs, are authorized to operate within the Temporary Flight Restriction (TFR) airspace in Washington, D.C. to include landing at Washington National Reagan Airport (DCA). This waiver is for the purpose of transporting the Governor of the State of Ohio only.

The aircraft operator(s) must:

1. **Coordinate with the ATCSCC prior to departing for DCA in compliance with special security procedures.**
2. **Maintain two-way radio communications and an operating altitude encoding transponder while operating within TFR airspace.**
3. **Ensure law enforcement inspects the aircraft, identification of all passengers, and is on the aircraft while operating inside TFR airspace.**
4. **Maintain strict compliance with Air Traffic instructions and FAA security regulations.**
5. **This waiver may not be amended without the written approval of the undersigned for the Director of Air Traffic.**

The original of this letter is on file at the Office of the Director of Air Traffic, Federal Aviation Administration Headquarters, Washington, D.C.

Thomas R. Davidson
Air Traffic Customer Advocate

(b)(2)High

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Appendix Q

FAA Notice 7110.265 Reporting of Suspicious Aircraft/Pilot Activities

Overview

This appendix contains a copy of FAA Notice 7110.265. This notice, published by Air Traffic Plans and Procedures Division, provides interim guidance concerning the reporting of suspicious aircraft/pilot activities. This guidance supplements applicable emergency, interceptor, hijack, and other special operations procedures.

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 7110.265

Cancellation
Date: 9/26/02

SUBJ: REPORTING OF SUSPICIOUS AIRCRAFT/PILOT ACTIVITIES

1. **PURPOSE.** This notice provides interim guidance for air traffic control personnel regarding responsibilities for reporting suspicious aircraft/pilot activities. This guidance supplements applicable emergency, interceptor, hijack, and other special operations procedures as specified Orders 7110.65, Air Traffic Control, 7610.4, Special Military Operations, and 7210.3, Facility Operation and Administration.
2. **DISTRIBUTION.** This directive is distributed to select offices in Washington headquarters, regional offices, Mike Monroney Aeronautical Center, and all air traffic field facilities.
3. **CANCELLATION.** This notice cancels Notices 7110.263, 7110.263A, and 7110.263B, Reporting of Suspicious Aircraft/Pilot Activities.
4. **ACTION.** Facility managers shall ensure that all air traffic control personnel are briefed on this notice prior to working an operational position.
5. **EFFECTIVE DATE.** This notice is effective September 27, 2001.
6. **BACKGROUND.** The Federal Aviation Administration (FAA), Department of Defense, and other national security agencies are coordinating activities to ensure timely and appropriate response to activities that may potentially pose a threat to national security. Order 7110.65, Paragraph 9-3-8, Interceptor Operations, provides for maximum assistance in support of national air defense missions.
7. **GUIDELINES.**
 - a. Because of the infinite variety of possible suspicious situations, a complete and comprehensive list of suspicious aircraft/pilot activities cannot be prescribed. However, the following constitutes situations that may indicate a suspicious aircraft/pilot activity:
 - (1) Communications are lost or not established and the aircraft deviates from its assigned route of flight, and the aircraft does not adjust the transponder to code 7600 to indicate radio failure.
 - (2) Aircraft is in hijack status, per FAA Order 7110.65, Paragraph 10-2-6, Hijacked Aircraft, and applicable procedures have been followed.
 - (3) Communications are lost or not established and aircraft fails to display the assigned beacon code, an approved emergency, or radio failure beacon code.

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Initiated By: ATP-120

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N 7110.265

(4) Aircraft deviates from its approved route of flight and refuses to return to it when so requested. (Exercise sound judgment when the pilot is deviating; e.g., weather, emergency, or other circumstance.)

(5) Any other situation that may indicate a suspicious aircraft/pilot activity (background noise, change in pilot's voice characteristics, etc.).

b. Notify your supervisor when you believe a suspicious activity exists or is imminent.

(1) **TERMINAL:** The air traffic control tower supervisor/controller in charge (CIC) shall notify the operations supervisor/CIC of the overlying terminal radar approach control (TRACON) facility, air route traffic control center (ARTCC), or combined center radar approach control (CERAP) facility. The TRACON supervisor/CIC shall notify the operations supervisor/CIC of the overlying ARTCC/CERAP.

(2) **EN ROUTE:** The ARTCC/CERAP supervisor/CIC shall notify the appropriate air defense sector, air defense control facility, or North American Aerospace Defense Command (NORAD) region using established communications hotlines, or in accordance with the following contact numbers:

Northeast Air Defense Sector (NEADS)	Southeast Air Defense Sector (SEADS)
DSN (b)(6)	DSN (b)(6)
Commercial (b)(6)	Commercial (b)(6)
Mission Crew Commander (b)(6)	Mission Crew Commander (b)(6)
ZAU, ZBW, ZDC, ZID, ZKC, ZMP, ZNY, ZOB	ZFW, ZHU, ZSU, ZJX, ZMA, ZME, ZTL
Western Air Defense Sector (WADS)	Alaska NORAD Region
DSN (b)(6)	DSN (b)(6)
Commercial (b)(6)	
Mission Crew Commander (b)(6)	
ZAB, ZDV, ZHN, ZLA, ZLC, ZOA, ZKC, ZSE	ZAN

c. The initial report of suspect aircraft shall include the following:

- (1) Call sign of suspect aircraft.
- (2) Time (UTC).
- (3) Position in latitude and longitude.

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(4) Heading.

(5) Speed.

(6) Altitude.

(7) Other pertinent information; i.e., nature of suspicious activity.

d. Upon notification of the appropriate air defense sector, air defense control facility, or NORAD region, the ARTCC/CERAP supervisor/CIC shall notify the FAA Washington Operations Center at (b)(2)High and David J. Hurley Air Traffic Control System Command Center (ATCSCC).

e. Upon receipt of notification from the ARTCC/CERAP, the David J. Hurley ATCSCC shall notify the NORAD USSPACE Command Center at (b)(6).

ORIGINAL SIGNED BY
MICHAEL A. CIRILLO

Michael A. Cirillo
Program Director
for Air Traffic Planning and Procedures

Draft

Appendix R

Special Federal Aviation Regulation (SFAR) 94

This appendix contains Special Federal Aviation Regulation (SFAR) 94 -- a document that played a role in gradually restoring aircraft operations at three airports in the Washington, D.C. metropolitan area: College Park, Washington Executive/Hyde, and Potomac.

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Appendix S

Chronological Account of Events on 11 September 2001

This appendix highlights, in chronological order, an account of the events Air Traffic was involved in on September 11th.



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Chronological Account of Events on 11 September 2001

Time	Event	Event Type	Source
09110800	American Airlines Flight 11 Departs Boston's Logan Airport for Los Angeles Airport	CI1	AAT-20 Report 09/17
09110814	United Airlines Flight 175 departs Boston's Logan Airport for Los Angeles Airport	CI2	AAT-20 Report 09/17
09110820	<p>American Airlines Flight 77 Departs Washington Dulles Airport enroute to Los Angeles</p> <p>American Airlines flight 11 stops transmitting Identification Friend or Foe (IFF) beacon signal while over the Hudson River.</p>	<p>CI3</p> <p>CI1</p>	<p>AAT-20 Report 09/17</p> <p>CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html</p>
09110823	<p>United Airlines Flight 175 established radio contact with Boston Air Route Traffic Control Center (ZBW) At this point the controller at ZBW was busy due to the events surrounding American Airlines Flight 11. The sector was responsible for six aircraft including United Airlines Flight 175. All communications between ZBW and United Airlines Flight 175 appeared routine and normal. The flight was subsequently instructed to climb to 31,000 feet and after radar handoff, was issued a frequency change to contact New York Air Route Traffic Control Center (ZNY)</p>	CI2	AAT-20 Report 09/17
09110825	<p>ZBW began notification on American Airlines flight 11 based on radio transmission that a suspected hijack was in progress. The New England Regional Operations Center (ROC), ATSCC and the ZBW facility manager were notified. Additionally controllers began interfacility coordination with New York Center of the possible hijacking. Coordination describes the last known altitude as 29000 ft</p>	<p>CI1</p> <p>Internal Coordination</p>	AAT-20 Report 09/17
09110834	<p>ZBW contacted Cape Terminal Radar Approach Control (located on OTIS Air National Guard Base) and requested they notify the military of the events regarding AAL11</p>	<p>CI1</p> <p>External Coordination</p>	AAT-20 Report 09/17

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Time	Event	Event Type	Source
09110835	New England Regional Operations Center advised Washington Operations Center (WOC) of suspected hijack of AAL11	CII Internal Coordination	AAT-20 Report 09/17
09110836	WOC notified Civil Aviation Security Intelligence (ACI) and conferenced New England ROC and the ATSCC	CII Internal Coordination	AAT-20 Report 09/17
09110838	Boston Air Route Traffic Control Center notified New York Air Route Traffic Control Center (ZNY) of possible hijacking of American Airlines flight 11 Boston Air Route Traffic Control center notifies NORAD that American Airlines Flight 11 has been hijacked.	CII Internal Coordination External Coordination CII	AAT-20 Report 09/17 CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html
09110839	Confirmed Hijack in Progress – American Airlines flight 11 Last known altitude 29,000ft – transponder turned off – aircraft turned southbound in the vicinity of Albany. Washington Operations Center notified	CII Internal Coordination	AAT-20 Pager
09110840	United Airlines Flight 175 established radio contact with New York Air Route Traffic Control Center (ZNY). ZNY acknowledged United Airlines Flight 175.	CI2	AAT-20 Report 09/17
09110840	Northeast Air Defense Sector (NEADS) logs indicate they were notified by the FAA of the events concerning AAL11	CII External Coordination	AAT-20 Report 09/17
09110840	American Airlines Flight 77 established radio contact with Cleveland Air Route Traffic Control Center	CI3	AAT-20 Report 09/17
09110841	United Airlines Flight 175 indicates to the controller at New York Air Route Traffic Control Center, “ We figured we’d wait to go to your Center; we heard a suspicious	CI2	AAT-20 Report 09/17

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Time	Event	Event Type	Source
09110841	<p>transmission on our departure out of Boston. Someone keyed the mike and said everyone stay in your seats.” ZNY replied, “Okay, I’ll pass that along” (The controller ensured United Airlines Flight 175’s comments were forwarded to the Operations Manager) Military Command (VACAPES) issued scramble order on AAL11</p>	<p>CI1 External Coordination Law enforcement, military, medevac, lifeguard, or rescue operations</p>	<p>AAAT-20 Report 09/17</p>
09110842	<p>United Airlines Flight 93 departs Newark Airport for San Francisco Airport</p>	<p>CI4</p>	<p>AAAT-20 Report 09/17</p>
09110843	<p>FAA notifies NORAD that United Airlines flight 175 has been hijacked</p>	<p>CI2 External Coordination</p>	<p>CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html</p>
09110844	<p>Boston ARTCC reports that American Airlines Flight 11 a Boeing 767 aircraft enroute from Boston’s Logan Airport to Los Angeles airport lost radar and communication with the Boston ARTCC ZNY facility manager notified N90 (New York TRACON) of possible hijacking of AAL11. N90 began internal coordination of the aircraft’s last known altitude (29,000 ft) and</p>	<p>CI1 Internal</p>	<p>AAAT-20 Report 09/17</p>

Draft

Time	Event	Event Type	Source
	<p>southbound course</p> <p>Otis Air National Guard Base in Massachusetts orders fighter scrambled.</p>	<p>Coordination</p> <p>Law enforcement, military, medevac, lifeguard, or rescue operations</p> <p>CII</p>	<p>CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warnings/index.html</p> <p>AAT-20 Report 09/17</p>
09110846	<p>American Airlines Flight 11 impacts World Trade Center</p>	<p>CII</p>	<p>AAT-20 Report 09/17</p>
09110846	<p>United Airlines Flight 175's assigned transponder code of 1470 changed, first indicating 3020, then changing to 3321. The New York Air Route Traffic Control Center computers do not correlate either of these codes with United Airlines Flight 175. Consequently, the secondary radar return (transponder) indicating aircraft speed, altitude, and flight information began to coast and was no longer associated with the primary radar return. The controller communicating with United Airlines Flight 175 was also monitoring the flight track of American Airlines Flight 11. Based on the coordination with Boston's Air Route Traffic Control Center indicating a possible hijacking, most of the controller's attention was focused on American Airlines Flight 11.</p>	<p>CI2</p> <p>Internal Coordination</p>	<p>AAT-20 Report 09/17</p>
09110847	<p>NORAD was informed of American Airlines flight 11 striking the World Trade Center</p>	<p>External Coordination</p> <p>CII</p>	<p>AAT-20 Report 09/17</p> <p>CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warnings/index.html</p>
09110850	<p>American Airlines Flight 77 began a left turn towards the southwest without Air Traffic authorization. The altitude was 35,000 ft but started descending</p>	<p>CI3</p>	<p>AAT-20 Report 09/17</p>

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Time	Event	Event Type	Source
	United Airlines flight 175 deviates from its assigned flight path.	CI2	CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html
09110850	Washington Operations Center activated a Tactical Net at the request of the Civil Aviation Security Intelligence (ACI) Newark Tower (EWR) advised N90 of possible aircraft crash into the World Trade Center	Internal Coordination CII	AAT-20 Report 09/17
09110851	The controller at the New York Air Route Traffic Control Center transmitted to United Airlines Flight 175, "United Airlines Flight 175 recycle transponder, squawk code 1470." No response received from United Airlines Flight 175. The controller made several attempts trying to contact United Airlines Flight 175 for the next 4 minutes. During this time the aircraft was also observed making a left turn and descending.	CI2	AAT-20 Report 09/17
09110852	Two F-15 Eagles take off from Otis Air National Guard Base in an effort to intercept the hijacked plane(s) after first plane has struck the World Trade Center	Military Movement	AAT-20 Report 09/17 CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html
09110854	American Airlines Flight 77 secondary radar return (transponder) indicating aircraft speed, altitude, and flight information is lost on Indianapolis Air Route Traffic Control Center radar displays. There was no longer any radar return info—both primary and secondary radar was lost	CI3	AAT-20 Report 09/17
09110855	The New York Air Route Traffic Control Center controller was busy trying to turn other aircraft away from the aircraft believed to be United Airlines Flight 175. The flight track of	CI2	AAT-20 Report 09/17

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Time	Event	Event Type	Source
09110855	<p>this aircraft had changed and was now headed in a southeasterly direction.</p> <p>This time is approximate based on personnel statements from New York Air Traffic Control Center. A controller-in-charge (CIC) advised the Operations Manager that she believed United Airlines Flight 175 was also hijacked. The Operations Manager advised the CIC that an aircraft had hit the World Trade Center. The CIC began coordinating with the controllers working the position and one of the controllers stated that United Airlines Flight 175 appeared to be heading, "right towards the city." The CIC returned to the Operations Manager's position and heard a request for military aircraft to scramble. United Airlines Flight 175 was observed in a rapid descent.</p>	<p>CI2</p> <p>Internal Coordination</p>	<p>AAT-20 Report 09/17</p>
09110857	<p>American Airlines Flight 77 a Boeing 757 aircraft enroute from Washington Dulles Airport to Los Angeles airport lost radar with Indianapolis ARTCC in the vicinity of York Kentucky</p> <p>American Airlines Flight 77 just leaving Northern New Jersey entering Pennsylvania westbound</p>	<p>CI3</p> <p>CI3</p>	<p>AAT Ops TELCON 9/11</p>
09110900	<p>This time is approximate based on personnel statements from New York Terminal Radar Approach Control (N90). An N90 controller stated, "At approximately 0900 hrs, I observed an unknown aircraft south of the Newark, New Jersey Airport, northeast bound and descending out of 12,900 ft in a rapid rate of descent, the radar target terminated at the World Trade Center."</p>	<p>CI2</p>	<p>AAT-20 Report 09/17</p>
09110902	<p>F-15 fighters jets from Otis ANG Base are still 70 miles away from World Trade Center</p>	<p>CI1 & CI2</p>	<p>CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html</p>
09110903	<p>United Airlines Flight 175 impacts World Trade Center</p>	<p>CI2</p>	<p>AAT-20 Report 09/17</p>
09110904	<p>Position 15 at ATC System Command Center: Boston Air Route Traffic Control Center (ZBW) called to advise that all departures out of ZBW have been stopped</p>	<p>AT System Decisions</p> <p>Internal</p>	<p>Traffic Flow Initiatives Briefing 09/17</p>

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Time	Event	Event Type	Source
09110904	A Boeing 737 hit the World Trade Center on CNN	Coordination CI2	AAT-20 Pager
09110905	Northeast Air Defense Sector (NEADS) logs indicate they were notified by the FAA of the events concerning United Airlines Flight 175 N90 received notification from the Newark Airport Traffic Control Tower of a second aircraft striking the World Trade Center	CI2 Internal Coordination External Coordination	AAT-20 Report 09/17
09110906	Position 14 at ATC System Command Center: Calls all New York Air Route Traffic Control Center (ZNY) first tier Centers to stop all traffic to and through ZNY	AT System Decisions Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09110907	Position 14 Logs at ATC System Command Center: ZNY calls Command Center to advise ATC-0. Command Center issues a ground stop for anything to or through ZNY	AT System Decisions Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09110908	ATC Command Center Advisory 027 Issued for Ground Stop on all flights arriving or transiting through ZNY	AT System Decisions Internal Coordination	Command Center Quality Assurance Briefing 09/17
09110910	Another aircraft hit the World Trade Center on live TV	CI2	Doug Gould's Pager
09110915	United Airlines Flight 175 a Boeing 767 aircraft lost radar South of Kingston New York	CI2	AAT Ops TELCON 9/11
09110916	FAA informs NORAD that United Airlines flight 93 may have been hijacked	CI4	CNN, 17 September 2001.

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Time	Event	Event Type	Source
09110919	Command Center National Traffic Management Officer (NTMO) calls Cleveland Air Route Traffic Control Center (ZOB) ... Air Traffic Control System Command Center (DCC) confirms that Boston Air Traffic Control Tower (BOS) is also ATC zero	External Coordination	Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html
09110920	Command Center NTMO informs Indianapolis Air Route Traffic Control Center (ZID) that ZNY/ZBW are Air Traffic Control (ATC) zero	AT System Decisions Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09110924	Great Lakes Regional Operations notified Washington Operations Center of the simultaneous loss of radio communications and radar identification on American Airlines Flight 77	Internal Coordination CI3	Traffic Flow Initiatives Briefing 09/17 AAT-20 Report 09/17
09110924	All traffic to and through ZBW has been Ground Stopped on Command Center Advisory 029	Internal Coordination AT System Decisions Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09110925	Several Dulles Airport Facility (IAD) controllers working radar positions in the facility observed a primary radar target tracking eastbound at a high rate of speed FAA informs NORAD that American Airlines flight 77 may have been hijacked	CI3 CI3 External Coordination	AAT-20 Report 09/17 CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html

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Time	Event	Event Type	Source
09110926	Command Center National Traffic Management Officer informs Memphis Air Traffic Control Center (ZME) watch desk to watch for unusual flights. ZME responds ZME's internal security is heightened	Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09110926	ATC Command Center Advisory Issued for Ground Stop on all BOS Logan Airport flights	AT System Decision Internal Coordination	Command Center Quality Assurance Briefing 09/17
09110926	Position 13 at ATC System Command Center: Calls all centers to ground stop all departures in the system, regardless of destination	AT System Decisions Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09110927	(Approximate time) NORAD orders jets scrambled from Langley Air Force Base in Virginia to head to intercept American Airlines flight 77.	CI3	CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warnings/index.html
09110928	A radio transmission of unintelligible sounds of possible screaming or a struggle from an unknown origin was heard over the Cleveland Air Route Traffic Control Center radio A second radio transmission, mostly unintelligible, again with sounds of possible screaming or a struggle and a statement, "get out of here, get out of here" from an unknown origin was heard over the Cleveland Air Route Traffic Control Center radio. At about this same time, the Cleveland Air Route Traffic Control Center controller observed that United Airlines Flight 93 had descended to an altitude of 34,300 ft.	CI4	AA T-20 Report 09/17
09110929	The Cleveland Air Route Traffic Control Center controller asked United Airlines Flight 93,	CI4	AA T-20 Report

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Time	Event	Event Type	Source
	<p>“United Airlines Flight 93, United Airlines Flight 93, verify 35,000 ft.” No reply was received. The Cleveland Air Route Traffic Control Center controller made several attempts to contact United Airlines Flight 93 with no acknowledgement.</p> <p>The Cleveland Air Route Traffic Control Center controller began moving other aircraft away from United Airlines Flight 93 due to lack of acknowledgement. Seven other aircraft on the radio frequency confirmed the unusual sounds of an unknown origin. United Airlines Flight 93’s altitude was 35,000 ft.</p>		09/17
09110929	ATC Command Center Advisory 030 issued for Ground Stop on all DC Metro Area airports (Dulles, BWI, Washington National)	AT System Decisions Internal Coordination	Command Center Quality Assurance Briefing 09/17
09110929	Position 15 at ATC System Command Center: Advisory 031 issued for National Ground Stop on all departures due to national emergency, regardless of destination	AT System Decision Internal Coordination	Command Center Quality Assurance Briefing 09/17 Traffic Flow Initiatives Briefing 09/17 AAT Ops TELCON 9/11
09110930	From West National Traffic Management Officers Log: All centers/All departures regardless of destination ground stopped on Command Center Advisory 031	AT System Decisions	Traffic Flow Initiatives Briefing 09/17
09110931	A third radio transmission, mostly unintelligible, sounding like an individual out of breath; more unintelligible words and what sounds like, “bomb on board” from an unknown origin was heard over The Cleveland Air Route Traffic Control Center radio.	CI4 Internal	AAT-20 Report 09/17

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Time	Event	Event Type	Source
09110931	ATC Command Center Advisory 032: All traffic to and through Los Angeles has been ground stopped Issued for Ground Stop on arrivals to and through Los Angeles Airport and Los Angeles Center	Coordination AT System Decision Internal Coordination	Command Center Quality Assurance Briefing 09/17 Traffic Flow Initiatives Briefing 09/17
09110932	DCC the ATC System Command Center calls Houston Air Traffic Control Center (ZHU) and advised them that the Command Center will let Mexico know about the All centers ground stop. ZHU says they can tell Mexico faster than the Command Center and would handle this for DCC	Internal Coordination External Coordination	Traffic Flow Initiatives Briefing 09/17
09110933	An operations supervisor at the Dulles Airport Facility (IAD) advised the White House Office of the US Secret Service of an unknown fast moving aircraft heading in the direction of the White House. A controller provided this same information to controllers working at Washington National Airport.	CI3 Internal Coordination External Coordination	AAT-20 Report 09/17
09110934	United Airlines Flight 93 was climbing and heading southeast	CI4	AAT-20 Report 09/17
09110935	Three F-16 Fighting Falcons take off from Langley AFB headed toward the Washington, D.C. area.	CI4 External Coordination	CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html
09110936	Personnel at Washington National Airport issued traffic advisories on the unknown aircraft to a military C130 aircraft that had departed Andrews Air Force Base. When the C130 aircraft GOFER06 reported the unidentified aircraft in sight, the pilot was instructed to follow the unidentified aircraft	CI3 Internal Coordination	AAT-20 Report 09/17

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Time	Event	Event Type	Source
09110936	Oakland Air Traffic Control Center (ZOA) asks about Oceanic traffic. Talking about Guam other island traffic... DCC the ATC System Command Center checks and states that ZOA should stop all island traffic coming to the US	External Coordination	Traffic Flow Initiatives Briefing 09/17
09110937	American Airlines flight 77 is lost from radar screens	Internal Coordination	CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html
09110938	United Airlines Flight 93 reaches an altitude of 40,000 ft	CI4	AAT-20 Report 09/17
09110938	American Airlines Flight 77 impacts the Pentagon	CI3	AAT-20 Report 09/17
09110938	GOFER06 reports that the unknown aircraft had crashed into the western side of the Pentagon	External Coordination	
09110938	ATC Command Center Advisory Issued for Ground Stop on arrivals to San Francisco Airport	AT System Decisions	Command Center Quality Assurance Briefing 09/17
09110939	A fifth radio transmission is heard from United Airlines Flight 93, "Captain . . . bomb on board . . . our demands . . . remain quiet"	Internal Coordination	
09110939	The Cleveland Air Route Traffic Control Center notified Great Lakes Regional Ops Center of screams and statements from an unknown origin believed to be United Airlines Flight 93.	CI4	AAT-20 Report 09/17
09110940	Air Transport Association (ATA) representative at the ATC System Command Center to	Internal Coordination	
09110940		External	Traffic Flow

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Time	Event	Event Type	Source
09110940	call all airlines and suggest they land all aircraft as soon as possible	Coordination	Initiatives Briefing 09/17
09110941	An explosion reported at the Pentagon	CI4	AAT Ops TELCON 9/11
09110944	The secondary radar return (transponder) for United Airlines Flight 93 indicating aircraft speed, altitude, and flight information becomes intermittent and eventually fails on Cleveland Air Route Traffic Control Center radar displays	CI4	AAT-20 Report 09/17
09110944	The Cleveland Air Route Traffic Control Center controller notifies Pittsburgh TRACON of the United Airlines Flight 93 unanticipated turn, loss of secondary radar return, and lack of radio communication with United Airlines Flight 93. The Cleveland Air Route Traffic Control Center controller also stated that the flight path would result in United Airlines Flight 93 passing in close proximity to, if not directly over the Greater Pittsburgh International Airport.	CI4 Internal Coordination	AAT-20 Pager
09110944	Report something hit the Pentagon	CI3	AAT-20 Pager
09110945	A controller at Pittsburgh TRACON (in communication with the Cleveland Air Route Traffic Control Center controller) notified the Operations Supervisor of events surrounding United Airlines Flight 93, and manually initiated radar tracking of the primary radar target.	CI4 Internal Coordination	AAT-20 Report 09/17
09110945	DCC West Supervisor at the ATC System Command Center calls all centers to land all airborne traffic as soon as practical regardless of destination	AT System Decisions Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09110947	First impact at the world trade center reported	CI5 (actually CII)	AAT Ops TELCON 9/11
09110949	Brussels Central Flow called the ATC System Command Center to verify that all departures and arrivals had stopped	External Coordination	Traffic Flow Initiatives Briefing 09/17

Draft

Time	Event	Event Type	Source
	<p>F-16 fighter jets arrive over Washington, D.C. to perform Combat Air Patrol over the city. (The fighters broke the sound barrier and traveled supersonic at 720 knots to Washington, making the approximately 130 miles in 14 minutes).</p>		<p>CNN, 17 September 2001. Available at: http://www.cnn.com/2001/US/09/16/inv.hijack.warni ng/index.html</p>
09110950	<p>Delta Airlines Flight 1989 a Boeing 767 aircraft enroute from Boston's Logan Airport to Los Angeles airport is diverted to Cleveland's Hopkins Airport due to a bomb threat</p>	<p>CI6 Diversions</p>	<p>AAT Ops TELCON 9/11</p>
09110951	<p>Controllers at the Pittsburgh facility (PIT) coordinate their aircraft with adjacent facilities and evacuate the PIT facility.</p>	<p>CI4 Internal Coordination</p>	<p>AAT-20 Report 09/17</p>
09110956	<p>A small contingency of Pittsburgh facility (PIT) controllers volunteer to return to the facility. The track of United Airlines Flight 93 is no longer visible on the Pittsburgh facility (PIT) radar displays.</p>	<p>CI4 AT Staffing Decisions</p>	<p>AAT-20 Report 09/17</p>
09110957	<p>Cleveland Center reports two more hijackings. We should require all aircraft to land.</p>	<p>AT System Decisions Internal Coordination</p>	<p>AAT-20 Pager</p>
09110958	<p>Delta Airlines Flight 1989 reported out of a Flight Level of 22,000 feet and landing at Cleveland's Hopkins Airport as a precaution. . . This aircraft has not been hijacked</p>	<p>CI6</p>	<p>AAT Ops TELCON 9/11</p>
09111000	<p>ZOA/Anchorage Alaska Air Route Traffic Control Center (ZAN) advised by DCC that all inbound international traffic is to land at earliest opportunity</p>	<p>Internal Coordination External</p>	<p>Traffic Flow Initiatives Briefing 09/17</p>

Draft

Time	Event	Event Type	Source
09111000	Approximate time based on statements from a Cleveland Air Route Traffic Center controller. A pilot of a VFR aircraft reported sighting a United Airlines aircraft at approximately 8,000 ft. in the vicinity of Latrobe, Pennsylvania. The United Airlines aircraft's landing gear was down, wings rocking . . . the aircraft appeared to be in distress.	Coordination CI4	AAT-20 Report 09/17
09111001	United Airlines Flight 93 a Boeing 757 enroute from Newark airport to San Francisco is reported to have a bomb aboard. This aircraft is 40 miles southeast of Pittsburgh . . . it is headed eastbound as spotted by a VFR aircraft at heading 075	CI7 (actually CI4)	AAT Ops TELCON 9/11
09111002	Great Lakes Regional headquarters reports a HIFJACK/Bomb threat from an aircraft with an unknown call-sign type	CI8 Internal Coordination	AAT Ops TELCON 9/11
09111003	DCC at the ATC System Command Center calls Reagan National Air Traffic Control Tower (DCA) to verify that DCA airspace is clear	Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09111003	Eastern Regional Headquarters reports that a fast moving twin engine aircraft is traveling from Poughkeepsie towards the World Trade Center	CI9 (either CII or CI2) Internal Coordination	AAT Ops TELCON 9/11
09111004	Approximate time - United Airlines Flight 93 primary radar target terminated in the vicinity of Somerset Pennsylvania.	CI4	AAT-20 Report 09/17
09111004	Headquarters FAA is locking up - shall I send nonessential personnel home? Bill & Jeff, I know you have lots of great folks and right now all hell is breaking loose. But I worked TWA800 when it was believed to be a terrorist act. So if you need any help, as we delve into the investigation and reporting to numerous DOT and other heads, I'll gladly come and assist with coordination efforts	Internal Coordination AT Staffing Decisions	AAT-20 Pager
09111005	Pittsburgh Air Traffic Control Tower (PIT) advised the ATC System Command Center that	AT	Traffic Flow

Draft

Time	Event	Event Type	Source
	they evacuated the tower due to a report of an aircraft headed for PIT which allegedly had a bomb. Before PIT evacuated they declared ATC zero.	Staffing Decisions Internal Coordination	Initiatives Briefing 09/17
09111006	TWA flight 315 refused to go to Pittsburgh Airport and is diverting to Washington Dulles airport . . . current altitude is 16,000 ft.	CI10 Diversions	AAT Ops TELCON 9/11
09111007	Radar is lost with United Airlines Flight 93, south of Johnstown Pennsylvania ZOB just received a bomb threat United Airlines Flight 93 crashes at Somerset Pennsylvania	CI4	AAT Ops TELCON 9/11 AAT-20 Pager AAT-20 Report 9/17
09111007	2 nd Impact reported at the World Trade Center	CI11 (Actually CI2)	AAT Ops TELCON 9/11
09111008	Cleveland AFSS is evacuated due to a bomb threat	CI8	AAT Ops TELCON 9/11
09111008	TWA flight 315 is diverting to Norfolk Airport (ORF)	CI10 Diversions	AAT Ops TELCON 9/11
09111009	ATC Zero in Eastern Region, National Hold	AT System Decisions	AAT Ops TELCON

Draft

Time	Event	Event Type	Source
09111009	Delta Airlines Flight 1989 is on the downwind leg and landing at Cleveland's Hopkins Airport	CI6	9/11 AAT Ops TELCON 9/11
09111010	In response to a request from a Cleveland Air Route Traffic Center controller, N20VF, a Falcon Jet reported observing puffs of smoke in the vicinity of UAL 93's last known position.	CI4	AAT-20 Report 09/17
09111010	Receiving 911 (emergency) calls referring to United Airlines Flight 93 forty miles Southeast of Johnstown, PA, Black smoke is spotted	CI4	AAT Ops TELCON 9/11
09111010	TWA flight 315 (diverting to Norfolk Airport (ORF)) is responding to clearances	CI10 Diversions	AAT Ops TELCON 9/11
09111014	A fast moving aircraft is reported 60 miles Northwest of Washington DC headed southeastbound towards DC	CI12	AAT Ops TELCON 9/11
09111014	ATC System Command Center advises the FBI via the TELCON that military and law enforcement aircraft are released	External Coordination Law enforcement, military, medivac, lifeguard, or rescue operations	Traffic Flow Initiatives Briefing 09/17
09111015	A C-130 aircraft confirms that United Airlines Flight 93 is down in the mountains southeast of Johnstown, and Somerset PA,	CI4 (confirms)	AAT Ops TELCON 9/11
09111016	DCC asked ZOB about the status of PIT. ZOB says PIT is back in the tower and they are accepting arrivals. There are 4 aircraft left in the holding pattern	Internal Coordination AT Staffing Decisions	Traffic Flow Initiatives Briefing 09/17

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Time	Event	Event Type	Source
09111017	DCC National Operations Manager (NOM) reports ZOB/PIT now accepting traffic, no longer ATC-zero. He advises that PIT has about 4 aircraft left in the holding pattern	Internal Coordination AT Staffing Decisions	Traffic Flow Initiatives Briefing 09/17
09111017	ATC System Command Center activates user hotline for rapid information flow	Internal Coordination	Command Center Quality Assurance Briefing 09/17
09111017	Cleveland ARTCC in Oberlin Ohio is receiving a bomb threat and is evacuating the building	CI13	AAT Ops TELCON 9/11
09111018	Aircraft 160 miles east of Nantucket is headed westbound toward Boston at a high rate of speed	CI14	AAT Ops TELCON 9/11
09111020	An aircraft with the tail number N84048 departed from Orange County, New York without authorization	CI15	AAT Ops TELCON 9/11
09111020	Air Force 1 is reported as airborne	Key Personnel Movement	AAT Ops TELCON 9/11
09111020	New York ARTCC reports that they are sterilizing domestic airspace	AT System Decisions	AAT Ops TELCON 9/11
09111021	Cleveland ARTCC reports two more (bomb threats) FAA Administrator Garvey orders diversion of all international flights inbound to the U.S.	CI13 Diversions	AAT Ops TELCON 9/11 http://www.time.com/time/nation/article/0,8599,174912,00.html
09111022	Delta Airlines Flight 1989 is on the ground at Cleveland's Hopkins Airport	CI16	AAT Ops TELCON

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Time	Event	Event Type	Source
09111022	Brussels has Ground Stopped all US-destined aircraft. Canadian aircraft, Puerto Rico, etc. running by authority of DCC NOM	External Coordination	9/11 Traffic Flow Initiatives Briefing 09/17
09111023	The westbound aircraft (from 1018 hrs) is identified as a coast guard flight from Nantucket	CI14 Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111024	Air Force Fighters trying to identify the aircraft west of Nantucket The FAA reports that all inbound transatlantic aircraft flying into the United States are being diverted to Canada.	CI14	AAT Ops TELCON 9/11 CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.atta/ck/
09111025	All Washington D.C. and New York area small airports closed	AT System Decisions	AAT Ops TELCON 9/11
09111026	Military reports that United Airlines Flight 93 is down at location 3959N/07846W which is Northeast of Camp David	CI4	AAT Ops TELCON 9/11
09111027	Essential controllers are ordered to stay on duty; non-essential personnel are released	AT Staffing Decisions	AAT Ops TELCON 9/11

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Time	Event	Event Type	Source
09111028	New York and Washington DC area VFR airports are closed via NOTAM (What #)	AT System Decisions	AAT Ops TELCON 9/11
09111029	Washington ARTCC reports loss of radar with Midway Express flight MEP411, an MD-80 aircraft over the BUCKO fix in West Virginia	CI16	AAT Ops TELCON 9/11
09111034	Midway Express flight MEP411, an MD-80 aircraft, is reported on final approach to Columbus Intl Airport (CMH). Originally scheduled from Milwaukee General Mitchell International Airport (MKE) to Washington National Airport . . . landed without incident	CI16	AAT Ops TELCON 9/11
09111035	Position 15 at ATC System Command Center: Boston Center Reports ATC Zero	AT System Decisions Internal Coordination	Traffic Flow Initiatives Briefing 09/17
09111035	Unconfirmed report on on Delta Airlines Flight 1989 that its flaps are up at Cleveland Hopkins airport	CI6	AAT Ops TELCON 9/11
09111036	Regions advised not to release essential personnel	AT Staffing Decisions	AAT Ops TELCON 9/11
09111037	Medical Evacuations out of New York authorized	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111038	Controllers ending shifts at Boston ARTCC are not to be released	AT Staffing Decisions	AAT Ops TELCON 9/11
09111039	Notice to Airmen (NOTAM) sent closing operations at all airports - NOTAM FDC1/9731	AT System Decisions	Traffic Flow Initiatives Briefing 09/17
09111039	Delta Airlines flight 1989 is parked in a secure area. No one has exited the aircraft yet.	Bomb Threat	AAT Ops

Draft

Time	Event	Event Type	Source
	The pilot says he is not being hijacked	CI6	TELCON 9/11
09111040	US Attorney General John Ashcroft is in aircraft N4 and is over Toledo Ohio. N4 refuses to land and wants to continue to Andrews Air Base.	Key Personnel Movement	AAT Ops TELCON 9/11
09111041	After receiving a telephone call from Somerset Pennsylvania police department stating that several 911 telephone calls had been received reporting an air accident, a Cleveland Air Route Traffic Control Center Operations Manager made official notification to the Great Lakes Regional Operations Center.	CI4 Internal Coordination	AAT-20 Report 09/17
09111041	American Airlines Flight 77 holding in middle of Kansas City ARTCC's airspace (later unconfirmed and wrong information – at this point, the AAL Flight 77 had struck the Pentagon over an hour earlier)	CI3 and CI4 are correlated – confusion results	AAT Ops TELCON 9/11
09111042	There is a preliminary report of a fire at Camp David	CI17	AAT Ops TELCON 9/11
09111043	Aircraft northeast of Camp David reported on fire, but camp David is OK	CI17	AAT Ops TELCON 9/11
09111044	N2 is enroute to pick up Bill Peacock, AAT-1 at MSY	Key Personnel Movement	AAT Ops TELCON 9/11
09111045	Possible crash site reported in the vicinity of York, Kentucky – possibly American Airlines Flight 77	CI3 and CI4 (are correlated resulting in confusion)	AAT Ops TELCON 9/11
09111047	Please call American Airlines and see if they know status of Flight 77	CI3	AAT-20 Pager
09111050	N2 (for AAT-1) to be released from National Airport	Key Personnel Movement	AAT Ops TELCON 9/11
09111051	Cleveland Air Route Traffic Control Center (ZOB) has two unidentified aircraft circling in upstate New York at a flight level of 35,000 ft	CI18	AAT Ops TELCON

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Time	Event	Event Type	Source
09111052	Boston ARTCC ATC zero evacuating the building	CI19 AT Staffing Decisions	9/11 AAT Ops TELCON 9/11
09111053	Great Lakes Region is checking on American Airlines Flight 77	CI3	AAT Ops TELCON 9/11
09111054	Air Traffic Division Manager in Western Pacific Region confirms that no controllers are to be released	AT Staffing Decisions	AAT Ops TELCON 9/11
09111055	Boston ARTCC evacuated when Coast Guard flight reported heading toward Boston Logan Airport. Will try to get controllers back in the building	CI19 AT Staffing Decisions	AAT Ops TELCON 9/11
09111056	Eastern Region HQs to release controllers with relatives who work at the World Trade Center.	AT Staffing Decisions	AAT Ops TELCON 9/11
09111057	N4 with the Attorney General is inbound to DCA. Estimated time of arrival is 1200 hrs. The N4 flight should be cleared to land.	Key Personnel Movement	AAT Ops TELCON 9/11
09111059	Western Pacific Region Hqs requests information on how many aircraft are inbound to the Los Angeles Airport	Internal Coordination	AAT Ops TELCON 9/11
09111102	Eastern Region Hqs confirms that US inbounds are being diverted to Canada	AT System Decisions Diversions	AAT Ops TELCON 9/11
09111103	Fire fighting aircraft in the Northwest US. are released	Internal Coordination External Coordination	Traffic Flow Initiatives Briefing 09/17
09111103	American Airlines Flight 77 suspected down near Ashland Kentucky.	CI3	AAT Ops

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Time	Event	Event Type	Source
09111104	Cleveland ARTCC (ZOB) calls the ATC System Command Center to request DCC to show ZOB on ATC zero due to facility evacuation. State police report small aircraft circling ZOB Center	Internal Coordination AT Staffing Decisions External Coordination	TELCON 9/11 Traffic Flow Initiatives Briefing 09/17
09111104	Indianapolis ARTCC does not know about a crash in the Ashland Kentucky area.	CI3	AAT Ops TELCON 9/11
09111106	ATC Command Center Advisory 036 Issued for Ground Stop on all traffic, including airborne aircraft: <i>Due to extraordinary circumstances and for reasons of safety. Attention all aircraft operators. By order of the Federal Aviation Command Center all airports/airdromes are not authorized for landing and takeoff. All traffic including airborne aircraft are encouraged to land shortly, including all helicopter traffic. Aircraft involved in fire fighting in the Northwest US are excluded. Please read this notice over the emergency frequencies, and VOR voice.</i>	AT System Decisions Internal Coordination External Coordination	Command Center Quality Assurance Briefing 09/17
09111110	NTSB told Chicago O'Hare controllers not to return to facility. The FAA countermands the NTSB order Within the shutdown's first four minutes, air traffic controllers directed 700 planes to land. In the next 54 minutes, another 2,800 planes reached the ground, and by 12:16 p.m., the entire U.S. airspace was clear of civilian traffic.	External Coordination AT System Decisions	AAT Ops TELCON 9/11 http://www.govexec.com/dailyfed/0102/011402nj1.htm
09111111	N4, the Attorney General's aircraft reportedly diverted from Washington National to Richmond, military advised that they need to work with Air Traffic to release medevac aircraft in the New York and Washington DC area.	Key Personnel Movement Law	AAT Ops TELCON 9/11

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Time	Event	Event Type	Source
		enforcement, military, medevac, lifeguard, or rescue operations	
09111112	The FBI is observing on site in the Los Angeles Tower	Diversion External Coordination	AAT Ops TELCON 9/11
09111113	Military scrambled fighters to intercept aircraft circling Cleveland ARTCC airspace	CI18	AAT Ops TELCON 9/11
09111114	Attempting to get General Cavanaugh (FAA's Head of Security (ACS-1) from Puerto Rico back to the United States	Key Personnel Movement	AAT Ops TELCON 9/11
09111115	New England Region Hqs requested SCATANA	AT System Decisions External Coordination	AAT Ops TELCON 9/11
09111116	Delta Airlines Flight 1989 confirmed by security as HIJACKed at Cleveland Hopkins. Air Traffic communications with pilot does not confirm this report.	CI6	AAT Ops TELCON 9/11
09111117	Reconfirming that the exceptions to Ground Stop include the US Coast Guard, medevac, and law enforcement.	AT System Decisions Law enforcement, military, medevac, lifeguard, or rescue	AAT Ops TELCON 9/11

Draft

Time	Event	Event Type	Source
09111118	US Coast Guard out of Norfolk reports receiving distress calls from three aircraft: United Airlines 947, Continental Airlines 57, and Air Canada 65	operations	AAT Ops TELCON 9/11
	<p>American Airlines reports it has lost two aircraft. American Flight 11, a Boeing 767 flying from Boston to Los Angeles, had 81 passengers and 11 crew aboard. Flight 77, a Boeing 757 en route from Washington's Dulles International Airport to Los Angeles, had 58 passengers and six crew members aboard. Flight 11 slammed into the north tower of the World Trade Center. Flight 77 hit the Pentagon.</p>	<p>CI20 - United Airlines 947 CI21 - Continental Airlines 57 CI22 - Air Canada 65</p> <p>Law enforcement, military, medevac, lifeguard, or rescue operations</p>	<p>CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.atta/ck/</p>
09111119	Delta Airlines Flight 1989 is taxiing to the terminal, still not suspected to be hijacked	CI6	AAT Ops TELCON 9/11
09111120	TWA Flight is on the ground at Raleigh-Durham airport (See log entries at 1006 hrs, 1008 hrs, 1010 hrs)	CI10	AAT Ops TELCON 9/11
09111121	According to the Indianapolis ARTCC, there is no wreckage reported on the ground for American Airlines Flight 77 near Ashland	CI3	AAT Ops TELCON 9/11

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Time	Event	Event Type	Source
09111125	Bill Peacock, Ruth Marlin, Bob Toblin (Nancy Shelton/Benny Lee McGlamery/Doug Murphy all at MSY but not coming on N2) to return from MSY on FAA LR31	Key Personnel Movement	AAT Ops TELCON 9/11
09111126	Continental Airlines 57 (a Boeing 777) in Moncton Canada ACC's airspace is inbound to Newark Airport United Airlines reports that United Flight 93, en route from Newark, New Jersey, to San Francisco, California, has crashed in Pennsylvania. The airline also says that it is "deeply concerned" about United Flight 175	CI21 - Continental Airlines 57 CI2 & CI4	AAT Ops TELCON 9/11 CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.attack/
09111127	Fighter escorts are with the Attorney General's plane N4 arriving at Washington National Airport	Key Personnel Movement	AAT Ops TELCON 9/11
09111128	At JFK airport allegedly 3 persons of Middle Eastern origin refuse to disembark from United Airlines Flight 23 at Gate 2 Terminal 7	CI23	AAT Ops TELCON 9/11
09111129	No further information on United Airlines 947, Continental 57, and Air Canada 65 (see log entry at 1118 hrs)	CI20 - United Airlines 947 CI21 - Continental Airlines 57 CI22 - Air Canada 65	AAT Ops TELCON 9/11
09111130	Canada is not allowing Northwest Airlines 51 from Frankfurt Germany to land in Canadian airspace. This flight was bound for Detroit.	Diversions	AAT Ops TELCON 9/11
09111131	Southwest of Nashville, G3 with the Secretary of the Navy requests permission to land -- referred to ATCSCC (This is the first mention of the Command Center!)	Key Personnel Movement	AAT Ops TELCON 9/11

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Time	Event	Event Type	Source
		External Coordination	
09111132	General Cavanaugh ACS-1 (Head of FAA Security) is enroute from San Juan Puerto Rico to West Palm beach Florida then on to Andrews Air Force base in Army Aircraft 60180 (PAT 108)	Key Personnel Movement	AAT Ops TELCON 9/11
09111133	Lt. Colonel Mark Bucknel, J-5 in the national Military Command Center will work military restrictions to Medevac aircraft in the New York and New Jersey area.	External Coordination Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111134	United Airlines Flight 947 is currently over Banks and heading towards Gander and being worked by Gander ACC	CI20 - United Airlines 947	AAT Ops TELCON 9/11
09111135	Boston Tower re-staffed	AT Staffing Decisions	Traffic Flow Initiatives Briefing 09/17
09111135	Life Parts Medevac flights will be coordinated with the military on a case by case basis	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111141	ATC zero alert cancelled at Boston Air Route Traffic Control Center	Internal Coordination AT Staffing	Traffic Flow Initiatives Briefing 09/17

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Time	Event	Event Type	Source
09111144	Flight NW51 is on the ground in Canada	Decisions Diversions	AAT Ops TELCON 9/11
09111145	Controllers working some of the crisis aircraft are traumatized and need to be relieved	AT Staffing Decisions	AAT Ops TELCON 9/11
09111146	All three aircraft that the US Coast Guard reported hearing distress calls are accounted for. All are OK.	CI20 - United Airlines 947 CI21 - Continental Airlines 57 CI22 - Air Canada 65 Law enforcement, military, medivac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111147	Some controllers in NY area are refusing to report to work (they are to be ordered to work)	AT Staffing Decisions	AAT Ops TELCON 9/11
09111152	Continental Flight 57 is estimated 60W at 1515Z and no confirmation on United Airlines 947 from Moncton proposal only	CI20 - United Airlines 947 CI21 - Continental Airlines 57	
09111154	Jeff (Griffith) says OK SCATANA - Western Pacific Region reports Korean Airlines flight inbound to LA refuses to divert -	AT System Decisions	AAT-20 Pager AAT-20 Pager

Draft

Time	Event	Event Type	Source
09111155	<p>N4, with the Attorney General, is now inbound to Washington National Airport</p> <p>Go SCATANA given</p>	<p>Diversions</p> <p>Key Personnel Movement</p>	<p>AAT Ops TELCON 9/11</p> <p>AAT 20 Pager</p>
09111156	<p>An F16 intercepted an intruder aircraft, N22CJ at 35 miles northwest of Pittsburgh</p>	<p>CI24</p>	<p>AAT Ops TELCON 9/11</p>
09111157	<p>Canada is now refusing to allow any aircraft to land in Canadian airspace. ATCSCC will try to turn aircraft around.</p>	<p>Diversions</p>	<p>AAT Ops TELCON 9/11</p>
09111158	<p>The National Military Command Center is still determining releases for medevacs, US Coast Guard, and law enforcement flights. The NMCC phone #s are (b)(6)</p>	<p>External Coordination</p> <p>Law enforcement, military, medevac, lifeguard, or rescue operations</p>	<p>AAT Ops TELCON 9/11</p>
09111159	<p>United Airlines confirms that Flight 175, from Boston to Los Angeles, has crashed with 56 passengers and nine crewmembers aboard. It hit the World Trade Center's south tower</p>	<p>CI2</p>	<p>CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.atta ck/</p>
09111201	<p>Monte Belger contacts Mr Creighton at NAV Canada regarding the ability of Canada to receive diverted aircraft</p>	<p>External Coordination</p>	<p>AAT Ops TELCON 9/11</p>

Draft

Time	Event	Event Type	Source
09111204	The National Military Command Center and AF/CC confirms medevacs are released at Teterboro airport Los Angeles International Airport is evacuated	Diversions External Coordination Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11 CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.atta ck/
09111205	Assistant Director of the FBI: Ross 72, C172 N Ike Nakamoto to travel from Manassas to Hilton Head then back with the FBI Director Mueller	Key Personnel Movement	AAT Ops TELCON 9/11
09111206	Nine aircraft are reported over oceanic airspace inbound to US – OK is given to divert to Canada (confirmed between Monte Belger and Mr Creighton, NAV Canada)	AT System Decisions External Coordination	AAT Ops TELCON 9/11
09111207	AAT-1, et al to go from tower to west side of field by Air Cargo (General Aviation Crp) to be picked up by N2	Diversions Key Personnel Movement	AAT Ops TELCON 9/11
09111212	The Satellite Phone number at Eastern Region Hqs in case the commercial phones are lost is (b)(7)(C) High	Internal Coordination	AAT Ops TELCON 9/11
09111213	Great Lakes Regional Hqs reports that United Airlines Flight 809 a Boeing 767 is on the ground at Rockford (in the UPS area) and is thought to pose a potential bomb threat	CI25	AAT Ops TELCON 9/11
09111214	Great Lakes Regional Hqs reports that United Airlines Flight 1989 is deplaning on the ground; FBI will search the aircraft	Bomb Threat CI6	AAT Ops TELCON

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Time	Event	Event Type	Source
09111215	<p>Flight PAT 108 with the Head of security ACS-1 to be in Washington DC at 1730 Hours eastern Standard Time</p> <p>San Francisco International Airport is evacuated and shut down</p>	<p>External Coordination</p> <p>Key Personnel Movement</p>	<p>9/11</p> <p>AAT Ops TELCON 9/11</p> <p>CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.attack/</p>
09111216	<p>National Airspace System is clear of traffic except for law enforcement, military, medivac, lifeguard, and rescue operations</p>	<p>AT System Decisions</p> <p>Law enforcement, military, medivac, lifeguard, or rescue operations</p>	<p>Summary prepared for AOA-1 10/17</p> <p>http://www.govexec.com/dailyfed/0102/011402nj1.htm</p>
09111216	<p>Boston Center is now back in operation with a skeleton crew</p>	<p>AT Staffing Decisions</p>	<p>AAT Ops TELCON 9/11</p>
09111222	<p>ATSCC is moving ATSC into a larger room to work on releases of aircraft</p>	<p>Internal Coordination</p>	<p>AAT Ops TELCON 9/11</p>
09111223	<p>The New York State police want to land at Teterboro</p>	<p>Law enforcement, military, medivac,</p>	<p>AAT Ops TELCON 9/11</p>

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Time	Event	Event Type	Source
		lifeguard, or rescue operations	
09111224	N2 with AAT-1 is taxiing out at DCA (Estimated Time of Arrival is: 1:30 Central Standard time.	Key Personnel Movement	AAT Ops TELCON 9/11
09111227	Continental Airlines Flight 57 landed in Gander; seven aircraft are still airborne over oceanic airspace that are inbound to the US. These aircraft are diverting to Canada; United Airlines flight 947 returned to Europe	Diversion	AAT Ops TELCON 9/11
09111228	It is reported that there are several thousand casualties in New York	CI1, CI2	AAT Ops TELCON 9/11
09111229	N2 took off from Washington National Airport Status Update: at 1203 hrs (some speculation) Sikorsky helicopter N601S from Poughkeepsie (# 1 to hit the World Trade Center) – at about that time a primary target perhaps was United Airlines Flight 175 American Airlines Flight 11 (2 nd aircraft to hit the South Tower at the World Trade Center) United Airlines Flight 175 (3 rd aircraft to hit the World Trade Center American Airlines Flight 77, a Boeing 757 hit the Pentagon United Airlines Flight 93 a Boeing 767 The FAA says 50 flights are in the U.S. airspace	CI1, CI2, CI3	AAT Ops TELCON 9/11
09111230		External Coordination	CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.atta/ck/
09111239	CDR data from Boston TRACON on AAL11, UAL175, DAL1989 zipped and sent to Canoles, Ferrante, and Gould	CI1, CI3 Internal	AAT 20 Pager

Draft

Time	Event	Event Type	Source
09111240	McDonnell Douglas 88 over Elkins West Virginia; possibly an aircraft scrambled by the military, or may be an aircraft controlled by Cleveland ARTCC	Coordination C126	AAT Ops TELCON 9/11
09111245	ATC Command Center Advisory: ATCSCC advises all requests for medical emergency, military, law enforcement or other absolutely essential flight clearances in the Continental United States are to be made through your servicing FAA ARTCC on an individual basis. If unable to comply, contact the ATCSCC directly at (b) (2) High	Internal Coordination External Coordination Law enforcement, military, medevac, lifeguard, or rescue operations	Command Center Quality Assurance Briefing 09/17
09111245	Military Intercepted an aircraft and Identified it as a military aircraft	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111247	New York ARTCC reports that Medevac flights are en route from Allentown Pa (ABE) to New York City. They are N911LV (0476) beacon code; N116MB (0474) and N109UP	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111248	Commander in Chief of the Pacific wants to divert 17 flights inbound to Honolulu airport.	External	AAT Ops

Draft

Time	Event	Event Type	Source
09111253	No number yet available for the FAA relocation site	Coordination Diversions Internal Coordination	TELCON 9/11 AAT Ops TELCON 9/11
09111255	Teterboro airport will provide an emergency operations center; Floyd Bennet Field will host the enforcement operations center.	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111256	ATCSCC/ATSC working with NORAD for releases	External Coordination	AAT Ops TELCON 9/11
09111257	Security Control Of Air Traffic And Navigation Aids (SCATANA). SCATANA is not in effect; need to reassess capabilities.	AT System Decisions External Coordination	AAT Ops TELCON 9/11
09111258	N206NE (0365) helicopter is out of Stewart, Newburgh to Teterboro airport	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111245	ATC Command Center Advisory: All requests for medical emergency, military, law enforcement or other absolutely essential flight clearances in the Continental United States are to be made through your servicing FAA ARTCC on an individual basis. If unable to comply, contact the ATCSCC directly at # (b) (2) High	AT System Decisions Internal	Command Center Quality Assurance Briefing 09/17

Draft

Time	Event	Event Type	Source
09111259	<p>ATC Command Center Advisory: ATCSCC advises all requests for medical emergency, military, law enforcement or other absolutely essential flight clearances in the Continental United States are to be made through your servicing FAA ARTCC on an individual basis. If unable to comply, contact the ATCSCC directly at # (b) (2) High (2)H. Requests for utilization of the National Airspace System must include the following: 1) Aircraft call-sign, 2) aircraft type, 3) reason for flight mission, 4) Names and social security numbers of all persons on board, 5) proposed time of departure, 6) estimated time of arrival, 7) route of flight, and 8) Beacon Code if known</p>	<p>Coordination Law enforcement, military, medivac, lifeguard, or rescue operations AT System Decisions law enforcement, military, medivac, lifeguard, or rescue operations</p>	<p>Command Center Quality Assurance Briefing 09/17</p>
09111302	<p>Contract Tower evacuations are being coordinated in Eastern Region and Western Pacific Region</p>	<p>AT Staffing Decisions Internal Coordination External Coordination</p>	<p>AAT Ops TELCON 9/11</p>
09111303	<p>NY City being locked down; most roads are closed</p>	<p>CI1, CI2</p>	<p>AAT Ops TELCON 9/11</p>
09111304	<p>US Airforce/CC at the Pentagon is ready to help. Col Atkins is working</p>	<p>External Coordination</p>	<p>AAT Ops TELCON 9/11</p>
09111305	<p>Eastern Region Air Traffic Division advises that American Airlines Flight 11 voice tapes</p>	<p>Internal</p>	<p>AAT Ops</p>

Draft

Time	Event	Event Type	Source
	that are on the internet web site will be taken off and no more data put on web sites	Coordination	TELCON 9/11
09111319	All releases are currently required to go through NORAD; trying to implement a system with a bank of codes (beacon codes) for medivac releases	External Coordination Law enforcement, military, medivac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111320	Korean Airlines flight 85 inbound to Los Angeles airport reports through ARINC that it is being hijacked (confirming with Western Pacific Region) Los Angeles ARTCC reports that Korean Airlines flight 1 inbound to Los Angeles landed successfully at San Francisco an hour ago – could be the same aircraft	CI27 Internal Coordination	AAT Ops TELCON 9/11
09111321	Forward from Dan Boyle ANM-501 per Don Bingham, message from ATCSCC is that thru ARINC that Korean Air Flight to Los Angeles has sent message Korean Airlines Hijacked “ twice. Last known heading toward Colorado	CI28 Internal Coordination	AAT 20 Pager
09111323	Trying to confirm Korean Airlines flight 17 to LAX (Oakland Center never worked this aircraft). The ATC System Command Center confirms this flight diverted to Vancouver AAL11 .wav file removed from the FTP site	CI29 Diversions Internal Coordination	AAT Ops TELCON 9/11 AAT 20 Pager
09111324	American Airlines Flight 11 data removed from intranet	CI1	AAT Ops TELCON 9/11
09111327	A state of emergency is declared by the city of Washington, D.C.	External Coordination	CNN, 12 September 2001.

Draft

Time	Event	Event Type	Source
09111328	<p>All data to be placed on AAT-20 Intranet</p> <p>New York's Governor Pataki is in a helicopter N8076 (code 5601) from . . .</p>	<p>CI1</p> <p>Internal Coordination</p> <p>Key Personnel Movement</p>	<p>Available at: http://www.cnn.com/2001/US/09/11/chronology.atta/ck/ AAT Ops TELCON 9/11</p>
09111329	<p>Korean Airlines flight 85 confirms with Anchorage Center that they are not being hijacked</p>	<p>CI27</p>	<p>AAT Ops TELCON 9/11</p>
09111335	<p>No good system found to work individual releases</p>	<p>AT System Decisions</p>	<p>AAT Ops TELCON 9/11</p>
09111336	<p>State police reported a helicopter over a nuclear plant in the Wilkes Barre, Pennsylvania</p>	<p>CI30</p>	<p>AAT Ops TELCON 9/11</p>
09111339	<p>PAT 108 now due in at 1550 Hours</p>	<p>Key Personnel Movement</p>	<p>AAT Ops TELCON 9/11</p>
09111340	<p>Western Pacific Region Headquarters reports 5 aircraft refuse to divert; will advise Admiral Blair</p>	<p>Diversions</p> <p>External Coordination</p>	<p>AAT Ops TELCON 9/11</p>
09111341	<p>Colonel Atkins advises Allentown evacs to contact 202</p>	<p>Law enforcement, military, medevac, lifeguard, or rescue</p>	<p>AAT Ops TELCON 9/11</p>

Draft

Time	Event	Event Type	Source
09111342	Alaska Regional Headquarters Ops Branch (AAL-530) reports unidentified aircraft circling Anchorage Tower/TRACON; and numerous circling aircraft that are short on fuel	Internal Coordination	AAT Ops TELCON 9/11
09111343	N2 with Bill Peacock is 45 minutes out on the Traffic Situation Display	Key Personnel Movement	AAT Ops TELCON 9/11
09111346	ATCSCC Advisory 039: All military flights requesting to depart are requested to forward their requests through military channels.	AT System Decisions Internal Coordination External Coordination	Command Center Quality Assurance Briefing 09/17
09111353	Eastern Region will use bank of codes for Allentown (0420 – 0431) and for NY TRACON (5601-5611) and will contact AF/CC relocated at Bolling AFB ((b) (7)(E) High)	Key Personnel Movement Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111357	B747 reported by citizens flying up the Hudson; F-15s refueling over long island will take a look; later reported that the aircraft was probably a refueler	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Ops TELCON 9/11

Draft

Time	Event	Event Type	Source
09111358	AF1 still displayed on TSD; may have been removed for security reasons	Key Personnel Movement	AAT Ops TELCON 9/11
09111417	Security Control of Air Traffic and Air Navigation Aids (SCATANA) still not in effect, but military is approving all flights	AT System Decisions Internal Coordination External Coordination	Traffic Flow Initiatives Briefing 09/17
09111421	TELCON from North American Aerospace Defense Command (NORAD) – Local law enforcement, medevacs, as well as military do not require NORAD approval	External Coordination Internal Coordination Law enforcement, military, medevac, lifeguard, and rescue operations	Traffic Flow Initiatives Briefing 09/17
09111430	ATCSCC Advisory 041: ATCSCC advises that servicing FAA ARTCCs are authorized to release medical Lifeguard (emergency), military, and law enforcement flights into the National Airspace System. Servicing ARTCC are to ensure that these flights are assigned discrete beacon codes. All other flights provide flight information to emergency Operations Room (EOR); they will be coordinated with the Air Force, who will coordinate with air defense sectors for approval.	AT System Decisions Internal Coordination External Coordination	Command Center Quality Assurance Briefing 09/17 Traffic Flow Initiatives Briefing 09/17

Draft

Time	Event	Event Type	Source
	<p>The FAA announces there will be no U.S. commercial air traffic until noon EDT Wednesday at the earliest.</p>	<p>Law enforcement, military, medevac, lifeguard, or rescue operations</p>	<p>CNN, 12 September 2001. Available at: http://www.cnn.com/2001/US/09/11/chronology.atta ck/</p>
09111430	<p>ATCSCC Advisory 041: ATCSCC advises that servicing FAA ARTCCs are authorized to release medical emergency, military, and law enforcement flights into the National Airspace System. Servicing ARTCC are to ensure that these flights are assigned discrete beacon codes.</p>	<p>AT System Decisions Internal Coordination Law enforcement, military, medevac, lifeguard, or rescue operations</p>	<p>Command Center Quality Assurance Briefing 09/17</p>
09111432	<p>Ross 72 released</p>	<p>Key Personnel Movement</p>	<p>AAT Ops TELCON 9/11</p>
09111438	<p>Tony I want to begin preparing Abs, Satori, and have them completed by 6 or 7 pm - JDC</p>	<p>Internal Coordination</p>	<p>AAT 20 Pager</p>

Draft

Time	Event	Event Type	Source
09111504	FAA Headquarters: advises no resumption of commercial traffic until at least tomorrow at 12:00 PM EDT 09111504	AT System Decisions	Traffic Flow Initiatives Briefing 09/17
09111507	Korean Airlines Flight 85 reported on the ground at Whitehorse Canada	External Coordination Diversions	AAT Ops TELCON 9/11
09111515	Los Angeles (LAX) Tower evacuated due to a bomb threat in Parking Lot 2	AT Staffing Decision	Traffic Flow Initiatives Briefing 09/17
09111517	May want to come up with a restriction/cancellation on the FAM program for awhile	Internal Coordination	AAT 20 Pager AAT Ops TELCON 9/11
09111521	Terry Bolerjack and staff are prepared to come in and man phones tonight or tomorrow	AT Staffing Decisions	AAT 20 Pager
09111522	Individual call signs / beacon codes still required for individual releases	Law enforcement, military, medivac, lifeguard, or rescue operations	AAT Ops TELCON 9/11
09111523	FBI wants US Airways squawking 7700 from Madrid	External Coordination	AAT Ops TELCON 9/11
09111526	Western Pacific Region reports additional explosive device in old LAX terminal	Internal	AAT Ops

Draft

Time	Event	Event Type	Source
		Coordination	TELCON 9/11
09111536	Contract Towers being ordered to remain open	AT Staffing Decisions	Traffic Flow Initiatives Briefing 09/17
09111555	Los Angeles Tower (LAX) personnel returned to their facility	AT Staffing Decisions	Traffic Flow Initiatives Briefing 09/17
09111556	Transcripts from Boston TRACON faxed and sent on cemail to Canoles, Mello, and Gould	Internal Coordination on CI1 and CI2	AAT 20 Pager
09111602	ATC System Command Center reports military aircraft "DUE REGARD" have been operating close to civil flights (one flight was operating 15 miles north of Boston, not in oceanic airspace – DUE REGARD is not authorized in the CONUS	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Command Post (10 th Floor) Log 9/11
09111610	Airways Facilities Deputy (AAF-2) will ensure ETMS feeds shut down to commercial sources but not to NAV Canada	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111618	Evacuation of non-FAA buildings at San Francisco airport	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111619	AFS Investigators at Johnstown, but not at the World Trade Center	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Command Post (10 th Floor) Log 9/11
09111620	Several helicopters have discreet codes but are being told by the military that they cannot	External	AAT Command

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Time	Event	Event Type	Source
	take off.	Coordination	Post (10 th Floor) Log 9/11
09111634	Advisory 41 changed to include emergency evacuation aircraft; NOTAM requested	Internal Coordination External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111635	N02 Estimated Time of arrival is 35 minutes	Key Personnel Movement	AAT Command Post (10 th Floor) Log 9/11
09111636	JFK airport in New York is not evacuating	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111637	Frank Hatfield (AEA-500) stated that American Airlines 175 departed Boston Logan airport at 1215Z	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09111638	Toronto Mayor offered 2 helicopters to NY Mayor Guiliani. They are standing by. Rick Hostetler will provide permission in the ATS Cell. Helicopters will start evacuating oil rigs in . . .	Key Personnel Movement	AAT Command Post (10 th Floor) Log 9/11
09111650	(b) (6) (b) (6) ATIS Cell Phone # (b) (6) (b) (6) in EOR	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09111651	ATC System Command Center Point of contact for resumption of services will be NOM (b) (2) (b) (6); Western Pacific Region Headquarters Point of Contact for resumption of services is Steve Lloyd, Western Pacific Region Ops (AWP-530); the remainder of the POCs will be emailed to Eric Harrell in Air Traffic Plans and Procedures.	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09111656	NORAD requesting tracks from departure to point of impact	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111657	N2 with Bill Peacock (AAT-1) has landed	Key Personnel Movement	AAT Command Post (10 th Floor) Log 9/11
09111658	Confirmed that UAL crashed into the World Trade Center; American Airlines crashed into the Pentagon	CI2, CI3	AAT Command Post (10 th Floor)

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Time	Event	Event Type	Source
09111705	Report from Millville (MIV) Automated Flight Service Station and Atlantic City tower that at 1248Z calls reported on 121.5 of yelling and screaming	Internal Coordination	Log 9/11 AAT Command Post (10 th Floor) Log 9/11
09111710	Shannon, Ireland Center turning aircraft around that departed Europe destined for the United States	External Coordination	Traffic Flow Initiatives Briefing 09/17
09111717	Passenger on board UAL aircraft en route from Los Angeles airport to Sidney between Australia and New Zealand sent an email message that "mission failed"	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09111720	United Airlines Flight 93 (N951UA); American Airlines Flight 77 (N644AA); American Airlines Flight 77 (N334AA); United Airlines Flight 175 (N612UA)	CI1, CI2, CI3, CI4	AAT Command Post (10 th Floor) Log 9/11
09111721	United Airlines Flight 93 plots to be faxed	CI4	AAT Command Post (10 th Floor) Log 9/11
09111722	<p>The following notice is for FAA internal use only. No public dissemination of this information is authorized.</p> <ul style="list-style-type: none"> • All centers shall forward this information to all terminals within their center area of jurisdiction on non-voice lines (fax) lines if possible. • DCC 09/11/01 ATC procedures for the release of civil aircraft: ATC IFR facilities may authorize a med evac, lifeguard, evacuation or law enforcement flights for a specific flight segment in accordance with the following: <ul style="list-style-type: none"> • A discreet beacon code is provided to the aircraft. • Flights to-from a specific location may be authorized in a single approval if operational frequency coverage is not available at the destination. • Facilities shall provide US Military information concerning the flight if requested. 	AT System Decisions Internal Coordination Law enforcement, military, medevac, lifeguard, or rescue operations	Traffic Flow Initiatives Briefing 09/17
09111735	US Vice President Cheney wants information on United Airlines Flight 93 (Doug Davis at Department of Transportation phone: (b) (7) (6) (b) (6))	External Coordination	AAT Command Post (10 th Floor) Log 9/11

Draft

Time	Event	Event Type	Source
09111738	Dave Sprague needs to talk with you about a Vice Presidential Request ATCSCC to verify that all aircraft on the ground except flights authorized by Advisory 41 and exceptions	External Coordination	AAT 20 Pager AAT Command Post (10 th Floor) Log 9/11
09111739	United Airlines Flight 93 controller input back to Washington National Airport; at request of pilot have not heard pilot	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111747	FDC 1/9760 Special Notice – effective immediately until further notice. flight operations in the national airspace system by United States civil aircraft and foreign civil and military aircraft are prohibited, except in accordance with Advzy 043 or as amended or revised.	AT System Decisions Internal Coordination External Coordination Law enforcement, military, medevac, lifeguard, or rescue operations	Traffic Flow Initiatives Briefing 09/17
09111810	Department of Transportation reported that local Dayton television was reporting that an aircraft crashed into the Veterans Administration building in Dayton Ohio	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111811	Great Lakes Region Headquarters reported that citizens had heard an explosion, but aircraft crash not confirmed	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09111813	Great Lakes Region Headquarters reported that the explosion could not be confirmed but	Internal	AAT Command

Draft

Time	Event	Event Type	Source
	could be a sonic boom	Coordination	Post (10 th Floor) Log 9/11
09111827	In Eastern Region, only six airports will be closing. Ten will remain open to support military operations: HPN, POU, CHO, BGB, ILG, RDG, PNE, ISP, MNU, CXY	Law enforcement, military, medevac, lifeguard, or rescue operations	AAT Command Post (10 th Floor) Log 9/11
09111828	Update AAL 11 81 passengers +2 +4 Crew; AAL 77: 58 passengers + 2+3 crew; UAL 175: 56 passengers + 9 crew; UAL 93: 38 passengers + 7 crew	CI1, CI2, CI3, CI4	AAT Command Post (10 th Floor) Log 9/11
09111832	Special Operations Flights (N241LA and 242LA – Cessna Citations released ADW-FAY-DCA	Law enforcement, military, medivac, lifeguard, or rescue operations	AAT Command Post (10 th Floor) Log 9/11
09111859	Los Angeles Air Route Traffic Control Center reports an unidentified light twin prop aircraft heading toward Los Angeles Airport, reported by small towers; checking with the military – possible military scramble	Internal Coordination External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111905	Los Angeles Air Route Traffic Control Center reports that military is unaware of an unidentified aircraft	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09111909	TWA, with medical supplies at Albuquerque for possible delivery to NY, requests FEMA Point of Contact (b)(6)	Law enforcement, military, medivac, lifeguard, or rescue	AAT Command Post (10 th Floor) Log 9/11

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Time	Event	Event Type	Source
09111912	Sabra Kaulia (ATA-1) is at the alternate location phone (b)(7)(2)(g) High	operations Internal Coordination External Coordination AT Staffing Decisions	AAT Command Post (10 th Floor) Log 9/11
09111922	Western Pacific Region Headquarters- twin engine Kingair Military C-12	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09111928	Washington Air Route Traffic Control Center is still looking for voice tapes for UAL 175	CI2	AAT Command Post (10 th Floor) Log 9/11
09111929	AAF-2 has instructed to extract and preserve all radar and voice data at all facilities - ACE-505 Libby	Internal Coordination	Pager - ACE-505 Libby
09111939	White House Emergency center phone # (b)(7)(C), 5a	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111945	Drug Enforcement Agency (DEA) Gary Somone (b)(6)(e) to contact Air Traffic's Accident and Incident Investigations office (AAT-20)	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09111950	Flight Check 79 headed for Washington National Airport; Airways Facilities Director is aboard -- preapproved	Movement of Key Personnel	AAT Command Post (10 th Floor) Log 9/11
09111958	The Air Traffic Division Manager at Eastern Region Headquarters is requesting information about recovery	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09112005	ATCSCC Advisory #45 solicits info from airlines about ho many a/c were diverted, and to where.	External Coordination Diversions	AAT Command Post (10 th Floor) Log 9/11

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Time	Event	Event Type	Source
09112007	Federal Emergency Management Agency DOT liaison (b)(6) says FEMA team in Montana using military aircraft are having trouble getting release. They will contact the ATIS Cell at ATC system Command Center	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09112017	Col Ahern seeks airlift of Marines to Manhattan (b)(6) HMS-1	Military Movement External Coordination	AAT Command Post (10 th Floor) Log 9/11
09112039	Alaska Region Headquarters is standing down until Thursday	AT Staffing Decisions	AAT Command Post (10 th Floor) Log 9/11
09112040	Trying to track 3701 beacon code at 1300 – Exec Jet 351	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09112045	500s/501s/Program Directors telcon is scheduled from Wed Sept 12 at 0900 Hrs Eastern Time Washington Air Route Traffic Control Center reports military is intercepting departures from ORF and PHL; perhaps new military crews not fully briefed. The Air Traffic Cell at ATC System Command Center advised and are working; Washington Air Route Traffic Control Center phone 703 771-3470; no national change in procedures. Washington Air Route Traffic Control Center will call NORAD with discreet codes on departures out of Washington Air Route Traffic Control Center airports There are problems with American Airlines Flight 77 inbound plots	Internal Coordination Military Movement External Coordination	Pager – DG AAT Command Post (10 th Floor) Log 9/11
09112138		CI3	AAT Command Post (10 th Floor) Log 9/11
09112156	The news says that the FAA announced that they would review the ground stop program at noon on Wednesday 12 September 2001	AT System Decisions	AAT Command Post (10 th Floor) Log 9/11
09112157	Regions are reviewing staffing levels; should report any facility that will not be normally staffed, in case there is resumption of normal flying	AT Staffing Decisions	AAT Command Post (10 th Floor) Log 9/11
09112202	FBI wants raptor data for United Airlines Flight 93	External Coordination	AAT Command Post (10 th Floor)

Draft

Time	Event	Event Type	Source
		CI4	Log 9/11
09112220	Western Pacific Region Headquarters, as well as Southwest Region Headquarters reports all normal day and evening staffing	AT Staffing Decisions	AAT Command Post (10 th Floor) Log 9/11
09112235	Alaska Region Headquarters reports all normal day and evening staffing	AT Staffing Decisions	AAT Command Post (10 th Floor) Log 9/11
09112239	Jeff Griffith (AAT-2) received a call from The Department of State (DOS) (Mr Stevens) that Australian Prime Minister is trying to return to Australia; Australia is willing to send aircraft to get him. Bill Ellis at DOT/CMC advised and will let us know if a flight will be approved	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09112252	Eastern Region Headquarters staffing was OK during the day and evening	AT Staffing Decisions	AAT Command Post (10 th Floor) Log 9/11
09112308	Eastern Region Headquarters is closed tomorrow, but the ATC System Command Center in Herndon, Virginia will be open	AT Staffing Decisions	AAT Command Post (10 th Floor) Log 9/11
09112320	Eastern Region Headquarters reported that Pittsburgh (PIT) says there was no track on United Airlines Flight 93 after the main bang. CKB has a 50 mb disk but doesn't know what's on it. Disk is on the way to PIT for downloading to Headquarters.	Internal Coordination	AAT Command Post (10 th Floor) Log 9/11
09112325	Air Traffic's Accident and Incident Investigations office (AAT-20) advised that they had United Airlines Flight 93 voice tapes in a digital file on the website	CI4	AAT Command Post (10 th Floor) Log 9/11
09112332	Received a call from Matt Corman, White House situation room called asking about an aircraft in P56. Confirmed with Washington National Airport, F15 with no transponder, coordination with Secret Service completed	External Coordination	AAT Command Post (10 th Floor) Log 9/11
09112337	NORAD asking if we want military security at Radar sites	Military Liaison	AAT Command Post (10 th Floor) Log 9/11
		External Coordination	
09112342	Airways facilities will work directly with NORAD but wants the security	Military	AAT Command

Time	Event	Event Type	Source
09112345	The POC for the security of the radar sites is MSGT Scott Williams, Tindall AFB, (b)(6)	Liaison External Coordination	Post (10 th Floor) Log 9/11
	(b)(6)	Military Liaison External Coordination	AAT Command Post (10 th Floor) Log 9/11

Sources:

AAT-Log of Operations TELCON conducted from AAT-1 with Dave Canoles, and AEA, AGL, ZOB, ZBW, ZDC, ZID etc.

Summary of Air Traffic Hijack Events, September 11, 2001 AAT-20 Report, 17 Sept 2001, 6:30 AM

AAT-20 Pager logs

AAT Command Post (10th Floor) Log 9/11

ATC System Command Center Quality Assurance Briefing 09/17

ATC System Command Center Traffic Flow Initiatives Briefing 09/17

“Officials: Government Failed to react to FAA Warning,” CNN, 17 September 2001. Available at: <http://www.cnn.com/2001/US/09/16/inv.hijack.warning/index.html>

“September 11: Chronology of Terror,” CNN, 12 September 2001. Available at: <http://www.cnn.com/2001/US/09/11/chronology.attack/>

Draft

Appendix T

Air Traffic Situation Room Notes from 11 September to 27 September 2001

This appendix contains Air Traffic Situation Room notes from 11 September to 27 September 2001, in chronological order.

Draft

UNITED STATES CATASTROPHIC CRISIS

Time (EDT)	CHRONOLOGY
11 SEP 01	
2138	AAL 77 trouble with inbound plots
2156	News says that FAA announced that they would review ground stop program at noon on Wed
2157	Regions reviewing staffing levels; should report any facility that will not be normally staffed –in case there is a resumption of normal flying
2202	FBI wants raptor data for UAL 093
2220	AWP normal day and evening staffing. ASW also normal.
2235	AAL all staffing normal day and evening staffing.
2239	AAT-2 received call from DOS (Mr. Stevens: (b)(6)) that Australian Prime Minister is trying to return to Australia; Australia is willing to send aircraft to get him. Bill Ellis at DOT/CMC advised and will let us know if a flight will be approved.
2252	AEA staffing okay day and evening
2308	AEA regional office clsd tomorrow but Command Center will be open.
2320	AEA PIT says no track on UAL 93 after the main bang. CKB has a 50mb disk but don't know what is on it. Disk is on the way to PIT for downloading to Headquarters.
2325	AAT-20 advised they had UAL93 voice tapes into digital file on website.
2332	Received a call from Matt Corman, White House situation room called asking about an aircraft in P56. Confirmed with DCA, F15 with no transponder, coordination with Secret Service completed.
2337	NORAD asking if we want military security at radar sites.
2342	AF will work directly with NORAD but wants the security.
2345	The POC for the security of the radar sites is MSGT Scott Williams, Tindell AFB, (b)(6) (b)(6)
12 Sep 01	
0010	Advised by Bill Ellis that Stevens from State Department knows he can't leave until normal traffic released. Written request faxed to Col. Moran at Command Center.
0011	FAA ATCSCC reports that one of their employees living in the Fredericksburg, VA area just had a large aircraft fly over his house NW bound.
0017	AEA says no info on A/C reported by Comm Center, RIC/DCA/ZDC/IAD.
0035	ATCSCC NOM (Dan Smiley) advd that NAVCANADA (Dan (b)(6)) states they have 253 flights that diverted to Canada, (airlines state 136). The carriers have priorities the airports they would liked opened first, in order, JFK, EWR, ORD, ATL, SFO, DTW, DAL, MIA.
0105	ATS-2 going home, pager number is (b)(6)
0110	DOT Crisis Management Center need s information on the number of a/c we have released outside the parameters outlined, law enforcement, medical, etc.
0120	DOT Crisis Center (Merle) called and will fax a copy of a report received by S60 on what NAVCANADA did with the A/C they accepted today.
0125	FEMA Command Center called Bill Ellis wanting help with upgrading travel status to get them where they need them ASAP. Bill will send them to ATA or original airlines.

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Time (EDT)	CHRONOLOGY
0142	AEA advised CKB data going to AAT-20.
0217	Rick Hostetler advised that we need to have a single focal point at NORAD to handle military flight returning from overseas.
0235	AEA advised the DCA is getting word that REACH3301, C130, 70 minutes out, is not authorized to land ADW, must divert to DOV.
0243	ADW tower is getting the word on the REACH3301 diverting from White House military liaison.
0250	Eric Harrell advised that he has just talked to security, the security plan has not been finalized, expect that to happen in the next hour or so. Information will then be transmitted to carriers. Telcon with the administrator at 8 a.m. with carriers. Discuss again with security and operations folks. Hope to have final operational impact by 9 a.m.
0350	Doug Davis at the DOT Crisis Center requested a copy of the security plan as soon as it is available.
0543	AEA priority will be voice recordings for all four A/C; FBI agent Cathy Bagley at AEA
0545	ZNY uploading wave files
0540	Wayne hand carrying info from Clarksburg to Pittsburgh for transmission (90+ minutes) AAL 77 info in process of being uploaded as wave data ZID working files/data
0553	AFS liaison for restoration plan will be Pete Dula (AFS-401)
0558	AEA has bridge at (b) (2) (b) (2) High for hot bridge w/ATCSCC
0602	Staffing in AEA should be 100% by 1000 this morning; AEA regional office closed; Media reporting DCA will open at 1500 for baggage pickup
0607	AAF tech enroute--ETA for tapes to Clarksburg 0700; AEA detailed chronology to be faxed
0615	AEA warns us that media will likely be requesting flight releases
0627	NOTAMs 1-9752 (NYC); 9751 (PIT)
0640	Six TFRs (NYC, PIT, ORE, 2 in WA) established, but none over the Pentagon since that is all in Class B airspace
0645	Security POC is Mark Sells; Wave file on site; NTAPs on disk
0740	FAA fatalities include ZBW controller Doug McKay's wife, AAL 11; files CA1 Miegs Field contract tower manager's Ray Williams' sister: UAL 93
0755	All regions staffing levels normal
0815	ZDC: DEA Rich Nolan wants to know number to get pilot info—ops center: (b) (2) High
0820	DOT CMC: DOT RFI: FAA, FBI and NTSB leads at each crash site FAA/AAI lead Tony James (b) (2) High or WOC page) in PA; WTC NTSB Eric 202 FAA Ed Katell;
0846	ZOB checking to see if FBI has reviewed data; released data to Wayne Pierce; FBI spent about 45 minutes reviewing data between 4-5 pm yesterday
0920	Terry Bollarjack, AAT-20 going to DUL ATCT for FBI interviews
1000	ZNY reports Canadians to resume normal ops at 1100 EDT
1005	ORD UA took off with NTSB—media requesting what is going on
1010	Mr Richard Huff (DOS) will contact ATSC for special flights

Draft

Time (EDT)	CHRONOLOGY
1040	AAT-20 reported that the briefing to the Secretary of Transportation was completed and that there will be a security intelligence meeting by AAT-20 in the McCracken room at 11:30.
1042	Secretary briefing delayed indefinitely.
1048	(b)(6) - Carmine direct number
1049	Joellen: 1) All AFSSs are open and should take IFR flight plans from GA and advising aircraft that the system is not available. Mike Cirillo will call out to ARTCC to find out what their school of thought is. Issue: at a non-control facility a plane may take off and pick up a clearance in the air. 2) Someone with a foreign name said they wanted to talk to someone - He wanted to give info on security at IAH. Security is on the way over to interview him.
1052	Mal Geller-DOT crisis management Center-Doug Davis is on the line, please don't hang up. Shelley at CMC- who are you trying to call?
1056	AEA IS CALLING PANYNJ. Issue: International aircraft: They do not want aircraft with passengers who are unable to connect or comply with security. For any international operations, they would like a heads up of 4 hours notification. Another foreign group to consider are with the Canadians too.
1100	BGM tower - Bill Blaken - 361R flying around BGM Sept. 1, Middle-Eastern pilots, want an information request on this. I needs to go to Ron Rueggerri's staff. (b)(6)
1106	Need a number for PIT to give a range on the video map. Just need a line of sight to go for PIT to Camp David. call: (b)(6) Estimate: 76 miles, 130 degrees.
1108	Mike Cirillo: Security issues: the same package that was sent out to the ARTCC was sent out to the foreign offices. If the aircraft have a difficulty complying with the security, they can not fly in. Dan Vaca will FAX security package to Jerry Richard in BRX.
1112	Frank: Issue: wind is turned toward EWR and the smoke is blowing toward the EWR tower. The controllers heard that the wind includes asbestos. They are asking about the possibility of going home.
1115	Linda Schuessler: Apparently NORAD contacted region. They want to put military controllers in the ZAT and ATL. NORAD will be putting in military weapons controllers, not air traffic controllers.
1117	The state of New Jersey is asking when the GA restriction will be lifted. They want to spray crops. Nancy spoke with them on the phone.
1120	SWA canceled all flight s for remainder of day. DLA cancelled 2200 AAL domestics 2300.
1122	Dave: Need a number for the NYNJPA manager. Ron Rueggerri will get the number:
1123	Dave: Did all copy of the status of DLA, SWA, AAL? Affirmative.
1124	AWP: Anything we know about AFS pulling tapes? Fred and Sabra will look into this. Paddy: Diverts, no domestics: AAL 2300z, DLA 2200z, CAA 2200z, USA 2200z; reminder of day: SWA, NKS, NZW, JBU; AWE 2200z, UAL 2200z: 301- 432-7935 Sabra FAX number, all other regions would like this info too.
1127	AWP-400 a signed directive -Bob Long not aware of the
1130	Dave: Anyone involved with flights yesterday—need facility log, 8020 for CFR and law enforcement and fax to AAT-20. AEA and AGL have the info.
1132	John will fax the info from Bob Long to the regions on the AAF issue
1133	Paddy: Airlines want us to publish an advisory about when the airspace will be open. They are calling the ARTCC asking when it will happen—were expecting info at noon today.
1135	1130 Principals only telcon will address return to service issues; ATT-1 should be on.

Draft

Time (EDT)	CHRONOLOGY
1142	Mary Strawbridge: ANE: Need PT file for the file that was sent to AAT-20. The second file on the SATORI.
1146	ZDC: Question about Crisis Mgmt Team. A Washington couple would like to meet with the team. Someone is driving from Cleveland to the IAD area, Brad Troy from NATCA.
1147	EWR people have to leave the tower completely due to the smoke. The facility will determine if they can relocate operations. Some people were able to put hoods on, but now all personnel need to evacuate.
1152	Dave: Ref: military in ATL and ZTL: weapons controllers only. To work with AWACs to provide better radar coverage. NORAD brought this through the Air Traffic Services. We will make ASO aware of this
1155	Do we know of anything on NORAD and NAV CANADA about coordination activities? Ann Moore checking this out.
1157	Michael was talking about a Royal Air Force L1011 – there is one ready to leave for the USA. There is also one from Australia. Scott Hagen is working this. Mr. Haas will not be coming in, but rather going to London.
1159	Fred Anderson for AAF wants the list of aircraft – when they are going to start up. Please fax to Bob Long at (202) 412-1111
1205	ZNY calling AEA—BGM has a bomb threat, they evacuated, and ZNY is assuming airspace.
1207	AEA got a report that they were evacuating the facility for a sweep, but not a bomb threat. ZNY (Mike) said that the Com Center called it a bomb threat.
1211	Would like
1211	AEA – BGM is being evaluated only for a sweep. There is no bomb threat.
1211	Paddy: Alaska would like an exemption to get supplies to outlying areas of Alaska. Could go to state and get an identification of locations with a TFR or 30 mile radius for interdiction for non-advisory aircraft in hot areas. Then allow to/from travel within AK only with max alt. And speeds, etc. and not offer any risk to the NAS. The onness should be on the state of AK to come up with the level of risk. AAL: Dave to Keith Dutch, Tony Wylie: are you aware of any of the above? Yes. A big part is due to hunting season and people are out for longer than they anticipated. This would fall under an evacuation type of situation. AAL has NORAD working out processes for approvals. ARTCC: can we make certain Air Traffic Services is aware? Yes. Dave to AFS: We just need to find out if AK will support this, then we will make it happen.
1217	Some of the facilities that are not normally open 24 hours, will be open again tonight. Just a heads-up. This will cost additional \$.
1217	Dan Smiley: Jack Kies just got out of a telcon and we need to find out about security
1218	Doug: Report that there is an airplane inbound to the Pentagon.
1219	PADDY: Air Traffic Services cell at ARTCC will get in touch with NORAD in AK.
1222	Dan: securtiy and opening of airports: via this telcon HQ will advise everyone. The ARTCC will coordinate with NAV CANADA. Mike Cirillo will contact Jack Kies to discuss this further.
1223	Larry: MWAA will not open DCA or IAD until tomorrow.
1225	Patrice, please find out for Tony Tisdall when will CISD be available? Bob Tobin: NATCA can't get here until tomorrow, but will confirm this.

Draft

Time (EDT)	CHRONOLOGY
1230	Ronnie said that ZNY got helmets going over to Newark to help with smoke and asbestos Newark also has smoke suits. NY Police said that there are no carcinogens in the smoke, just concrete dust and smoke.
1235	ORF SSE Manager: the ATM at Newport News is requesting is calling ORF for the release of a tape.
1237	Sabra: The facility is being shut down. In about 30 minutes they will be in cell phone range. Dave and Jeff: Who is out there? Go home and come back around 530am and stagger in for the rest of the week. Work the schedule before your leave.
1241	Miami Herald need a phone number for Public Affairs: (b)(2)High- WE will get back to them. They can reach Bill Shumann at (b)(2)High-31 or Frasier Jones (b)(2)High
1242	Controllers need to provide separation between Military and Life Guard flights. This is at Cleveland Cneter. The military is telling them this. They are flying due regard
1244	Santa Barbara Hub reporting 192DW taxi out. Controllers asked if it is intentional. Security is surrounding the aircraft. Non event on the Citation. The mechanic didn't understand the question.
1248	Dan at ATCSCC: Paul Bartko will be the conduit for the security reports. This will be made available on this telcon line. ATCSCC set up a form for recording the info. All regions will want a copy of the form.
1252	EWR update: Controllers are in a back-up facility in the port. They will stay there until the airport is open. The reports have come back that the air is only dust. At EWR, completed every item but one—sweep on terminals. This will take about 4-6 hours to sweep. They don't want to sweep until we have a resumption of service time. This may create a ripple effect. This is coming from the PANYNJ.
1255	Security called on a cherokee and several AFSS is stating that press has reported that the airspace is open. Fighter pilots have scrambled on planes.
1256	Full crews or minimums? Facilities don't have anything to do until tomorrow.
1257	Mike Cirillo: there is some confusion of the SCATANA we are in. We are not shutting down any NAVAIDS.
1258	Got notification that San Antonio is open. Do we have a list of airport that are the priority airports? Paul fax(b)(2)High These are the largest airports.
1259	CNN states that Midway Airlines is closed and all employees are fired immediately.
1300	Mike: Military has stated that military is separating from each other, due regard. Now we are being told to provide separation with civil and military aircraft. We can not ensure separation since we are not talking to military. A Colonel at Northeast Command and the ATCSCC are stating this. DOD is working this issue.
1304	Mike McCormick: One of your employees is down here. Larry Eng.
1304	Someone please run a copy of the form and priorities to Paul Bartko.
1306	JoEllen: we are trying to work the issue through the media—aircraft departing and hearing statements on the TV. Bill Peacock: Ref. GA—GA will not be released until some time next week. Suggest get hold of regional entities that the GA will not be released. There is a NOTICE that could be given to each facility and organization. Bill at CMC would like a copy of the NOTICE.
1313	Have you spoken with the Northeast Command yet? We have more fighters out. Our DOD liaison is working the issue.

Draft

Time (EDT)	CHRONOLOGY
1315	Paul Bartko: ASW List of airports—GGG, IAH, SAT, OKC, FSM, HOU, AFW - in compliance with security order.
1317	ASO: Laser shows, model rockets, etc, waivers were approved: any guidance? At the moment use your best judgement.
1319	Ron Rugeiri call Doug Gould.
1320	Lt. Col. Diggs: AT Liaison: do you have a timeline for transition yet? No.
1321	Dan Smiley: Have NOTAMs and want to discuss how we will cancel them. FDC 1/9734; FDC 1/9771. An Advisroy 7. Want to cancel 9734 that says we can't use any of our airports and instead use 9771. Reggie will re-write these and send them back to Dan.
1324	Facility Directive and Air Carrier issue. There are no airports that have yet been approved.
1325	Ron Ruggeri Patrick Henry tapes: there is nothing on the tapes at ORF. They are clean.
1333	ASO-to ATCSCC – This shows ATM. Should this be ATM or Airport Manager? This form is for the ATM to ID. And limitations at the airport in a capacity area. Some of the airports in ASO are calling in security compliance. There are no airports that have met compliance even if the airport has. Some of the airlines haven't met security compliance.
1336	Bill Ellis: Who will be your relief tomorrow morning? Probably Doug, the Bill, then Sabra.
1345	Paul: Security heads up. Talking about landing aircraft that landed in Canada may allow US carriers to land in one final destination. This is a heads up so we can start planning. ATCSCC and AEA copied. This will bring back the passengers? Yes. Carmine: JFK-19 aircraft; EWR – 16 aircraft. Is it feasible for the aircraft to get into NY? John McCartney is looking into this and the flight checks.
1347	CPF450 C206 – out of LAX – Question: When did he file the flight plan? Proposed at 1337. Says they are part of FEMA. The cell suggests LAX call the ATCSCC cell and work this out. There is no record of the flight.
1355	Frank: FBI NY is requesting copies of all the N tags. Request if we can make copies for FBI. Doug Gould: give only copies to them, not originals.
1358	Paddy: EWR is back to normal.
1359	Bill Ellis: Earlier this morning BGM is back to normal.
1405	NORAD would be in the facility only to assist the controllers with NORAD lingo. This will eliminate the controllers from having to do coordination. This has not been approved yet.
1407	ASW: A lot of helo. Operations to evacuate the rigs in the Gulf.
1409	Security wants to know if we have a list of diversionary for aircraft – 141 Canadian to domestic. We have a list by number but not the call signs. Please fax the list to Paul Bartko.
1411	Dave: AAF and AVN are working with a list of flight checks that can possibly be done prior to restoring the NAS to air traffic at the very busy airports.
1413	Houston ARTCC is working the evacuation helicopters out of the Gulf.
1415	AGL: Please look into the possibility of a flight check at Cleveland and Minneapolis for the ILSs. Managers will be calling Chris Metts directly.
1417	Linda: Denver ARTCC is also having separation problems. WE are in a conference call with NORAD and will make the issue at DEN known.
1423	AGL: Still owe AAT-20 8020's. Need from Indy ARTCC.
1431	FAX to DOJ (b)(6) --

Draft

Time (EDT)	CHRONOLOGY
1438	AAT-1 advised all that media rumors regarding the start time for using the airspace are just that, rumors. Until the secretary of transportation makes an announcement regarding this matter, no times will be given. He reiterated the security position that airspace will not open until all airports are in compliance with the provisions of the security document.
1442	Frank: fax (b)(6) issues for the Washington Post to verify if this is correct.
1450	AK is a no fly zone and have to include procedures of a life flight. Need a discreet beacon code, route of flight.
1452	Security Lee Almyer – Canadian continuation flights will be allowed in. The airports do not have to be in compliance. No new pax on board. We now have to come up with a procedure. ATCSCC is working with NORAD, NAV CANADA, and security on this.
1453	Tony Wylie: There are over 700 flight plans that haven't been closed since yesterday. They are requesting to go out and get people.
1459	We are still in the process of having a telcon with NORAD, but what has been determined so far is that all military will be talking to the ARTCCs and under ARTCC control for separation services. This will be the same procedures that they have always been in the past.
1504	FEMA wants a TFR over FEMA headquarters. This doesn't fall under the parameters of a TFR. Ted Graham - (b)(6) There is a TFR over the pentagon and P56
1508	Dave read the Secretary Mineta web site announcement of allowing flights in limited circumstances.
1515	ASW: Doug Murphy: NBAA message on flight information on the web site. The ATCSCC should look at this. It may be causing confusion.
1516	ATCSCC—Do you have a flight from PIT to DCA? PIT is checking but they are not aware of anything right now. There was a flight being worked by Indy Center.
1521	FAA Flight Check 71, 72, 58 have coordinated to do flight check at Cleveland, Minneapolis with a stop in St. Louis, and Fayetteville.
1524	Do the same rules apply to the aircraft that were displaced in Tijuana airport and want to come back in to the US. Security still has to investigate the Mexican side. The current policy is only for Canadian aircraft.
1530	Repositioning issue: Jeff met with Security: aircraft that have diverted to Canada, aircraft can divert back to the US to original destination, but the airport in US does not have to be in compliance. At this point there is no relaxing on the security for repositioning aircraft. Canadian airports security measures are approved by the US for the USA destined aircraft.
1535	Frank: Black box has been located in Sommerset, PA.
1540	IAD Capsule (Security) requests the release of the voice tape for AAL77. Dave approved the release.
1541	Smiley asked if the NOTAM declaring no flight showed be cancelled. Reggie told Dan to talk to Jack Kies, and allow him to draft a NOTAM for publication that will replace the other NOTAMS. Authority will be FAR 91.139.
1545	Debbie is asking if NEADS is being evacuated. The report was confirmed by ATCSCC.
1546	AEA is asking for internal release of aircraft and whether or not DoD is being consulted.
1548	Jack K. asked if the security approval by FAA to NAVCanada is being coordinated with DoD.
1549	Security approved ferry flights to Canada, and Mexico diversions are still pending. The US airport does not need to be approved for this separation.
1550	New Jersey airports are under state of emergency and NOTAMed the airports closed.

Draft

Time (EDT)	CHRONOLOGY
1551	Debbie asked how the Towers/airports are going to be advised that the ferry flights are approved.
1552	ANE is asking how the DoD issue regarding ASIO is going to be handled.
1553	Bill was informed that the New Jersey airports are closed. Frank is going to try to get the New Jersey Gov. will be contacted to see if the NOTAM can be removed or amended.
1554	Dave discussed the coordination procedure for the flights that will be departing into Canada. Dave briefed on the military agreement to allow for control of their aircraft.
1555	Bill asked for a time to hear the NORAD coordination, ZOB stated that NORAD is coordinating for a telcon. They are currently having a Telcon to complete the issues.
1556	AWP said that San Jose airport management is saying the airport will not open until tomorrow. Coordination with Canada may need to be accomplished.
1559	ASW is asking for a list of destination airports that the aircraft in Canada will be proceeding to.
1600	Paul said that the airlines have advised; they will give the CS and N#s for the ferry flights to the ATCSS or this office.
1602	Ben in the ATCSSC asked for a confirmation of the reasons airlines will be ferrying aircraft. Paul will get the answer.
1603	Ben said that their opinion is military aircraft should be filing flight plans to and from the CAPs. Dave agreed and said that the telcon should clear this issue up. Bill explained what the process will be and re-stated that the telcon should clear this up.
1606	Bill asked Frances, ASO-530, what their process is in regard to the release of aircraft. FedEx is making calls trying to see what is going on. Frances will look into this.
1607	Paul said that the ferry flights can take the crews to Canada and then return without passengers.
1608	Bill clarified that the repositioning flights must meet the security process, and the Canadian flights are approved to arrive.
1611	Bill asked Frank for the status of the New Jersey NOTAM
1615	Smiley passed a list of ANE airports that are ready to open according to airport management; MHT, PVD, PWM, BVT, BGR, BDL, ACK.
1617	ASW advised that the NBAA convention has been postponed
1619	Paul advised that the ferry aircraft will be allowed to land any aircraft.
1621	San Jose will not reopen until tomorrow.
1622	Ann Moore briefed on the NORAD telcon; there will be another telcon at 6:00 lcl.
1623	ATCSSC asked if AGL will be able to accept the aircraft from Canada.
1625	Denny in AGL is holding a telcon regarding the Canada aircraft.
1627	ATCSSC asked about EWR, Frank answered that the airport will open at 1900 lcl and will have complied with the security measures. The airport will be able to accept the divers, and is awaiting the FAA security clearance for normal Ops.
1630	BOS advised that they will not accept the diversions and remain closed until 4pm tomorrow. ANE is attempting to clarify the situation.
1631	AGL advised that they will be able to accept all divert aircraft.
1632	Mike briefed on the issue regarding the NORAD issue. He said that they are working the issue and that although the western sector is working automatically, the work is not complete.

Draft

Time (EDT)	CHRONOLOGY
1634	Dave briefed NATCA that the smoke cloud at EWR has been found to not be toxic.
1635	Frank briefed that the flights would be better suited to arrive at JFK.
1637	The question regarding military flight plans is still being discussed.
1637	NEADS is back in the building.
1638	DFW has been told to expect 26 flights at 10pm. This was not confirmed by ATCSCC. Dave clarified that the flights from Canada are the only ones that are approved.
1641	ATCSCC advised that the Advisory from ATCSCC is published explaining the current status of approved flights.
1644	Dave asked Paul to verify the status of ferry flights to and from Canada. Paul confirmed that the flights may depart for Canada w/o airport security requirements being met as long as they comply with the requirements set forth in the messages. Charlotte from ACI advised that they are favoring Canada and that the requirement for security will be waived.
1644	Frank confirmed that the Gov of New Jersey has approved the opening of EWR at 1900lcl.
1649	Frank asked for clarification of type of aircraft that can return. Bill stated that all aircraft that were diverted should be able to return without specification.
1652	AIA-100 asked a question; they have a flight departing T&T and will cross ZNY Oceanic enroute to EGSS. ATCSCC will coordinate AAT sees no issue. The aircraft will not enter FAA airspace.
1656	A question was asked regarding the closure of ATL and what time they expect to open.
1657	ZOB is still dealing with NORAD aircraft as they attempt to take control of their airspace. ZDC concurred with the situation.
1659	Paul was asked by ATCSCC for approval from Security to release aircraft from Canada. Paul confirmed that Security has released the aircraft, ATCSCC will begin coordination but is still aware that NORAD aircraft is not in contact with the Centers.
1702	DoD said that maybe the Centers can call out to the aircraft on Guard and resolve the issue.
1703	ACS-2 has approved the repositioning of domestic aircraft under the same requirements as is being given to the aircraft from Canada. They are authorized to begin at any time. This includes aircraft in Mexico.
1705	ZOB advised that the call on guard did not work, the aircraft is still attempting to intercept aircraft w/o communication
1706	AEA was advised that the press has observed a small plane over the WTC site. Dave advised them.
1710	Jeff asked if AEA has acquired any info on the plane over the WTC site. AEA is still asking the facilities
1711	ZNY is asking for a number so that an FBI agent can call for release of tapes.
1713	ACI confirmed STL certified at 1708.
1714	Bill Buck takes over for Dave.
1715	Frank called with confirmation of aircraft identity on the Hudson. They are CAP aircraft in contact with ATC.
1718	ATCSCC asked for confirmation of airport certifications. Paul confirmed that STL is the only one.
1719	ATCSCC asked if anyone knows how many aircraft are in Mexico, Paul said that he believes there are 7. ZLA will confirm the number of aircraft.

Draft

Time (EDT)	CHRONOLOGY
1724	Dave asked for the status of the Alaska coordination for the internal flights. The issue is still being worked and needs to be coordinated with NORAD. Ann Moore will work on this.
1725	Culberson and DoD are working the NORAD issue at NEADS. There is supposed to be a telcon at 6pm. They are supposed to be working the separation issue and also the flight plan issue. They also have the Alaska issue now.
1730	FBI has asked to interview controllers at ZDC. This will take place tomorrow.
1731	Frank is going to cancel the NOTAMS on airport closures in AEA. This will not affect the US NOTAM on release.
1731	AGL asked if an aircraft can be released that will not enter US airspace Canada-Canada. Nancy advised that the aircraft in Canadian airspace can be released as long as they do not penetrate US airspace, however, the DoD and NAVCanada should be advised.
1732	ANE is asking if the aircraft inbound to BOS can be sent to other airports. ACI advised that
1735	ZOB advised that at 6pm the NORAD issue should be complete.
1741	ATCSCC wants to implement Phase 1 of their plan which includes the acceptance of Canadian aircraft and emergency aircraft.
1742	Frank advised that another building has collapsed, in addition another building appears to be about to collapse.
1744	ATCSCC advised that an agreement is about to be signed that will terminate the SCANTANA procedures, They will advise when it is completed.
1746	AGL advised that 7 airports can accept the Canadian aircraft. ORD can accept the Canadian aircraft, but may have a problem with the reposition aircraft.
1750	DoD asked if they can have a number so that they can provide Aegis radar presentations to the FAA.
1754	AEA asked if aircraft from Bermuda can return. They were told that this has not been approved and that they will be considered.
1755	ANE is asking for info on aircraft into BOS. The only US aircraft we show is AAL109
1800	Jeff asked for a print out of all aircraft currently on file.
1801	ANE has advised that BOS Massport will only accept the 4 diversion aircraft. This will be done by agreement.
1810	AWP wants to know if aircraft diverted to Guam can return to their departure point, and also can they reposition aircraft within the islands.
1811	ANE reported AAL 9000 landed BOS at 2147z.
1812	The ATCSCC reported that there are 342 flight plans in the system.
1815	AWP asked if a Dynaste aircraft in HNL can return to the Republic of China. The President of the country is on board.
1817	ATCSCC asked for a secure line.
1817	The first ferry flight will be a Korean flight from ORD to Minneapolis.
1821	ANE is still looking for relief for the aircraft from Bermuda. A total of five US aircraft are requesting to return.
1830	IAD and EWR have been certified by security. Aircraft are en route.
1833	LAS, RNO, PHX have been certified by security. (EAR, MCK) were also certified.
1840	TOL, LAF, CWA, MKE, RST, DLH, GFK, GRB, FSD, FAR were all certified.

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Time (EDT)	CHRONOLOGY
1845	PHX no longer certified.
1848	JFK, PIT, ATL certified by security.
1850	Call received from FBI, possible unknown aircraft inbound to Washington.
1858	DTW and CMI certified.
1907	Threatcon Level C level began at 1800.
1915	DEN acceptance rate is amended from 60 to 50.
1928	Bill Peacock discussed the opening of airports and how we begin to move some traffic. Dick Peterson stated that they are prepared to accept any flights from Canada. Port Authority of Chicago has levied a lot of requirements that we are working with Kies and the PA is working with the airlines to get manifest/passenger issues.
1930	AEA advised that NAVCANADA has some flight plan restrictions that will keep Al Italia from flying even though we are accepting the flights.
1932	Ellis requested estimate of SEA security clearance.
1935	Justice department inquired about a flight from PHX/SAN/SLC/JFK, getting word that JFK will not accept/closed. Mike McCormick said JFK is open.
1935	HNL/SAT certified by security.
1935	Bill Buck passed Horizon Air and FedEx call signs of diverted flights.
1938	BGR/MHT/PVD/ACK/BED/PWM security certification completed.
1940	ICT/OMA security certification completed.
1942	Inquiry as to whether YNG was certified.
1944	LGA security certification completed.
1948	SAN/PSP/LGB/SBA/CRQ/IPL/IYK/OXR/SBP/SMX security certification completed.
2000	ORD Notam'ed closed, open only when tower says ferry inbound, but request manifest.
2000	SCANTANA cancelled except in Alaska.
2017	ANC security certification completed.
2029	SCANTANA cancelled in Alaska.
2023	ASO advises that a hotel that is 150 yds. from the center has received a bomb threat. ZTL secure.
2030	Check haulers are authorized.
2031	JNU security certification completed.
2103	MEM security certification completed
2120	ZTL bomb threat cancelled.
2130	Per ATS-2, fax copy of airport list that have completed security certification to ATA and NAVCANADA. (every hour)
2130	AAL letting lifeguard flights go without transponders by working directly with the center.
2145	O'Hare won't accept ferry flights until the international situation is cleared up.
2150	DFW security certification completed.
2223	SecLvl C set
2238	AWP stated the an aircraft coming to pick-up the Prime Minister of Australia is going to HNL and asking if approved. Sabra Kaulia is researching for approval.

Draft

Time (EDT)	CHRONOLOGY
2325	FAA security has information from Calloway Co. Sheriff's department that a C172 type aircraft is circling Calloway nuclear power plant 15 southeast of Columbia, Mo. At low altitude.
2325	Quantas 4 has approval to depart HNL with the Prime Minister.
2338	Elite 191 a scheduled flight from EWR to Canada refused approval for departure. Is not a diversion or relocation. Has passengers on board.
2342	After much discussion with security, domestic diversions allowed to continue to original destination with manifested passengers.
2350	Received updated list of airports who have completed the security certification process. It is now over 100 airports.
2350	Aircraft observed in vicinity of Calloway, Mo. Thought to be N8817Z, a white C172 with green and gold stripes. Aircraft reported to be flown by a distraught man who left a suicide note before departing Washington Co. airport. Aircraft landed back at Washington.
2350	Dynasty 017D is approved to operate in accordance with advisory 4 from HNL.
13 Sep 01	
0025	Command Center advised that State and Air Force had approved departure for IAF161, B707 from Dover AFB. Departure was approved.
0030	AGL reports that O'Hare will remain closed except for Life Guard and military flights requiring fuel.
0058	Fort Leonard Wood (TBN) and Baltimore Washington International (BWI) security certifications completed.
0110	Command Center requested approval for China Air 5787, a domestic diversion Fairbanks to JFK requesting a fuel stop at Seattle. Request was coordinated with security and approved.
0125	AAT-1 released general aviation and unscheduled part 135 for operations within the state of Alaska. No operations across the state boundary is authorized.
0300	Command Center sending DOT press release about resumption of normal operations to NAVCanada.
0439	Seattle security certification completed.
0837	Security issues need to be addressed by FAA Security. If we have an airplane that wants to take off and land and it does not affect security, shouldn't an aircraft be able to move? If an aircraft wants to go from point a to point b and the airports are open, and the airports are up and running, and no pax are traveling, shouldn't we be allowing them to travel?
0840	Houston won't let the Fort Hood training aircraft depart.
0841	The certified airport list that was faxed on 0400 is the latest everyone has. Once we get a new list, we will fax to everyone. www.fly.faa.gov
0850	An aircraft, GA, wants to go to Canada. Are they accepting aircraft? NAV CANADA, according NOTAM # is not accepting aircraft. Restrictions are on flights for emergency, etc.
0850	The NAS will open to all flights beginning at 1500z.
0856	Nothing airborne from Canada to USA at this time. One last night to DFW and one to BOS. Jean LeCuer from Canada. Transport Canada needs a timeline from us for an overflight. Charlotte Bryan from Aviation Command Center is asking this.
0902	Indy Center and Indy Tower – a US postal facility on the airport received a bomb threat.

Draft

Time (EDT)	CHRONOLOGY
0903	BOS is going to sweep the terminals. They are on a PPR basis. If a flight needs to come in then it will have to be done on a case-by case basis. Otherwise, the airport won't be open until the middle of the day today.
0906	AGL: at 0500 a bomb threat on the west side of field in post office in Indy tower.
0908	GA departed at a non-107 airport and wants to go to a 107 airport. This is a security issue between the airport operator and the airport management.
0910	ANM: train wreck in Utah.
0912	GENOT 1/34 was issued from AAT-1 at 2305 signed by Monte Belger releasing us from C-Con B to C.
0913	ANM call sign question: several air carriers are not able to use same call sign due to computer program. Guidance we received was to add "A" to the call sign, and NAV CANADA concurred.
0914	ANM: several facilities are asking questions: GA after 1500z, if airport is closed do we issue a clearance? If the airport is open for business, then we should issue a clearance to the airport.
0919	The call signs are changing for the aircraft flying from Canada. In addition, we need to find out when over-flights are able to run.
0921	Indy Bomb scare update: Indy Tower found out through the com center at the region. The postal police reported a bomb scare phone call. Airport Police are working the issue. No impact to air traffic.
0923	Can the GA travel around beginning at 1100L. We need something by 1000L to tell the GA users.
0925	Florida Gainesville wants to put in a TFR for the game. If it doesn't meet the criteria, then the answer is no. This is for all the requests for TFRs.
0928	TFR went in at Whiteman as a result of the terrorist acts based on the request of the base commander. No one is fly into it. It probably does not meet the parameters, so we must re-look at this.
0930	ANM: Have not received updated airport list.
0932	ASO: FDC NOTAM – 1100L GA's are free to fly. The Administrator and Deputy Administrator are going over to talk to the Secretary. NAV CANADA wants to know about refueling their aircraft and return to Canada.
0937	ATCSCC: MCI, LBF, COU what is the update on these airports. These three are confirmed –per Dan Vaca.
0939	Do we have a list of the call signs coming in from Canada? ATCSCC is checking this.
0940	Someone in ATCSCC is telling Miami TRACON that they are not certified. Operations Center:
0944	(b)(2)High ATCSCC fax number.
0944	ATCSCC: Air traffic certified airports—still waiting for AGL, ANM, AWP, ASW, ANE confirmation list if there are any conflictions. ASW has no restrictions and will fax to ATCSCC. AGL is working with security now. AWP is faxing their info now.
0946	Com Center: The Canada issue: NAV Transport- their issue is shared airspace of what we are controlling in their airspace and them in ours. In addition, issue of re-fueling their aircraft. Jeff Griffith is calling: (b)(6) (b)(6) Bob Fullerton from NAV Canada and Sean from Air Transport

Draft

Time (EDT)	CHRONOLOGY
0950	HQ and Regions from ATCSCC: updating the web page that we are posting advisories and NOTAMS between the updates. We will only update for major airports due to traffic on the web site. This will be the sole source of info for NOTAMS.
0951	Miami is certified and on the list. A new revised list is on the way to us. The web site is: www.faa.gov
0952	ZNY prepared a list of routes that will be closed due to operations in altrvs.
0953	GA: the Secretary of Transportation has ordered the system to be open to all commercial and private aviation beginning at 1100 EDT.
0953	Airport readiness report: ANM needs another 15 minutes to prepare report.
0955	Changing flight plan numbers in contradiction to the NOTAM. These were worked and approved at very high levels last night.
0955	Faxing a list of airports to command center that have been security cleared, any restrictions on the use of airport, i.e. gridlock, and open to operations.
1000	NAV CANADA and TRANS CANADA is waiting to make a statement that aircraft are able to enter USA. Can we let aircraft land at airports that haven't be certified? Security is looking at this. The aircraft will have to file an alternate. The Security office does not want an aircraft to land if the airport is not certified. As far as AT is concerned, it is up to the pilot and airports.
1005	Still looking for the list from AWP to ATCSCC on certified airports. It is on the way.
1005	ANM sending the updated list to ATCSCC on certified airports.
1008	Has ATCSCC been able to talk to Nav/Transport Canada and are you working the issue. Yes.
1010	ATCSCC: can you please have someone fax us a forecast on the hurricane. Or Miami ARTCC can you give us an update? ATCSCC is getting someone on this. This is being fax'd to us.
1011	Dayton is not an aircraft we show as being certified—per Bob Everson who is working with Security. AT HQ shows it as cleared. It is on the list. DAYTON IS CERTIFIED! – per security.
1013	ASO has guidance from the ATCSCC that the GA is not able to depart at 1100L. Advisory 17 – extension of one hour to bring us to 1500z. Revert to Secretary's position that all commercial and GA flights are to be operational beginning 1100 EDT.
1017	JFK is ready for inbounds. Ops normal at 1100.
1019	AGL: Is AAT-20 collecting anymore voice tapes for contract towers that may have ha a 21-5? Checking:
1020	ACE: Down to 7 airports that are not cleared. As of 1000 it is up to the airports and security to work through these issues now. If we have a NOTAM closed airport then we will comply with the NOTAM. Otherwise we proceed as we did previously.
1022	NAV CANADA is still in a limited operation.
1022	ATCSCC—Clarification of whether to issue clearance to closed airports. We do not issue clearance to an airport that is NOTAM'd closed. If we have the information we need to give it to the pilot. If we do not have the information of a closed airport, then we can't give it to the pilot. It then is up to the pilot to know.
1030	Jeff to Suggestion for airspace over National: Need to put out a NOTAM with a regulatory in nature as informational. Airspace is closed to civil air traffic N39 and 3 lifeguards are inbound to National Airport. They are inbound now to the airport. They are fixed wing. They are not allowed to land at National.

Draft

Time (EDT)	CHRONOLOGY
1035	Approx. 25 southwest of Baltimore an aircraft was forced down by military. This is at a field near BWI.
1035	BWI and IAD ops normal and staffing good.
1035	ASO has answer for Florida.
1035	ASW: a new list on the way to ATCSCC on open airports.
1040	ATCSCC: we need to follow up on the International Principal Security Council in BRX that has a limitation on flights into the US. The first Canadian inbound is UA a B767 to JFK.
1046	Peter Challen: GA are not going at 1100 EDT. Although this is contradictory to the Mineta announcement. Mr. Mineta said GA will be sometime later.
1048	ASO: a humanitarian effort to get people out of Florida – due to the Hurricane in the Atlantic.
1050	JoEllen: Start calling the airports and the AFSS to call the uncontrolled airports to make certain all know that neither IFR nor VFR GA's are allowed to fly anytime soon. ASO- AFS is helping get the word out. If GA aircraft are airborne we need to provide services as a safety issue. If GA is on an IFR flight plan we need to work them.
1051	Cessna 152 at President's ranch was chased down and pilot in custody. Climbed to 2500 feet.
1052	LGA evacuated due to bomb threat. They are relocating.
1054	Only GA's for exceptions should be flying, i.e. life guards, etc.
1058	There are about 20-25 airplanes that fall into the GA realm who have been told to check
1100	DL9914 – destination of ORD. Kansas City is looking for a diverting airport since ORD is NOTAM'd closed. ATCSCC is working on getting AGL
1100	AAL is open statewide for GA due to humanitarian conditions.
1104	917BT NORDO in ZNY is located 12 East of Lake Henry and going to POU. It is a lifeguard.
1104	ATCSCC needs an update on the confirmation
1105	ANM: no restrictions on commercial cargo aircraft at this time.
1106	Bomb threat at Richmond. They said they will not abandon the tower despite the threat. AEA is trying to contact the tower.
1107	N4330U C170 took off from uncontrolled airport and military forced him to land back at the uncontrolled field.
1109	Language for the GA's already in the air: "GA operations are not authorized until further notice, suggest you proceed to the nearest airport and land. Say your intentions." This will be coming out in a GENOT.
1110	ASO and ATCSCC will pass this above info to the SCC.
1110	NAV CANADA has lifted the
1115	DOT got hold of NORAD, J3 ref planes not talking to anyone. Also gave warning that GA pilots are flying.
1115	ANM: If the airport is not on the latest ATCSCC list, then we are not authorized to use it. ATCSCC is updating the web page. Some disconnect in the list of airports. HQ security will override the regional security.
1118	Richmond: FBI told Richmond that it was one of the towers that a security risk, no bomb threat was done. All ops are normal.
1121	Aircraft on a non-discreet code can fly.

Draft

Time (EDT)	CHRONOLOGY
1121	Britannia 008A Gatwick to Orlando, Florida
1122	N2 (NTSB) wants to leave DCA. The Secretary said there will be no arrivals or departures.
1123	Part 135 operations – charter – should they be allowed to go? They are filing as N. They should be filing as TN.
1126	General part 135 operations for the rigs in the Gulf if not part of the emergency evacuation, then it should not fly, we are checking this out for certain determination. Can they fly on a discreet code?
1131	Status of agreements for the cross-border traffic from ATCSCC.
1135	VFR was north bound, turned off the transponder and now south bound, near East Texas.
1136	Ops Center to hear all going on in the Ops Center:
1139	2 military are scrambling on a 1200 code. In AWP they are scrambling on discreet codes too.
1140	ANE: a lot of reports that the commuter aircraft is using TN call signs and getting into destination airports. If an aircraft filed under a N call sign then changing to TN then they are being considered GA. If the aircraft files as TN off the airport, then the aircraft can go. Some humanitarian flights are flying N. They need to have their life guard mission in remarks.
1143	Fort Rutgers helicopters – the military was told to file 175.
1145	TGO987 – from little rock to Canada. This is a government aircraft. Based on the guidance of the Canadian Authority, they can go.
1145	Military activity-mission essential they can fly as long as they file appropriately.
1145	AFS is giving guidance that 135 operators may not operate. Are Part 135 operators included in the guidance? Part 135 operators need to mention in the remarks section that they are part 135s.
1147	American Eagles flying out of the Bahamas. Want to know if that is OK or not.
1147	Canadian aircraft can all fly except cargo.
1148	Flight Check 81 was at Laredo. There was a bomb threat at a hangar. Flight Check 81 is returning to SAT.
1150	All AGL airports under part 137 are open except 4 airports. ASO—FLL – is it open? Yes.
1152	Certified Airport list – FEMA would like a copy of the list. The official source of information is the Web page faa.gov.
1155	NAV CANADA: airspace delegated to Canada- can we authorize them to operate GA's in that airspace? Any GA ops in the NAS is restricted. If they own the airspace it is not our NAS.
1156	Bomb Threat at the New Haven terminal. Terminal is across the field from terminal.
1158	On FAA.GOV, HQ will have the ATCSCC link will go to the same web. This now has to be done manually.
1159	Aircraft inbound to Bradley. It is not a certified airport. Security shows it is certified.
1200	Everyone: hold on for the TNs. This issue is being discussed now.
1208	Aircraft operating under parts 121, 129, 135 are all authorized to operate in the NAS. They have to operate IFR. If VFR, they must be on a discreet code.
1210	Security: a B747 HZAIF a Saudi in EWR. We do not want it to move until security has a chance to look through it.
1212	ATCSCC put out a NOTAM on the N VFR issue. Please fax to HQ.
1215	No update on the aircraft the we lost radar contact on

Draft

Time (EDT)	CHRONOLOGY
1220	Part 135 not certified as secure, are not approved to enter. There is an Alitalia that was not approved. International can not operate into the US unless they have been certified. ATCSCC needs a copy of the list.
1224	Security- Ross Hamery – Resumption of flights of overseas aircraft to US. US carriers serving high security airports have high security needs. 108, 129 Extraordinary airports has been provided. It has been determined that the security measures for the US carriers flying from extraordinary airports is adequate. Non-US air carriers security measures need to be amended. No 129 foreign carriers have approval to come into the US now. We must have confirmation that their security is updated. No non-US carriers from extraordinary airports are permitted in the US. BRX: Europe has released aircraft to depart for the USA. 70 flights inbound from Europe. How many foreign country carriers and how far are they? ZNY and ANE are checking..
1230	GA – type aircraft that are IFR are OK. They must be commercial and have a discreet beacon code. The Grand Canyon flights – AWP: can they have discreet codes?
1235	Part 135 Departing Miami for Bermuda, they can go.
1236	Part 135 and helicopters they can go VFR but have a discreet beacon code.
1238	ZNY: no aircraft past the point of no return. One air carrier is one hour out.
1242	AWP: LAX is only letting pre-coordinated with airport into the airport until 1200pd.
1245	ZNY: 17 aircraft inbound from international. 5 active flights. Speedbird 213? Britannia 172A, Birmingham and Gatwick 9215A BLX to FLL; TAP1315 Lisbon - JFK The first one is a foreign carrier and one hour from point of no return. AAL has none. ASO has none. ATCSCC has 2 Britannia flights that are not past the point of no return. AWP has no inbound foreign carriers, no N or GA's. ANE: no inbound, all on the ground. ASW
1253	Ft. Chappy has a restricted area. Joellen: call Alton Scott's office.
1255	Spokane Airport is OK with region to be certified. ATCSCC is OK with the airport then being certified.
1255	There are 2 lists. One is security cleared. The other is put out by the ATCSCC which included security cleared and also Air Traffic cleared—are you open for business, and ready for aircraft to depart.
1303	ASO: Governor of a state of Mexico wants to return to Mexico. It is a gov't aircraft departing the country. Released.
1304	Situation in STL – C180 VFR departed and enroute to Washington DC. N2998K. Military looking into this. Aircraft refused to land.
	Richmond: Threat to airport. Airport authority will be closed except for extraordinary flights. A skeleton crew will operate until Monday. NOTAM to come out. Still open for Military and emergency in. The plan is to keep 4 controllers and 1 sup in the facility.
1310	Orlando terminal is evacuating. A suspicious package in the terminal.
1312	AAL: FAX # to send the airport status (b)(2)High
1315	NOTAM for National needs to be run through Reggie.
1316	ZNY: What is closest aircraft. Britannia 529A and Speedbird 88A Estimated 1 ½ hour from boundary.
1320	(b)(2)High Someone from security call ANE. (b)(2)High
1325	Fax for the Security office (b)(2)High
1327	Question: Can Federal Prison fly into an un certified airport?

Draft

Time (EDT)	CHRONOLOGY
1328	Ferry flights can fly into any airport.
1328	International traffic: no foreign flag carriers are allowed to enter US. Just got off the phone with the ATCSCC and are sending the foreign carriers back. (b)(b)(6) Bill please call Frank. Question: what about foreign carriers over flying US?
1331	ANE: CTM0009 Falcon 900 French airplane that the Air force advised Bedford Ma. To pick up the French visitors. This is a military operation. This should have been coordinated with ATCSCC earlier today.
1335	Air Marshalls operating under part 135 B737s. They go under JUD call sign. There should be no issue. These are individually worked by the cell at the ATCSCC.
1341	Alitalia was diverted to Canada the other day. He is a foreign flag carrier and is coming as part of the recovery mission.
1345	Boeing wants to fly with call sign. Can they?
1345	Of all the aircraft proposed to the US from Europe to AEA there are no domestic carriers.
1346	AFSS are getting aircraft off non-107 airports and requesting clearances in the air. What is the guidance?
1349	AFS is getting guidance that foreign carriers are allowed. Conflicting guidance.
1350	Denver Center and Salt Lake Center are refusing TN call signs. ANM is checking into this.
1350	ATCSCC: There is a Life Guard that wants to land at DCA. DCA is closed.
1352	ASO: on foreign flag carrier at a us city. Can they depart and go home? Yes.
1353	Any foreign flag carriers are to turn around. Someone wants an authority to give written guidance.
1403	Logan is completing a security sweep. They will provide an update an update later this afternoon.
1405	ANM reports that no AFSS is providing GA clearances nor are they accepting flight plans.
1410	The Alitalia flight from Canada
1423	2 aircraft (GA) are in Memphis airspace and need to read the "GA statement"
1425	Overflights for foreign carriers are prohibited to overfly US airspace per ATCSCC. They can not overfly the continental USA – 12 miles off shore.
1427	The FAA.GOV airports have cleared security and the FLY.FAA.GOV have also been cleared by air traffic.
1442	ASO: Billy Graham flight from UKF near CLT. Has an invitation to come to the White House. N4650P. Sabraliner etd 5pm.
1444	ANM: Canadian Air Carriers must avoid US land mass. Part 135 air taxis. Can they get clearance into Canada and come back the other way? Only if US carrier.
1446	Two UPS flights from Hong Kong and Taipei are to land in Anchorage.
1510	Part 135 out of Canada is not allowed. The issue is from
1512	Billy Graham – no --has an invitation to the White House, but can't make it. El Al flights – no – requesting permission to fly in from Isreal.
1516	TN39CC – being denied to fly.
1516	Can an aircraft depart from a secured field to a non-secured field?
1515	MCO return to service.
1520	JAX is evacuated due to a bomb threat

Draft

Time (EDT)	CHRONOLOGY
1524	(b)(6) to discuss and make changes to the list of certified airports and airport security.
1525	I67 c210 N22224 pilot was arrested when landed at unsecured airport.
1526	Logan: Around 7pm we will have another update
1534	Cincinnati Center is tracking Cessna 2998K. Aircraft departed STL. An Air Force Rep is hooked up with Bill Ellis. The Secretary is particularly in this one.
1535	Can an aircraft departing unsecured airports and landing secured airports and vice versa.: Security: If carrying pax then it needs to be a part 107 certified airport. Aircraft can only come into the GA area but can not come over to the 121 side.
1540	Military training flights are being approved under discreet codes.
1542	Is the Secretary on the television stating that GA flights are gong on now? No.
1545	If aircraft are part of the original diversion flights they are allowed back in. ATCSCC – AA9036 and AA9018 airborne to ORD from Canada. ORD has no approval for them to land. They are not ferry flights. We need to get landing authorization.
1552	Part 135 ops secured to non-secured airports will not be allowed to return.
1555	Rocket launches (civilian tests) prohibited until further notice.
1556	ASW – congressional interest in getting crop-dusting approved.
1557	GA is inundating system with flight plans due to a White House press conference. Jeff G. informed.
1559	Rocket launch authorization is at regional level.
1602	N2998K, C180, Blue/White: ZID handed off to Huntington to CRW, not talking to anyone since ZKC told him to land. We will continue to track if possible. Airport operations and AFSS told him not to go.
1606	AWP: Foreign flag carriers carrying US workers between the islands. Advised that they cannot return to US airspace once they leave it.
1610	N2998K 6000ft 190nm west of DC, NORAD will be notified by ZDC for scramble.
1614	AeroMexico1006, part of original divert, approved Stevensville, CN to Mexico City.
1617	AWP inter-island (1606) is military contract charter base to base.
1620	Threat Con “C” for CONUS. Threat Con “D” for selected non CONUS locations.
1623	Governors want to fly GA aircraft. (not approved)
1627	US Part 135 operations allowed into and out of the US. This over rides the extra-ordinary airport guidance.
1628	N2998K 15W of EKN NORAD notified
1628	Cheyenne ATCT evac due to fire alarms
1629	AA9036 approved into ORD. AA9018 has not.
1630	Non-extraordinary airport departures for US flag carriers will be approved by security based airline and departure airport.
1636	AA9018 is ahead of AA9036.
1640	Canadian flag carriers are free to come and go in the US NAS airspace.
1645	AA911 ok into BOS.
1646	N2998K NORAD is intercepting. 42 E/EKN 6300ft.
1648	AA9018 approved into ORD.

Draft

Time (EDT)	CHRONOLOGY
1649	JFK, LGA, & EWR immediate ground stop.
1650	AA9018 says company will not let him go to ORD and to remain in Canadian airspace. ATCCC will coordinate with AAL
1659	N2998K 74nm from DC. We want the aircraft forced to land. AEA wants the intercept.
1703	JFK, LGA, EWR will accept what is in the air, otherwise only law enforcement, medical emergency, ...etc. 8/5/9 aircraft to the airports.
1705	NORAD will intercept when he gets approx. 20nm closer.
1705	AA9018 inbound to ORD.
1707	Update: JFK 10, LGA 6, EWR 10 aircraft inbound.
1707	N2998K 60 miles out inbound to DC area.
1709	Whiteman AFB base Commander will not reduce the size of TFR137A.
1720	N2998K on the ground Martinsburg. Law enforcement and AEA security advised.
1730	Sgt. Evans (b)(6)
1737	Brian Chevalier CASFO/FLL (b)(6) Will not allow inbound US registered Part 135 to land Ft. Lauderdale, Fl.
1747	Guidance provided to Brian Chevalier to allow US registered Part 135 aircraft to land in US
1747	Bill Buck relieves David Sprague
1757	Clarification on Part 121 and Part 135 –Part 121 good only secure to secure airport. Part 135 good secure to secure airport and secure to unsecured airport.
1800	Ground stop to BOS—disregard BOS is not opened—clarification from ATSCC.
1802	Jackson Hole ARPRT requesting security status of airport—have Part 121 aircraft requesting to land.
1803	Jackson Hole ARPT cleared
1807	Update on BOS – continue to try to meet security requirements-appears unlikely that they will be able to open this evening. Update at 1900
1814	Security clarified that Bermuda is a non-extraordinary airport.
	ANM-530 is there a waiver on flight crew time restrictions?—AOPA is asking. Advised to have AOPA to contact local FSDO office.
1817	Stewart Airport is cleared-still checking on the status of TEB
1822	Clarification - A/C diverted to Bermuda are exempt to restrictions
1838	Requesting security status of BJC-Jeffco Aiport, Denver CO – Answer - not on the Part 107 List.
1841	AAL9026 a diversion requesting Bermuda to MIA- He is a diversion recovery and cleared to go.
1846	ASO technical question – refurbished aircraft that belongs to a flag carrier but wants to go out as an “N”. Operates under Part 91 – Answer- not cleared
1848	Pentagon is working the Whiteman AFB TFR issue – see 1709 entry
1853	Bill Ellis advised that the CMC will remain open for another 24 hours

Draft

Time (EDT)	CHRONOLOGY
1859	ROPER 88 carrying FEMA equipment in bound to EWR. ATCSCC lifted restriction to allow a/c to land.
1900	Bomb Threat received at MEM ARPRT terminal -- tower/radar not affected
1906	DOD advised that they would reduce the number of combat air patrols to 2- 1 over NY and 1 over DC. The rest will be on strip alert.
1909	ASO requesting status of TFR at the King Bay Sub Base, Jacksonville, FA. ATCSCC will work this issue and advise.
1916	Security requesting ATCSCC a list of all A/C we turned around today- DOT SEC is requesting. The AEA A/C are: BAL088A, BAL172A BAL529A, BLX987, TAP1315, ICE 615, ICE643, ICE653, ICE633.
1918	AEA requesting info from ANM about AAL16, departed SFO enroute to JFK. Currently over DEN and is turning around. AEA wants to know why?
1920	Answer to 1918 entry - ANM advised AAL16 turning around because of the ground stop at JFK.
1923	Advised that AAL airlines are refusing to operate at OME, OTZ, SCC and BRW. All operates are certified secure. Confusion about the certified list.
1927	ASO advises security issue at MIA ARTCC person held for questioning for proper gun control issue. Security Level DEFCON Delta now at MIA ARTCC
1930	ATCSCC advises website - www.fly.faa.gov/certifiedairports/airport_list . See entry 1927
1933	ATCSCC gives exemption for 2 separate GA aircraft - Billy Graham and his son on board.
1936	Any aircraft inbound from Canada to US with the #s 14.
1938	Question –Can an Australian military aircraft bound to JFK with support personnel – Answer - approved to enter airspace
1940	AWP advises LAX TWR is receiving a MAYDAY call from an A/C identifying itself as SKYWEST A/C 10-mile final LAX. LAX advises all A/C are accounted for.
1943	ATCSCC advises no A/C Canada to US with #14 in callsign. See entry 1936
1945	See entry 1943 - Callsign is Air Canada CYVR114, B767
1949	ASO advises Security and ATCSCC that MEM Approach advises helicopter hovering by the GILMORE VOR-no other information available
1954	HDQs advises ATCSCC that 4 Canadian flights are approved by security to enter the US - ICE615, ICE643, ICE633, ICE653
1958	AWP advises bomb threat caller states next bomb threat will be at LAS. Time of call 1536.
	ACE advises increased interest in 137 operations – HDQS answer
2003	ATCSCC advises the website is getting to many hits and losing information. — will now go to advisories. Advisories will go out on the hour and ½ hour.
2004	HDQS advises the four ICE aircraft's are divers and they do not know the destination. See entry 1954
2005	AEA advises the destinations are JFK, BWI, BOS, and MSP – see entry 2004. Working on facilities with ground stops
2011	AEA to ATCSCC - No ICE aircraft into JFK. See entry 2005

Draft

Time (EDT)	CHRONOLOGY
2014	HDQs to AWP - relay info to operator in Hawaii - do not allow Part 91 operator to operate over Hawaiian airspace.
2015	Bomb Threat at MEM Terminal has been resolved and the terminal has returned to normal. See entry 1900
2017	ASO advises Security has certified all ASO airports. All ASO airports are open.
2021	TAI8580 landed safely
2024	ANE gives BOS ARPRT update – still working through security requirement. Does not look like it will open this evening. Will accept aircraft on a case by case basis with advanced information.
2026	AEA requesting clarification on flight restrictions – can a charter aircraft that departed the US to a foreign location return to the US?
2027	AWP advises SFO reported Bomb Threat at the Delta terminal
2030	AEA ZNY reports watching a primary target located 106 S of the ISP airport, slow moving, paralleling Long Island.
2033	ASO advises that the FLL airport police report a suspicious package in concourse F.
2034	ANE advises that BOS ARPRT will not allow any foreign carriers to land at the airport until further notice. See entry 2005 and 2024
2038	ASO advises the FLL ARPRT situation has been resolved and the concourse has reopened. See entry 2033
2046	AEA advises that the Port Authority of NY/NJ will not allow any operations at JFK, LGA and EWR for the remainder of the evening. Ground stops are to stay in place except for emergency situations or prior approval.
2050	Update on the Martinsburg ARPRT incident – the FBI have arrested a man and women in regard to this incident. Contact number is (b)(6) See entry 1720
2053	ZNY reports Level 5 thunderstorms in the area with tops to FL 450. Traffic is deviating.
2056	Update for AEA regarding question on charter flights- see entry 2026. Charter flights may operate as long as they operate in accordance with current restrictions in place.
2058	HDQs OPS Center advises Oakland ARPRT is certified.
2110	HDQs OPS Center advises FBI has approved a mercy flight from AVA Aviation out of TEB ARPRT destined to California. The purpose of the flight is to pick up family members of Barbara Olsen. Contact number G. Swedd (b)(6)
2112	Airport Advisories from the ATCSCC is current. The website is not current.
2115	Update on SFO Bomb threat - AWP advises the terminal is secure. See entry 2027
2129	AWP advises that 2 JAL Cargo flights departed Japan for Guam. Security checking on this issue.
2132	HDQs OPS Center advises no restrictions on foreign cargo flights. See entry 2129
2137	BOS Update – ANE advises that BOS ARPRT will remain closed until further notice except with proper approval. No further updates until 7am.
2145	ATA-2 provides guidance what will be an upcoming change. Expect change within 24 hours that will allow Canadian flagship flights leaving Canada to over flight US airspace enroute to a foreign airport.
2148	Security advises that all EL AL flights from any departure point into the US are approved to go.

Draft

Time (EDT)	CHRONOLOGY
2158	Update on JAL Cargo flights – Security advises 3 flights from Japan to Guam are approved. See entry 2129
2203	ANE reports of a low flying aircraft over the Yankee Nuclear Plant near Vernon, Vermont. Local Police have been notified.
2204	HQs OPS Center reports the Pentagon is on fire.
2218	ANE update on low flying aircraft– fighters have scrambled – aircraft appears to be flying towards Turner Falls Airport. See entry 2203.
2224	Bomb threat at Charleston ARPRT, South Carolina a combined civilian and military installation. Bomb threat reported in the civilian terminal and a non-specific threat on the military side of the base.
2239	Update on ANE low flying aircraft issue – fighters have intercepted the aircraft but can not determine if the aircraft landed at Turner Falls ARPRT. Local police have been notified and enroute to the airport. See entry 2218.
2241	Update on Charleston S.C. Bomb threat – situation under control and all is clear. See entry 2224.
2253	Update on ANE low flying aircraft issue – local police and airport manager of Turner Falls ARPRT checked the airport perimeter and runways but could not locate the aircraft. See entry 2239.
2309	ATCSCC received a report from a pilot (AF Lt Katcher from Grand Forks, MI) that ZDC 133.175 is being jammed.
2317	ATCSCC provided WX briefing – tropical storm expected to hit the eastern Florida coast around 1500z. Estimated winds in excess of 60 knots. Flooding is expected.
2344	Unconfirmed reports that NWA pilots attempted to test the screening process at PHX ARPRT by running threw the metal detectors with knives.
14 Sep 01	
0015	ASC confirmed the PHX NWA pilots did attempt to enter sterile area.
0017	Kaulia relayed a message from the SI COS, stating that if the PHX incident was thought to be intentional test, the COS has a strong preference toward arrest and prosecution.
0055	AEA inquiring about a flight N17JK, that was proposed out of CAP to LAX, FBI want to know about the aircraft, does not show up on ASD.
0120	Deputy Commission Harris for the city of Chicago has rescinded the landing authorization for AAL9030 due to FBI intelligence that the flight was a risk.
0135	AGL also asking about AAL9022 also departed Canada en route to ORD. Does this aircraft have approval to land at ORD.
0140	Kaulia advised that the issue with AAL9030 is that the city of Chicago has not received their required manifest. It is not a issue of a threat aircraft. City of Chicago/FBI/NORAD/AAL is discussing.
0142	AGL received word from City of Chicago, AAL9022 does have approval to land at ORD.
0145	AAL9030 is now an issue between AAL and the city of Chicago.
0150	Security person from Tokyo want a POC in FAA Hq, issued ASC number.
0150	AEA advised that the flight N17JK did depart CAP en route to LAX at 2030.
0152	AGL advised that AAL9030 now has permission to land at ORD per the D. Comm Harris.
0245	ATCSCC stated FDC1/9879 and 1/9877, same NOTAMs but one is international. These replace yesterday's NOTAMs about condition and NAS.

Draft

Time (EDT)	CHRONOLOGY
0347	Security has approved JAL and all Nippon airways to operate to/from all departure points to the U.S.
0415	JAL (3 flights) Narita to Guam approved by security.
0425	Andy Kuse, FAA security, called to pass call signs of approved JAL flights.
0438	Alaska RENOT 01/008 issued 9/14 allows GA operations to/from Canada.
0550	ATCSCC: 83 and 85 have been cancelled. 88 – int'l and 89 are in effect.
0603	AAL: When you do RENOT on traffic in Canada, please fax to HQ and ATCSCC.
0604	AEA: NY metro towers will be opening sometime after 8am
0605	NYNJPA will have a meeting at 8am today to determine the NY/NJ operation. Military helos in the NY area to ping the wreckage.
0607	G4 – sent to us by Security – they are flying from USA to Ireland. Their company filed them as a N. Asked if they should re-file as a TN. Advised they should contact their AFSS and refile.
0610	AEA: 17JK left at 2105z and landed no incident.
0615	Contacted Security to ask them to send the outside aircraft calls to the Regions.
0617	HQ to AEA: Would like to do flight check of LGA ILS and JFK VOR today. The weather is not very good, AF1 and police helos. Otherwise AFS needs to coordinate with AEA for the Flight Check
0620	Camp David told ZDC that they want a 20 NM radius around Camp David TFR'd 12500 and below. This has been in effect all evening. ZNY shows an ALTRV around Camp David up to 13500 and FL200 to FL250 for military. There is no TFR out now but need one. They want a 40 mile radius. North East Air Defense (Huntress). Need someone in FAA to draw this on a chart. Commercial (b) (6) (b) (6). Cleveland Center: The 40 mile radius will be close to the MGW airport and see if this has an impact on their commercial ops. UPDATE: Camp David is a 5 NM radius. The Military wants to increase the radius to 20 NM. (b) (6) (b) (6) is the number to call.
0640	AWP to ATCSCC: What are we looking at for today: 50% normal in AWP. Between now and noon will be about 30%.
0643	315-334-6304 – Jerry Lee – Military at NEAD – Frank calling to determine actual request for Camp David.
0649	AEA: There is no request for an extension of the Prohibited Area over Camp David. An ALTRV is in effect of FL200 to FL250 for a 20 NM radius on top of Camp David. Military would like it to be lowered if possible. ZNY and Cleveland Center to work this issue to see if the altitude can be lowered.
0659	LGA ILS Flight Check is scheduled for 0830.
0705	401Q0 G-4 from ANC to HPN; N125TN Pastor of Bush; 4 diversion flights from Iceland to US, BWI and MSP completed. BOS and JFK need to go. FI615 643 653 633 ; Bermuda does not have extraordinary status yet; LUF418 in Germany and trying to get in – Bill Buck was handling this issue; 4 aircraft helped to ground yesterday;
0716	Paul Bartko: CEO of Volvo stuck in TEB. Want to get out. Bus to ABE and get a part 135 to take them to Canada.
0728	Security: Mexico: anything inbound from Mexico? UK: Are they accepting traffic from us? Eurocontrol: Are you on the TELCON?

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Time (EDT)	CHRONOLOGY
0732	N45N Beech 18 that went down in Canada – Doug Davis needs a copy of this
0734	Part 121: Can depart a secured airport and land at a non-secured airport, but not vice versa.
0735	There are no training operations allowed because they are done under Part 91.
0735	Mexico is told by AFS to contact AT. Mexico should call security at (b)(6). Jo Ellen will advise Mexico.
0740	ATCSCC: Foreign Military into the country: an en route to IAD. Call sign: French Military 1091. NO prohibition against foreign military ops into USA. DOD will check into this.
0743	WE may have up to 5 GA flights.
0743	Primary target from Memphis to DeWitt Spain outside of Memphis. Asked ASO to alert the military through the ATS cell at ATCSCC.
0745	ATCSCC shut down all departures over PHL? Doing reroutes.
0746	Boeing Field: aircraft want to depart. ATCSCC will discuss this in a side phone call.
0747	Foreign military flights must file their flight through the Cell who will go through the state department for approval.
0748	ASW: Alliance Field : want cargo to leave to a secured airport..
0749	AWP: JAZ 56 off of Tokyo is approved. JAL's cargo company is J-WAY
0750	Security: GA's not able to move. STL: has the annual rain forest park balloon race tomorrow. Can this continue? No, this is a part 91 operation.
0752	3 foreign carriers into JFK – Swiss Air from LSZ and LGG – do not know if they have departed.
0755	Any movement of crop dusting? No.
0756	Security: GA flights internal to AAL: NOTAM 1/9884: all AAL GA and part 135 operators are released for flights in AAL only and must file flight plans
0758	Approval from security that box haulers can depart from non-part 107 airports and go to part-107 airports.
0759	International Ferry Flights into US from extraordinary airports are being approved individually.
0805	Security: Foreign Carrier all cargo need to be approved individually.
0808	Helicopter in Chatanooga wants to leave from hospital, wants to do a GPS flight check. If it is a N it is disapproved.
0811	Doug Davis: Want the RENOT for AAL faxed to us.
0812	Ref: Helo in Chatanooga: AFS says it is a part 91, can not do this. Disapproved.
0819	Lisa Stark of ABC wants to know how many aircraft are in the air right now. There are 1700 flights. No GA's are authorized.
0820	ASO: West Palm Beach : the Governor wants to do helo ops due to disaster management.
0824	BRX: on line. Need confirmation: Are the European countries accepting flights? Eurocontrol has no info of European countries rejecting flights from US. 2 part 91 filed as TN from England to US – US flag carrier – are approved.
0830	Helos in ASO for Hurricane disaster management would be part of Hurricane Evacuation process, is approved.
0832	The RENOT in AAL for GA was changed to show that they are not authorized between AAL and Canada. Can we check into expanding this? This is going to be brought up, but we don't expect a relax in this issue.

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Time (EDT)	CHRONOLOGY
0833	Angel flight out of NJ: humanitarian flight. This is authorized.
0835	Restricted airspace around Whiteman AFB: TFR NOTAM # 9740 – for 20 miles. Then went to 10 miles, then back to 20 miles.
0838	AEA trying to get TEB back.
0839	ASO: Someone on the phone wants to get her father's remains home. Security is answering the questions. They will call her back. Human organs/blood: Airline should call (b)(6) and speak with Janet in security.
0845	Reliant 847 left Richmond and flying to Aspen. Is this an authorized flight. We don't have anything that says it was authorized.
0845	AWP: ABX406- Airborne Express- is being denied landing at OAK. AWP is talking to the facilities.
0847	ANE: HQ has had a request to keep BTV to be kept open 24 hours. This request is coming from the military. ANE will check it out. BTV is conversing with military and we will have an answer in an hour.
0850	Security: NOTAM office is going to call to verify that the 135 has to have a discreet beacon code.
0852	ASO: LOU someone said DOD is going to close all GA airports. Ft. Knox or Ft. Campbell said this.
0853	Security: Foreign charter aircraft to come from Frankfort to DTW. What is the process?
0856	ATCSCC: please fax a copy of the current list of current airports to HQ.
0902	There is nothing we can do for a foreign carrier charter.
0903	We can't find any substantiation to the DOD closing GA airports. NORAD was called, etc.
0904	General Motors from Frankfurt to DTW understands that they need to fly US carriers
0905	(b)(6) Jim Casteel wants national park service to do aerial enforcement.
0907	We may refer any irate part 91 to Marty Walker (b)(2)High
0911	Was BDA added to the extraordinary list yet?
0912	Reliant 137 dep RIC for Aspen. Air Force launching F16s. FBI will talk with pilot. Not authorized by company. 1340Z expected arrival time. They are 10 minutes to land in Aspen.
0914	Mike Cirrillo approved the flight to go from DCA.
0917	Transport Canada said that ATC is not accepting Air traffic flight plans from Canadian aircraft for the last few hours. Also they are saying they need diplomatic clearances. They need to go through the ATS cell who in turn will go through the state department. There was one issue that was worked.
0920	Someone from HQ asking about what LPD means: It is not relevant to us..
0923	Can law enforcement depart NY metro airports? AEA checking
0924	ASO: Tri-city radar needs to shut down. Purpose: some construction
0925	MSO airport is certified.
0930	ASO: Tri-city shut down please call Roger Dean. Dynamite in ground since Tuesday. Roger is calling ASO to give permission.
0930	ASW: AAL needs to take airplanes to Alliance for maintenance. Then they want to fly as a ferry flight back to a secured airport. All ferry flights are approved.
0934	All part 121 U.S. cargo have no restrictions.—per security

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Time (EDT)	CHRONOLOGY
0940	N4 – has he departed?
0942	ACE: Alert in the building.
0943	Whiteman AFB FL600 and 20 miles are status quo
0945	N4 is now going out as N2; have not taxied yet.
0946	N2 is not released. AEA needs to coordinate with MVAW on this.
0947	Security says the aircraft from Santa Domingo to San Juan can not go. This is a part 135 aircraft. There are no restrictions on this.
0950	ASW: Aircraft – crop duster – to fly to prevent health break. Must have a discrete transponder code. Fly under medical emergency.
0951	BGM tower evacuating due to fire alarm.
0953	ATCSCC needs departure point on Justice 307.
0953	AEA: N2: confusion about whether or not released from closed DCA—not yet authorized.
0955	Again, Canadian airspace controlled by US will operate under US rules.
0959	ATCSCC: N83M (humanitarian flight from Gatwick—not approved—need more info)
1003	All facilities hold voice and radar data from 11 Sep 01 UFN—or until released by AAT-20.
1007	BTV will remain open 24/7 UFN.
1011	ATCSCC is keeping list of extraordinary and non-extraordinary airports.
1014	ATCSCC will fax list of approved international flights to Regions.
1017	All foreign military must work through ATCS.
1020	N83M – ATCSCC is working this issue.
1023	JUD 307 (DOJ) has permission to land JFK.
1030	Need each region to be (b)(7)(2)(b)(2)High on telcon to go over issues for the initial release of part 91 IFRs at 11am edt.
1031	Multiple crop dusting in southern region.
1033	Has South Africa been approved to fly into USA?
1035	Int'l cargo: no restriction from Air Traffic
1035	ASW: need status of Gov. Keeling out of OKC. The aircraft left last night. OKL1, Beech 350. Landed 1340.
1036	What is the status of airlines and cancellations?
1037	JFK and LGA flight check is done and passed. JFK is open to FEMA and
1039	Tri City airport: was closed from 1424 shut down and return to service 1432. No impact.
1041	Is there any issue why a British Airways is not allowed out of Houston to London?
1043	The Mexican Gov't will not allow US part 135 aircraft depart into the US.
1044	AEA: Doug Davis is working the N2 issue out of DCA.
1045	AWP: The extraordinary list needs to be faxed to them
1046	The governor of NY wants to be flying. He is released and must fly. We need to know when he gets airborne.
1048	ASW: MSO hasn't shown up yet. Will fax an updated list.
1048	ACE: Back to normal

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Time (EDT)	CHRONOLOGY
1050	AEA: NY governor is in the air. Need
1051	1 to 2 part 137 agriculture have no transponder codes nor radios.
1054	Pataki to Maguire from Heliport with police helicopter escort. 34 th st. heliport depart and pick up president.
1055	ANM: ATCSCC has stated NBAA is the web site for part 91 updates. NBAA is sitting with ATCSCC
1057	AEA: All 4 metropolitan airports open for business in accordance with existing directives.
1059	AEA: Frank will call MVAW to get N2 released.
1101	DHL needs to get out of Grand Cayman
1103	BRX: Security: please call about South African Airlines: They are certified (1110am) per security. They are from station to station. The flight they are requesting to take is
1104	DHL is approved out of Caymans
1104	923L NJ governor 1019L land at ADW.
1104	Pataki update: depart between 12 and 1pm
1105	N2: wheels up MVAW coordinated with.
1106	Part 137: They are approved by security and DOD. NORAD has requested one hour to ensure all their facilities are informed. Therefore the activation will be 12:15 EDT. ATCSCC is doing the NOTAM.
1108	Need ground stop time for Tuesday. 0929 EDT.
1116	Med Vac has a FAA flight inspector on board and wants to do a flight check. This is approved.
1120	Security: 4 Icelandic Air – have they been approved? Yes they were approved to come in.
1121	BRX: leave Manchester AIH041P, AIH051P – ferry flights – Airbus – part 129 non-divert. They are UK registered – Air Tours International. These flights are approved – carrier and airport.
1126	Security: Part 121 into non-107 certified airports: It is the responsibility of the aircraft to be certified. Also: EWR need to have airport Ids. All PANYNJ airports need to be
1128	ASO: Skydivers: want to get off the ground. Can we get something out that the ops are not approved.
1129	We have DOD requesting TFRs all over the country. Reggie Matthews is the clearing for all TFRs in the country. No TFRs are to be approved until Reggie approves them.
1133	NOAA has 13 flights they would like to get airborne. Only one is in support of the hurricane. Only one can go.
1135	Custom officials in Mexico need to contact the ATCSCC. What is a phone number? (b)(6) (b)(6)
1136	ANE: Update on Boston Logan:
1137	4 Icelandic flights 615 to JFK, 683 or 633 to BOS, 643 to BWI, 653 to MSP. All B757s.
1138	ACE: TN 306CF aircraft, part 135. They can fly anywhere in the system. AGL will look into this.
1142	MASS PORT expects to open BOS at 0500L.
1150	TN306CF cannot CLE
1151	Mexico is not allowing aircraft to file "TN".

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Time (EDT)	CHRONOLOGY
1203	AGL: FBI requests TWA Express 7820 be stopped (departing from Marion IL)
1204	ATCSCC advises they are receiving numerous requests from corporate heads requesting special permission for CEO flights. ATCSCC is denying, and imagines there will be complaints.
1204	AGL advises TWA 7820 stopped at gate.
1207	French head of state, and 17 POB awaiting release—already approved.
1208	3070 flights in system
1209	ATCSCC issuing NOTAM to permit Part 137 ops.
1211	AEA says another NOTAM in system; ATCSCC confirms.
1212	No change on Mexican airspace
1215	ASW has no TFRs.
1216	N57HJ has secretarial approval to depart from Manassas-Hansom. Pilot Barry Larson: (b)(6) (b)(6). Will notify pilot.
1220	AEA Public Affairs office (Laura Brown) saying NYC area airports are still closed. Were open at 1057.
1223	TWA 7820 has release, but still under FBI hold. Marion Tower still holding per FBI.
1228	Blue Cross Mercy flight Learjet- PANYNJ wants to get a/c in—Medvac.
1240	Security released TWA 7820.
1242	Part 137 a/c that ferry prior to crop dusting mission, would be considered Part 91 for legs of the flight that are no to/from or during crop dusting mission. Military Training Routes (MTRs) usually use non-discreet codes. Is this OK now?
1243	Icelander 615 to JFK, 643 to BWI, 653 MSP; 6?? BOS?
1248	ATCSCC reports NWA909 Cinn to ANC: pilot reported acting erratic by ZIN?
1250	N2 – FSD vice Boeing Field
1254	NW909 took two 90 degree turns, no problems noted by ZBU. ZBU will continue to monitor.
1255	Part 137 NOTAM is FDC 1/9906- 9888.
1257	China Air is released from SFO.
1300	ATCSCC advises that DOT web site has different info than what we have published.
1304	MTRs will continue to use 0400 beacon codes.
1307	30 advisories since midnight—are cancelling ones no longer in effect
1309	FDC Notam 9909 cancels 9897.
1310	Part 121 cargo ops auth; Part 129 carriers required to comply with EA procedures.
1320	ATCSCC will post latest list of extraordinary airports on website.
1322	Security approves UK ops to include England, Scotland and Wales, and is determining if North Ireland will be included as part of UK.
1325	DoD has problem with tankers being held at McGuire and AF1.
1326	Governor Patucky airborne.
1329	Reliance aircraft in Aspen. Local authorities have people detained. They want to know what to do with them. NORAD wants to know on a case-by-case basis whether or not to scramble. This is a DOD call. The DOD in FAA will get in contact with NORAD.

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Time (EDT)	CHRONOLOGY
1331	CLT needs to shut down ASR 11pm to 4am.
1333	Lee: Need Reggie on TFR: The shipyards want a TFR (b)(6) Dorcy Cook
1335	How many in system today 09 to 1730 landed 6400 and 3422 in the air currently.
1335	NORAD and FAA-ARTCCs were coordinating with NORAD when aircraft are not complying with rules and regulations. Col. Gillick: clarification of communications between FAA and NORAD: How much authority does FAA have to scramble. Col. Atkins is working this.
1340	AAL: Report that Almandorf AFB is still maintaining control of the airspace. AAL is checking.
1341	Release of data should come out of Dave Canoles office at (b)(2)High
1342	Almandorf did not request a TFR. We are normal ops and standard procedures at this time. There is a meeting with the battle staff to resolve this issue. The airspace belongs to FAA.
1343	ATCSCC: Who in NORAD said the FAA should scramble? NEAD SEAD and NORAD. No names associated with these requests.
1347	HQ: Nancy: ruling on the UK: UK includes Northern Ireland, not the Republic of Ireland (Ireland). UK= England, Scotland, Wales, Northern Ireland.
1355	ACE: An Aircraft out of Cancun: no movement on Mexico yet. Orion Airlines out of Cancun. Orion 861, B737 Cancun to BWI 136 pax. Mexico is a non-ordinary area airports. Airlines just need to be approved on an individual basis. ACE will confirm with his security to see if he complies with Emergency Advisory, Part 191 sd 108-01-05. Airline tells Security then they put it on to the PSI.
1401	Alternate ATS cell phone number (b)(6)
1404	N579HJ departed 1359L.
1405	ASW: Tex Air needs to contact Houston ARTCC - Veronica, then they can work this out.
1405	AWP: When the GA's start flying, IFR, no cancellations, point to point.
1406	Status of GA's: no NOTAM. Still at the Department level. No decision made yet.
1408	ACE: Orion has the info. Mexico needs approval from FAA HQ. ATCSCC will work this issue.
1410	Kitty Hawk 63: erratic turns. Enroute to PHX to Tuscan on ry11 left and FBI is interrogating the pilot. Type aircraft: Lear 36; 1440: All is well.
1411	ATCSCC: Aspen aircraft: There was a miscommunication. The aircraft was filed under REL and was assigned RL.T. He had a letter approving 3-letter id. FSDO is OK with this. We are OK with this. 1424: Someone from security will take care of advising the local authorities that we are OK with this.
1415	ANM: Canadian AC to US: Their AFSS won't let the Canadian flag carrier return to Canada, won't let aircraft back into Canada. ANM is checking on which AFSS is not allowing the air carrier back into Canada. Springbank in Calgary
1427	Part 135's are cleared to go.
1430	Whitman will decrease to 10 NM radius, still at FL600.
1431	ASW: Mexico fax'd ASW some US air carriers to them. Please fax to ATCSCC.
1432	AGL: Midway is closed - problems at the terminal
1433	Jack Ryan - wants to talk about the hijack intercept procedures
1434	MIA - 3 bomb threats at 3 different areas at the airport. No evacuation. Has not affected the

Draft

Time (EDT)	CHRONOLOGY
	operation.
1435	ATCSCC: Advisory 27 ref. notify all AFSS to tell phone callers to contact the NBAA web site for anything on part 91. Is NAATS on board?
1440	Power line and pipe line going out part 135 TN with discreet codes.
1440	Military training operations can go out and train.
1443	Balloon operator wants to be tethered. As long as he is not leaving the ground, then it is up to the regions.
1445	ATCSCC: Steve Brown advised AOPA that there will be a notification to GA about GA into the NAS.
1446	N40UP, B57 wants to go from Alaska to Russia, flying under part 91.
1447	ASO: Still have 3 bomb threats at the terminal. ATC is still operating normal. The terminal is evacuating. Do not see this as an interruption to air traffic.
1449	Huntress wants a TFR around McGurie AFB. Frank Jordon to call Reggie at (b)(2)High
1450	MDW ARPRT has picked up suspects on the top-50 list of terrorists. The airport will be closed UFN.
1452	ASO: MIA A-concourse is evacuated. TPA: bomb threat at a car rental.
1453	ATCSCC: If N40UP is a gov't aircraft, as a US Geological Survey aircraft, we can let it go.
1455	ATCSCC: Windsor and Chatham, under Cleveland Center, in Canada, and flying into the US under VFR. AGL: As soon as aircraft are crossing border, then they are canceling and contacting the tower for landing. If the aircraft are in the NAS then our rules apply.
1500	Security: Mexico should start sending A/C into USA;
1510	ATC-0 for Tampa. Evacuating the tower.
1516	ATCSCC: MDW taking arrivals not allowing A/C to taxi to the terminal. See entry 1450
1517	ATA-2 reports Paul Galant was sent to the White House to brief on Class B airspace
1531	AWP reports Hawaiian 931 departing Honolulu to LAS lost transponder-local military is going to meet the aircraft.
1538	Clarification for evacuation of a/c in hurricane path- approval to evacuate to FL, GA, SC and AL. VFR must have discreet beacon code and remain 25 miles from any metropolitan area.
1540	DRAFT FDC NOTAM - No # available. Effective 9/14 2000UTC 14 CFR Part 91 Release of GA aircraft. GA file IFR file plan. Air board cancellation of IFR not authorized. Air board pick-up of IFR clearance not authorized. Only exception is emergency recovery aircraft, law enforcement or other emergency type situations. NOTAM is not going to applying for any international flying.
1544	AEA reports B737 short final at ISP ARPRT requests security to meet A/C upon landing.
1549	AWP reports person in raft making threatening remarks. SFO put A/C in holding pattern
1553	AGL reports MDW ARPRT closed due to reports that another suspect from the top 10 Terrorists list has been taken into custody. See entry 1450
1553	ATCSCC advises they received a fax from AIA in Brussels reporting release of Part 121 A/C to US. HDQS checking
1557	AEA update on B737 inbound to ISP- AEA reports this was a medical emergency and no security threat. See entry 1544
1604	ASO advises Tampa Tower resumes normal operation. See entry 1510.
1604	ASO asks can banner towing A/C IFR. AEA asks can parachute operations be IFR.

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Time (EDT)	CHRONOLOGY
1606	Update on ASO's question - see entry 1604 . No IFR clearances for banner towing and parachuting A/C.
1610	To all: Effective 1600 release Part 91 GA IFR within the continental US. Must remain within US domestic airspace and cannot go over international waters.
1612	AEA reports unknown VFR target over Camp David at 3,000 feet. ZDC notified NORAD.
1617	Clarification - DCA ARPRT is opened but no A/C are allowed to land or depart without special exemption by the DOT SEC.
1625	AGL reports FOX news is reporting "All GA aircraft are released". Public Affairs is advised.
1626	Update from AWP regarding threatening remarks from a man in a raft. Police are on scene and SFO operations returned to normal. See entry 1544.
1628	Update from AEA regarding target over Camp David. Non issue. See entry 1612.
1632	NOTAM issued and faxed regarding Part 91- NOTAM 9938 effective at 1600. See entry 1540.
1641	Update from AGL on ORD. ORD is open. No GA, no foreign registry and no Part 135.
1644	Report from several ARTCCs not taking hand-offs on IFR GA Part 91. Cleared confusion and ARTCCs report taking hand-offs.
1647	AWP reports they received word from the FBI that they are working a phone call threat. Caller who received the phone call is employed by Gulfstream FBO, Long Beach. The threat warned of a biological attack on LAX area.
1649	AGL reports MDW ARPRT Terminal A is being evacuating.
1654	AWP question – Can GA US registry depart Mexico IFR and return to US? Answer – No.
1656	ATCSCC issues FDC NOTAM 9939 for Hurricane evacuation.
1704	ATCSCC reports wording of NOTAM stops all GA IFR traffic out of airports that are 25-mile radius of IAD, BWI, DCA, TEB, EWR, JFK, LGA. HDQS advises wording was intentional and correct. Question did start conversation with HDQs personnel.
1709	AEA requesting release of N800WC out of IAD IFR Part 91. Coordinated today and released.
1711	N800WC abound out of IAD
1713	Update from AEA reports the unknown target over camp David was military aircraft. See entry 1628.
1714	ATCSCC advises that they expect to put out 1 NOTAM shortly which addresses all items on the series of NOTAMs that have been issued.
1714	Question for ATCSCC. How many in A/C system right now and how many have we worked today?
1717	ATCSCC advises that NAV CAN controllers are telling GA A/C that they can come back to US. HDQS will contact NAV CAN.
1720	HDQs Announcement – later on this evening all telcon participants will receive a briefing on the travel policy to handle stranded employees. HDQs faxing new travel policy to all participants.
1727	AAT-20 update regarding tape recordings. AF shall secure tapes from 9/11 0400-0359, 24 hours.
1730	Bill Buck relieves Dave Sprague
1735	MDW ARPRT terminal is in a lock down situation. See entry 1649.

Draft

Time (EDT)	CHRONOLOGY
1747	Response to question regarding # of A/C in the system- the # is 4,011 as of 211Z. See entry 1714.
1751	AEA advises that a N5FA departed IAD and reported a down aircraft.
1752	AGL reports that MDW ARPRT is open to domestic A/C only.
1803	HDQS to AGL- reference Windsor and Ontario approved to work A/C - the airports are outside the boundary of US and the A/C will operate in the sovereign airspace in Canada. See entry 1455.
1815	Update on biological threat to LAX area. FBI confirms call is no threat. See entry 1647.
1816	AWP regarding military helicopter operations. Military representative's request to use either of the 2 procedures - contact SCT before they depart or consider using a block of discreet beacon codes.
1817	AAL Southwest regional reservation center received a threat that something very serious will happen in Hartford, CT by 8pm tonight. Security has been advised. CSM advised.
1833	FDC NOTAM 9953 and 9952 have been issued explaining Part 91 GA operation within 25 nm of listed airports.
1834	AEA reports tracking VFR target off of Harrisburg ARPRT.
	AGL question regarding 83M landing MSP- flight is a humanitarian flight out of England and is approved to enter US airspace through Canadian airspace.
1919	ASO receiving ELT and smoke near Memphis. ASO wants to launch N181R Grumman American VFR for SAR in that area. ATCSCC advised.
1920	AEA confirms no downed aircraft. See entry 1751.
1938	ANE reports that Bangor Tower received a call from someone who states they are with the FBI in VA and requested information on 2 Saudi aircraft - -HZAFW HZKAA, no information was provided. HDQs calls FBI main office to verify call.
1947	AAL Question- requests ruling on Part 133 operations. HDQs advised they would receive a briefing on Part 133 by FSDO at 2030.
1953	AEA reports ZNY lost radio communication with DAL 20 Over BOS. A/C on assigned beacon code and on course.
1955	Reference RRR (ASCOT) 2046 ZNY advises that the aircraft was in contact with Shanwick Oceanic and returned on his own to his point of departure. 2216Z got to 30W and requested to return to Brice Norton RAF.
1957	AEA reports radio communication resumes with DAL 20. See entry 1953
2001	ATCSCC reported they received a call from a GA pilot N366G from Vancouver with coroners on board in support of the rescue operation requesting to enter US airspace. HDQs checking with Security/FEMA.
2012	AEA reported a possible unauthorized flight CGSJH, CSG – BUF. ASO confirmed A/C departed by mistake-ATC mistake. HDQs instructed AEA do a security check on the A/C once it lands.
2015	HDQs to AEA; check with ZNY if they had any communications with RRR2026 or Shanwick Oceanic regarding that A/C.
2017	AAL Question - Korean 282 an initial diversion A/C to Toronto destined to Seoul, Korea. Wants to depart and go to Anchorage and refuel. HDQs checking
2019	AEA advised possible hijack of COA 70 at EWR. A/C located at the gate. Port Authority advised.

Draft

Time (EDT)	CHRONOLOGY
2024	HDQs advised Korean 282 is approved. See entry 2017
2026	ZDC advised Air Defense is requesting TFR from HGR to Camp David surface to 10,000 feet. HDQs will handle the issue.
2029	HDQs gives clarification – foreign flag carrier can depart US airports and leave US airspace.
2030	AEA reports no hijack for COA 70. COA boarded before cockpit flight crew was on board. Three passengers were over heard saying “we should take the airplane now”. Passengers were removed from the aircraft and detained by police. See entry 2019
2034	Update from AEA on CGSJH- A/C cleared security check. See entry 2012
2054	HDQs to ATCSCC Question – AAL have several A/C at non-extraordinary ARPRTS wanting to leave. HDQs will discuss this with off line with ATCSCC.
2055	AGL reports A/C departed Schelbyville and entered R3401.
2056	AEA reports bomb threat received at RIC ATCT. Approach airspace given to ZDC and tower is relocating to alternate site.
2058	Concern from the security desk at ASW. They are reporting many VFRs departing and the military is scrambling on every one of them. ATA-2 will address this with security.
2100	AEA reports NORDO on TH182K ORF-ILM.
2103	ANE advised state police have taken an interest in an A/C in regard to the threat at Hartford ARPRT tonight. The A/C is N665SP C172 arrived at BDL during 1600 hr departed during the 1700 hr VFR to CDW.
2118	AGL reports Bomb Threat received at Red River AFB, Grand Forks , ND
2144	AGL update on Schelbyville - LT Barry Richmond, IND National Guard is going to the airport to work the situation. See entry 2054
2152	AEA reports slow moving target over Fredrick MD, southbound at 3,000 feet, 0233 code. AEA will call NORAD
2155	HDQs to AEA – N125TN, special provisions is cleared for release out of IAD to HOU.
2157	AEA update on target of Fredrick, MD. Target is Night Hawk Helicopter and authorized from PXT. See entry 2152.
2159	ZDC reports military scramble on 1200 code at 3500 feet, south of Fredrick, MD.
2200	AGL update of Schelbyville A/C - A/C identified and being worked by nearest military base. See entry 2144.
2203	AEA Question – are there any restrictions on remote operated A/C? HDQs will work this issue.
2208	AEA reports slow moving primary target over DCA moving NE.
2217	HDQs advised LN272BC, DCA-Witchia, 7am, flight has been approved and coordinated with SS.
2232	FDC NOTAM 1/9940 issued effective 9/14/2001, 1900 UTC. All A/C are authorized to relocate within the following states, AL, FL, GA, and SC., for the purpose of avoiding the effects of hurricane/tropical storm Gabrielle. This relocation shall be conducted beyond a 25 NM radius of the Dolphin and Atlanta VOR's.
2235	Security advises that the military will continue to scramble on VFR aircraft. Security believes there is still a threat to the US. See entry 2058
2244	AWP Question- why is Hawaii not included in Part 91. ATA-2 will work this issue.
2246	AEA reports 3 targets slow moving northbound in the vicinity of ADW.

Draft

Time (EDT)	CHRONOLOGY
2252	Update on N366G. FEMA will try and have an answer in the morning. See entry 2001.
2312	AEA update on unidentified targets by ADW- landed at ADW, military flights. See entry 2246
2320	ASW reported attempted hijacking at DFW Gate 14.
2323	AEA park Police reported slow aircraft moving near ADWs.
2332	Discussion of GA traffic in Hawaii- Security will approve GA IFR in Hawaii and GA VFR operations 25 NM radius from Guam. ATA-2 wants to rewrite the NOTAM so that it states exactly what we want. ATA-2 wants to work that language tonight so we can get it out in the morning. See entry 2244
2334	AEA reports unidentified A/C 5 SE of Morgantown , 1200 code, SW bound.
2350	ASW update on DFW hijack. Reports indicate someone on board an AAL flight called on their cell phone and reported a hijack. Police investigating. See entry 2320.
2352	AWP reported A/C in Reno area detained the pilot for flying low over ball field. A/C took off again without clearance and Reno TWR ordered A/C to land at Reno. Security at Reno has been advised.
2353	ASW reports FBI agents are requesting manifests from FAA.
15 Sep 01	
0015	N623MS G3 SJU..SGR P0415Z trying to return to U.S. with Congressman Delay relative, no official record of approval
0115	N623MS G3 rls Approved by chief of staff, OST
0125	AAL911 MIA Santiago Chile – unruly passenger, Juan Carlos, claims to have a bomb, returning to MIA, NORAD scrambling
0129	AAL911 Pilot reports that passenger claims he is joking, NORAD still scrambling
0130	Canada Air3000 may cancel up to 16 flights to Mexico and Caribbean locations because AT does not allow over flights by part 129 carriers. Issue is political and should be addressed in the morning
0136	Update AAL911 – Security approved landing @ MIA
0136	MAUI – Possible explosive device discovered in passenger bag during screening, unable to locate passenger, terminal evacuated
0145	Security certified PVR as an Ordinary airport ref Canada Air3000
0144	AAL911 landed @ MIA
0205	CPA85D Departed Chicago to Anchorage contrary to current guidelines
0307	Singapore Airlines certified from Frankfurt Germany
0325	AAL911 searched, no bomb, towed back to gate
0347	EVA696 only approved to TPE to ANC by security
0400	MAUI – No explosives found, TFC resumed.
0400	NOTAM FDC 9967 in effect cancels 9906, 9909, 9940, 9962, 9965
0440	Security approved Trans Meridian flights from CanCun to U.S., an airborne flight that was denied, was rerouted to U.S.
0500	NOTAM FDC 9967 ref part 91 needs to be reissued
0525	RIC TWR cleared, no bomb, reoccupying at 05:30a.m.
0547	BOS secure arpt secured 7/14

Draft

Time (EDT)	CHRONOLOGY
0615	Can Eva fly from Taipei to Seattle? ATCSCC is looking into this
0620	Transport Canada wants to bring cargo to Syracuse and JFK Flight AIR5000 from Ottawa. If it is a 135 and a Canadian. There is no restriction.
0621	ATCSCC: Security airport list – a security individual is to work with them on the airport lists. They did not see Boston on the list
0621	Private Air from Geneva to DTW. This was certified by Security. They are a private charter. Private Air IZ9F.
0643	GI message S4 from ZDC TMU: VFR aircraft call ZDC TMU for clearance for beacon codes.
0645	Reservists: If anyone in the field gets a phone call to get the message down to the region as soon as possible. There are 50,000 reservists that will be called.
0648	Varig flight from Tijuana to Japan. Wants approval to fly over US domestic. If he stays more than 12 miles off the coast, he should be able to do this. The ATIS is not the issue.
0650	HQ will send out a message to all regions to start recording and tracking the reservists who are called.
0651	ASO: the storm: a lot of rain and a lot of wind. Where is the storm?
0652	AEA: 2 Helos in Wall Street area that got trapped in NYC. The police wants to get them out of there. We have a 25 mile flight exclusion and a TFR around the World Trade Center. A safety issue requested by law enforcement.
0657	Cleveland Center to ATCSCC: Have to monitor the primary target on the high altitude sectors. Please advise if we still have to do that. This could become a safety factor as traffic picks up. Too many targets on the scopes as the traffic picks up.
0704	Navy helicopter will be coming out ORF area and will be flying over the WTC area.
0706	ATL reported 2000 operations yesterday.
0709	ATCSCC to AEA: need a regional security phone number to depart TEB. There are no GA waivers out of TEB.
0711	Interpretations of TFRs: ATC authorization is normally required. Other facilities is that it is a no-fly zone. The TFR in NY is a no-fly zone.
0712	We have no requirement to monitor the primary radar above FL180.
0718	AEA: please have someone from Procedures call Mike Cirrillo on (b)(2)High
0719	HQ: Any decision made on DUAT? It doesn't contain enough NOTAM information that the pilots need. We will talk with the contractors.
0720	ATCSCC: In Colorado they need to do a search and rescue, no transponder. 7V1: 3594P PA-18. 1300Z-1400Z 9000 – 10000 ft.
0721	AEA: please check on life guard flights departing LGA – 272BC?
0723	AWP: 9/13/01 1200pdt ATCSCC gave direction that flights have to remain 12 miles from the ATIS. This is for international flights that are not landing in the US.
0730	LN1900 departed 2348Z; LN490 2258Z; LN227BC is at DCA
0730	2 part 135 at FLL Links 111 and 200 want to go to Cape Haitian and return. Don't think there are any restrictions on part 135s.
0734	If an international aircraft doesn't have authorization to land in the US then they need to stay 12 miles off the coast. If they have authorization to land in the US then they can over fly the US.

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Time (EDT)	CHRONOLOGY
0735	Part 133 resolution: no decision made yet. – these are heavy lift helicopters.
0737	ZNY: getting multiple reports 15 miles west of East Texas, PA.
0738	ATCSCC: reintroduce VFR activity with correct VFR procedures. Need to change the phone number -- HQ is working this. This will take about 15 minutes to do.
0741	Need OTIS side of tape and wave files: AAT-20 request of ANE from ZBW
0747	Need a new print out on current airport list.
0800	ATCSCC: 33938 IFR; 21839 Air Carrier ops; 79436 Center ops.; 46 delays; 29061 at 55 busiest airports
0802	Parker Belair in security gave approval from China Air from China to ANC to JFK.
0803	Security wants 9967 NOTAM changed.
0805	We are currently working the part 133 with the DOD.
0808	All regions please poll all facilities: what type of traffic from AFSS yesterday.
0811	Security at ATCSCC: phone: Joe Terrell, (b)(2)High - Joe needs to call BRX.
0813	North of Brownsville 600 feet north bound.
0814	ASO: Greer, VFR departed and wanted to pick up clearance in air.
0816	IAH: VFR no transponder, they need to call NORAD.
0818	Lots of discussion on the DCA flush. And ferry all carriers out of NY airports. Maybe a specific route to the south. HQ is working this. Checking on the NOTAM
0820	The NOTAM is waiting for Monte to review.
0822	AFSS count: AWP - 17438; ASO-16431; ANE: 5216; ACE: 7408; AGL -15948; ASW - 14022;
0822	GATFR exception: MMU ry 4 departure; ILS ry 6 appch at Islip; GPS34 appch at Manassas;
0825	Springbrock SAA201: from GVAC, South Africa to JFK: This is approved per ATCSCC.
0826	Mineta has indicated that part 91 can fly internationally into the US. Jim in DOT.
0828	Canadian part 91 wanting to return to Canada – no go
0828	Part 137 crop dusters: want to dust the power lines and re-fuel – ok
0829	ATL: Gas company needs to do a part 91 at 200 – 500 feet - discreet call sign:
0833	Need tropical storm in Florida – forecast and winds: It is moving to the northeast.
0833	ATCSCC: What is the current traffic
0836	ASO: Canadian GA Citation wants to overfly US to Grand Cayman: part 91 aircraft- needs to circumvent the USA.
0836	There is no definitive until after 9am on the international GA's.
0837	HQ to ASO: WE are trying to figure out whether or not to cancel the NOTAM for GA without transponders. We need to find out the status from Gainesville. ASO will call right back.
0840	AEA: Part 135 helo to fly around local vfr over Manhattan TFR.
0840	Cleveland ARTCC: Part 135 Helo wanted to fly around Somerset area, he was landed. Did not have an IFR flight plan and he wanted to file a flight plan in the air.
0844	Midway is NOTAM'd closed. No part 135, no part 91. There was an incident yesterday.
0845	Go ahead with Colorado Search and Rescue.

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Time (EDT)	CHRONOLOGY
0845	ASO: anyone who would have left Florida has already left and would have left. However we are not cancelling the NOTAM yet, since it came out of the DOT.
0846	HQ to Security: We have agreed to supply NAV CANADA with the list of approved air carriers and need to be included in the distribution of the lists. (b)(6) Fax Also for NAV CANADA to report deny of us of an aircraft: (b)(6) phone
0856	Foreign carriers and approval: the security person on site at the ATCSCC. If you get a flight plan, just process them. If they are flying, they are authorized.
0900	ASO: Cayman requests Life Guard from FLL to Rochester, MN; VPCAI: Treat him like a life guard and have a discreet IFR and in remarks call him as a life guard and call himself a life guard.
0903	AAL: N728LW – has he landed yet? Is on the ground. Landed about 4 hours ago.
0903	ATCSCC: Blanket approval for FEMA
0909	ATCSCC: Can cargo international fly within the US point to point? Non passenger stops are approved.
0909	A regional jet was parked overnight with the door open at Worchester Airport. The airport is closed until further notice.
0910	No blanket approval for Mexico for foreign flag carrier. Still one-on-one approval by security at the Command Center.
0914	ANE: waiting for a ruling on part 133. No determination. This is still being worked.
0915	ASW: A barge hit a bridge at South Padre Island. 5nm from the Harlagin 105 3000 and below.
0917	ACE: Weekend of the large ATL balloon race. They are doing tethering and will await to here if they can take off.
0918	Still working the aircraft that want to come back in to the Bahamas.
0918	AGL: the ATCSCC is telling folks the Midway part 91 can depart Midway. ATCSCC (b)(2) High (b)(2) High is the phone number for GA for pilots to call. Part 121 and 108 are open for business at Midway.
0920	Need a list of the approved Mexican. Call security at: (b)(6) (b)(6)
0921	ATCSCC: TFR at Sommerset: questions on 5NM radius and up to 5000 feet. If the aircraft are not part of the recovery search and rescue, they are not allowed to into the TFR. Region is able to put in an A-1 TFR at any altitude. If the TFR is at 5000 and someone wants to fly over the lateral constraints, then they can fly 500 feet above the TFR. Changing the height to 9000 feet. Cleveland Center will initiate the change to altitude.
0927	ANM: IFR GA: any form of IFR clearance can be done. But the aircraft has to call to cancel IFR. IFR control from point of departure to point of arrival.
0930	AEA & ATCSCC: N465SP approved off of IAD HE will be leaving in 45 minutes.
0930	ASO: SJU N900MK Falcon part 91 has been approved via Parker at Security.
0933	ANM FDC 19955 – question from HQ about A3 status vs. A1, RO checking. RNO air races are on as of right now (AWP confirmed)
0936	LN272BC off DCA still on ground
0937	ANE - Part 133 request PMW area – #NH33 – They do not normally cranberry harvest using helicopters – concern over the location of Nuclear Plants located nearby – checking operation of N444JB and N445JB
0939	ACE – Bomb threat at STL, stopping arrivals after next 20 inbounds

Draft

Time (EDT)	CHRONOLOGY
0940	ATCSCC – still getting conflicting information reference GA
0941	ANM – reviewed TFR and will modify to A1 status (FDC 19955)
0941	ATCSCC – First tier GS for STL – Evacuating terminal C only
0942	AEA – ALB tracking primary target, lost – N90 picked up target 25 S ALB tracking
0945	ANM – animal control operation, state fish and game, will notify NORAD, neg transponder, 600 ft -
0949	AEA – unknown target 10 W DCA eastbound, advising authorities
0951	AWP – IFR practice approaches (Part 91, IFR discreet code) approved
0952	Blanket approval for Part 91 IFR to conduct practice approaches if the facility can handle it – NOTAM did not have any restriction
0953	ANM – animal control was informational only, not flying yet
0955	AEA – DCA unknown target was Fairfax Police helicopter not squawking, N90 target still moving (appears to be slow) towards the Tappinnee Bridge
0958	ASW – ZHU discussing skydiving, prohibited. Appears operator was given approval from ATCSCC yesterday and wanted to know what changed.
0959	ANE DAL 1069 (B757), BOS-ATL 1346Z pushback – passenger on board with numerous names and cash payment. Police are removing the passenger.
1002	AEA – FBI is looking to find someone from HQ to talk to, get FBI number for callback
1003	AWP – Looking for status of Hawaiian tour operator NOTAM
1005	ASO – VFR unauthorized departure, trying to get them to land and police will meet aircraft
1007	AGL – Dept John Harris of City of Chicago – he is disapproving the Saudi family flight and understands the nature of the request
1008	AEA / ATCSCC – Faxed the DCA plan and
1009	Security – TWA 192 – STL BOS – suspect on board that meets for partially meets the profile of a possible terrorist (#22 on list) from VRB, looking for course of action. Located in Western PA.
1013	TWA 192 is being worked by ZOB.
1015	AEA FDC 1/9971 issued. Somerset TFR raised to 9000
1013	ATCSCC – LN874RJ TBM700 DCA to Chapel Hill request departure
1017	DAL 1069, flight canceled, passengers removed, suspect detained, baggage removed.
1018	TWA has been advised by security that the aircraft be diverted.
1020	AEA - ZNY is working TWA 192. Pilot is aware of situation.
1022	ACE – Will advise in 30 minutes whether the entire airport will be sterilized.
1024	AWP – RNO air races have been canceled.
1025	TWA 192 – originated on OKC
1026	ATCSCC – STL is normal operations
1027	ASO – primary target in FL, scrambling out of JAX to intercept
1028	Security – still working the DCA LN874RJ, meeting in progress (b)(6)
1029	AWP – LAN Chile aircraft has been approved
1030	Original NOTAM did not address Part 103 operations, ultralight aircraft in question

Draft

Time (EDT)	CHRONOLOGY
1031	AEA – Primary target over Cooperstown, being reported to appropriate authorities (ATS cell)
1032	ANE – N8000 has lost transponder in flight, advised to land at nearest airport (BDL). 25 N of PWL
1032	TWA 192 receiving normal services, over IPT
1034	AEA – scrambling on the Cooperstown target.
1035	AEA – RME reported that they lost the primary target in Cooperstown vicinity.
1036	TWA 192 rumor has the pilot going back to check on the suspect passenger ID, will report, not confirmed
1038	NOTAM – TS Gabrielle may turn into a Hurricane and this could impact Part 91 aircraft in Bermuda.
1038	TWA 192 handed off to ZBW, normal flight, normal handling, 40 mins out of BOS, 18M S of Hancock . Security wants to know of ANY deviation.
1040	ASW – Bomb threats at DFW – to Citrus company TRS11 and TRS100, handled internally and one flight has departed
1044	ASO – VFR off coast they scrambled on was intermitting transponder and working with ATC
1052	TWA 192 – company has talked to Pilot and he is comfortable with the situation and it continuing to BOS
1053	ANM – Rocket launches, previous approval is rescinded. Only Part 91, IFR approved.
1055	Discussion with DOT on the release of US GA overseas returning to US. Neither FAA nor DOT have any information. Need to get an idea of what the process is to get approval. DOT has passed this onto the Military
1056	Jim Havelone stated that DOT needs to approve operations out of DCA
1058	AAL 1182 B727 – 60M from DFW, foreign accent, aircraft was not taking instructions but now appears to be following directions
1102	ATCSCC – Military scrambled on TWA 192, HAITI41 call sign
1105	AEA and ATCSCC have both approved the DCA plan from Zimmermann
1106	ATCSCC – Question from NAV Canada about the status of “delegated airspace”
1106	ACE – STL is back to normal only one diversion, German Air Force departure was unauthorized, but worked
1107	ASW – AAL 1182, pilot voice English speaking, following instruction, not responded to ACARS
1108	Security – questions about Canadian registered aircraft between Canada and Cuba
1110	AEA – JFK, foreign registered aircraft inbound (BAW), can’t reconcile baggage with passenger list (10 Mins out of JFK), we are not going to allow them to land (BAW 117).
1113	ANM – VFRTOP, not permitted, will be covered in the next NOTAM update
1114	AAL 1182, on ground at DFW
1114	BAW 117 will be permitted to land at JFK, will be held in secure area
1118	NAV Canada airspace will be worked using Canadian rules. This is change from yesterday.
1119	AAL 1182, AAL operations have not been able to contact aircraft. Being held away from terminal
1123	Question about MIA operations, normal ops after AAL 911 landed and was searched
1124	NAV Canada , this operation will not be covered by any new NOTAM, using normal

Draft

Time (EDT)	CHRONOLOGY
	operations for Windsor and Chatham
1126	TN45ET, G4 LAS to Mexico, approved
1127	Security stated that traffic between Canada and Cuba is approved (Canadian registered)
1129	AAL 1182 – no incident, matter closed
1131	ANM – jump operator stated that they were aware of some approvals for jumps in other regions. Operator given contact numbers to complain
1134	CMC – reference Lifeguard approval, ATS-1 says we can approve this along with security for any airport
1135	AGL – Checking on Law Enforcement wavier for TEB, AEA stated that Law Enforcement is an exception
1137	ZDC – question about FAA scrambling aircraft. Where is the approval level?
1138	ASCOT 3799 (IAD), AEA is working the release for this foreign military – DCA AFSS is putting in the FP
1141	ZNY - AAL 1385 (B767 JFK – Berumda) squawk 7500, Huntress picked up the transponder briefly and now its normal, pilot stated he never squawked 7500, normal ops
1141	St. George UT, Aerowest flight company (tour operator) received bomb threat, evacuating.
1144	TWA 192, landed 11:15AM no problems
1145	BAW 117, landed
1147	AEA – 9 GA aircraft on the ground at Bermuda requested procedures for release
1148	St George UT, airport closed, police enroute.
1148	Directive – FAA not authorized to scramble and military aircraft. There will be a telcon at 12 noon EDT
1150	AEA – need advisory when the military scrambles
1152	BAW 117, landed 11:26AM
1154	ZDC – unknown target heading for P40, told to scramble by facility and they instructed the military to force the aircraft down
1155	AGL – Pierre SD air show is operating under restrictions. Only close in flight
1156	AGL – Reiterated IFR-GA only (radar or non-radar)
1157	GA acft wants to change destinations – pass on info to Command Center
1158	ANE – TN VFR seaplane – advised that there still remains a prohibition against VFR. He asked about Notam 9967 which states IFR/VFR Part 135.
1200	St. George, UT, is back to normal – no bomb found.
1205	ZDC specifically advised about no-scramble direction.
1205	TWA785 – JFK 30 miles SE of JFK – slow climb – few bags that don't match. Destined for MMUN, he is returning to JFK.
1206	AEA advised to contact Command Center on the Aruba aircraft looking for release
1206	Command Center advised AEA that Aruba departures are not approved for entry
1207	ANE reference seaplane – VFR filing with discreet code under Part 135, is approved for flight under TN or company call sign
1208	ANE – helicopters for cranberry agriculture operations, heavy helicopter, company known, individual pilots are not. Wanted to fly to Plymouth.

Draft

Time (EDT)	CHRONOLOGY
1210	AEA - Security has just de-certified American Airlines at Dulles airport USA 1263 off coast of Ormand Beach, lost his transponder – all were advised
1210	Question on change of destinations – Okay if IFR, pass info up chain.
1212	GA's returning from Canada – no change yet, expect update this afternoon.
1215	USA 1263 inbound to FLL who lost transponder said he just lost his pressurization, stopped descent at 10,000 ft - he is 50 E from Orlando, and diverting to Orlando
1218	AEA – had to coordinate with FEMA (b) (6) ask for emergency support – number given to Command Center
1220	USA 1263 now reports lots of electrical problems.
1223	USA 1263 now 20 E of Orlando – no additional problems
1225	AEA Bermuda aircraft are denied entry
1225	ASO asked if Gainesville still believes Hurricane NOTAM unnecessary? Affirmative. HQ then asked Command Center to cancel that part of the NOTAM
1225	Question re parachute jumps – still prohibited.
1225	ASO – USA1263 on normal final, did not turn towards Disneyworld
1225	AEA – TWA just lost it's certification at Dulles Airport
1226	Security did not like procedures in effect by American and TWA
1227	GA diversions have not all arrived at final destinations
1227	AEA – Security is close to pulling American Airlines' certification at BWI
1238	No VFR-on top
1240	FSS request from HQ – NAATS requesting all to query traffic count and number of calls yesterday's traffic count – all advised it was accomplished this am
1242	USA 1263 landed normally
1243	Command Center (b) (2) High (Jack Ryan for Jeff G.)
1244	Traffic count for yesterday = 79436 calls 29061 for 55 busiest airports
1246	Mexican registry wants to fly to Mexico off of Eagle – Prohibited per Command Center
1246	USA 1263 is being escorted to gate – no radios due to electrical problems
1248	VFR code off coast 12,500 OAL going eastbound, towards Edwards AFB
1250	ANM – VFR on top – some acft are coming out of California, and are saying Command Center approved flights – Command Center is handling
1252	Told Dan at security – Contact Scott Fuse (told off-line)
1253	ANM – N300GC at CAJ4 – 5 elderly patients out of medicine, wanting to go to US (Portland, OR) under Part 91. Unless Canadian Gov't declare humanitarian flight, unable for release right now – HQ will try to get special release
1257	Asked Command Center if Carl Z. provided list of flights awaiting at DCA – No
1258	Part 133 called Command Center (cranberry flight)
1258	ACE – Had a potential bomb threat at TBN (Ft. Leonardwood, Missouri)– found to be a miscommunication, no problems
1304	Cranberry helicopter flights are being worked at State Dep't. (?)
1306	N444JB/N445JB are the cranberry helios – Dan at security said prohibited
1306	ANE – please have security take another look because helio's pick up harvested cranberries in

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Time (EDT)	CHRONOLOGY
	the crates and are rotting – Dan from Security will take another look
1309	AWP – VFR track now headed towards Las Vegas.
1309	AWP – said a controller heard TV announce that VFR's are now permitted
1310	AWP – Public affairs is saying VFR's can go – HQ will check
1312	AAT-20 to AEA – anyone know traffic conditions when we lost flight 175 – ZNY wilco
1313	AAT-20 also needs traffic counts from ZOB reference sector (Lorraine) talking with UAL93, and ZID re AAL77
1314	AAT-20 asked ANE reference traffic count at ZBW in regards to AAL11
1315	N2 released for flight to DCA to arrive at 2200
1315	ANE – cranberry helio's can fly IFR and ANE says good radar coverage in that area
1316	Dan approved cranberry flights
1321	Question re N300GC from HQ – still working it here
1323	HQ gave approval for N300GC, make sure he has IFR discreet code
1323	ANE – re cranberry helio's – would it be possible for acft to go VFR or else they shut down a few airports? Yes, but see if flights can stay IFR until doing actual ops at boggs
1326	Asked Command Center – what is normal ops number for a regular Saturday? 41,082
	Asked for approved airport for G4 landing near NY – AEA gave Morristown, Islip, Westchester
1328	New list of airports just went out at 1pm
1330	ANM – N300GC, the pilot is filing with Williams Lake in Canada, and they aren't taking the flight plan. HQ= offer our number and contact Tom Davidson
1331	Update on Saudi's to BGR, ME (N368CE/TRLTZ) – it is being worked with mayor and deputy commissioner. Please provide updates
1333	ANM – Can expect call from Canadian flight service reference N300GC release
1336	Re VFR target off of OAL near Nellis AFB– forcing plane down at VGT – he was going to Lake Havasu
1338	Could Security ask if GA IFR, under Part 91, okay to leave country? Not approved
1340	ZMP refusing to take Lufthansa818 handoff – AGL checking
1341	ANM – Acft to N1MB vfr to Whitefish-he was advised to land immediately at nearest airport. He refused, and went NORDO. They have people waiting him at destination
1343	Part 135 can come in from out of country, if they go IFR; Part 91, negative
1344	NAVCAN wants to talk to HQ reference airspace issues from this am (delegated airspace)
1346	Mexico City acft with 4 male Syrians on board, 1 female with US passport, on board waiting to go anywhere in US: US passenger, wanted by US, was arrested. 4 males were arrested too. Passports appeared to be tampered with.
1353	ANM – Latest notam re Part 133 exceptions over congested area, notam does not specify discreet code required? Discreet code absolutely needed.
1355	AGL validated that Midway still air carriers only
1401	N623MS 20 south of Austin westbound, went to a 7500 code, was asked about it, and pilot said “negative on the code”
1403	ANM – Is it true no directs? Not true. AWP said not what they said. Acft were only filing departure and destinations, and ZLA needs routings. Okay!

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Time (EDT)	CHRONOLOGY
1404	Part 91 notam not out yet. VFR in Hawaii not okay, but Command Center saying otherwise. Trying to find source of misinformation
1408	AWP – spoke to Honolulu ATM, and confirmed that they are saying no Part 91's allowed. They checked the strips from this am, and none have flown.
1410	Security reference flights from Canada to Cuba, and back, and if they comply with Part 129 EA's, security has no problems with overflying US
1412	CMC – any update on American Airlines' losing security clearance. AEA – update coming
1415	AEA – Security said issue was raised to Security at HQ and American HQ
1417	AEA – NBC in NY, and CNN reporting that FAA lifting restrictions on VFR – they are wrong. AEA continues to reiterate negative on VFR's. HQ will go to Public Affairs
1418	ANM – Civil US registry in Vancouver, any chance Part91 to go - Negative
1420	ANM – Re –500 telcon, talk to open US registries that were caught in Canada-part 91? Negative. This flight went into Alaska, then into Canada, and Canada forced them down in Vancouver. No release.NI125G, Astrojet, wants to go to Payne field, but now needs to go to Seattle or Portland due to customs. ANM-500 verifying that jet belongs to large corp in ANM
1424	Part 91 notam not out yet
1432	If certified security-wise, can acct part 129, Cuba to canada, Canada to Cuba, can they fly - Yes
1432	Question for AEA – are we (AT) stopping AAL at Dulles. Are our AT people handling AAL normally?
1434	Command Center just received fax from Canada stating that Canadian flights can go back to normal.
1435	AEA – confirmed that they are handling AAL normally.
1437	ANM – SEATAC just had a 1200 VFR code between SEA and TAC and have advised the military
1438	At Dulles, they told American flights who called to find out what's happening, to call company. HQ=we need to know if AT is ground stopping non-cert airlines? Will check.
1440	Asked Kies to call Nancy K. re faxed letter from Canada
1446	Fire 35e of Santa Barbara. Want to send up firefighter flights. Flights will be on transponders.
1448	New certified airport list just out and on fax
1449	Security-hit-NWA1836, connects thru Detroit to Debois
1450	Part 129, out of Boeing or Payne with dest. outside of US? Will advise.
1451	Advised Bruce in ANM, that NI125G was pre-coordinated with Command Center and is approved.
1452	American re-certified at Dulles and BWI.
1452	VFR target ne-bound near AVP.
1452	Advised AWP that fire-fighting tankers are okay.
1454	Ref their part 129, they can go if from secured airport only.
1455	Validated that Part 135 can go from mainland to Hawaii
1456	Security – released at Dulles

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Time (EDT)	CHRONOLOGY
1458	Security approved ferry flight out of Boeing.
1507	ANM – Part 129 flight to Singapore is now not going until Monday.
1508	AEA - At 1605, AAL was stopped by controllers. They told them they needed to check with their company first; nobody called back.
1509	LN272BC wants to depart DCA at 2030 local
1510	Alaska airlines is now saying that FAA has ban on live cargo (pets) – security checking
1512	Security re live cargo –see SD-108-01-03D (security directive)
1513	Agiana 284A aircraft from Anchorage to LA – approve arrival AEA w
1516	HQ asked AEA if LN flight can get out thru prescribed window? Will check.
1517	Command Center asked NBAA how many flights – about 50 waiting to go.
1518	AEA – LN flight can go in that window of time. HQ advised that LN needs to go thru that window, must go thru signature aviation.
1521	ZMP VFR acft at Memphis.
1522	Whereabouts needed on American Eagle 6663 – AWP checking, Command Center has nothing. FBI looking for him.
1524	LN272BC is relocating Red Cross people back to Kansas
1526	AEA sending DCA ops procedures to Command Center
1526	SSV891 wants to go from Trinidad to Toronto –
1527	AWP advises that American Eagle has not had any LA departures all day.
1529	Command Center – system not allowing flight plans to be filed.
1533	Security and Canada ref overflights. Agreement reached, letter being faxed. Canadian overflights re return from Central America. Air carriers need to be compliant with 3 conditions specified on letter.
1535	Security looking for TWA42 inbound to STL – Command Center looking.
1536	TWA42 not being tracked by CC. He is in system though.
1537	TWA42 appears to be on final at STL – ACE checking.
1538	TWA42 landed and proceeding to terminal.
1539	Command Center – ATA now says system accepting flight plans, but employees are saying that they cannot accept flight information.
1541	ACE – from security – Tell them to put TWA 42 anywhere with the exception of the gate. They think 2 individuals got off of an American Eagle flight earlier today and got on TWA flight. They left behind suspicious bags with fake id's.
1543	ACE advised that TWA42 already at gate. They are not putting the jetway to the flight.
1544	GA with intermittent transponder, near White Plains. Should we force him to land – yes.
1545	Security told ACE to remove plane from gate and put in remote location, per the FBI.
1546	FOX TV still saying VFR can go.
1547	ATA getting calls that approved ops at 2100 that flights are approved to go out of DCA, per Jeff Griffith. Concern is that there is no NOTAM/GENOT out on it yet. HQ advised that there is info out with windows for departures. Command Center advised they have that info. Concern that AT system has not been advised that airport will be opened shortly.
1551	AWP – American Eagle flight is wrong call sign. Security just advised the bag's contents

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Time (EDT)	CHRONOLOGY
	were checked and it is not a device – TWA42 can go back to the gate.
1555	FOX News still reporting VFR can go – the info may be that VFR must be under control, and it's confusing.
1555	AGL – reference AAL77: ZID traffic 12 acft in sector, 2 outside sector being worked, 4 in hand-off status, 6 were either pointouts, in, or adjacent to sector, and were being tracked. Info passed to AAT-20
1539	Any final determination on Part 91? Not yet. Advised that a Congressperson will have a request for a waiver.
1601	Verified still no part 91's in Hawaii.
1603	AEA – first acft out of DCA, procedures working well.
1604	TWA42 issue has been closed out.
1605	Raytheon issue still open. Does someone have number to call Raytheon? Nancy will check her notes.
1611	LRC610 – Venezuela to San Juan?
1614	AEA for Bill P. DCA has 5 to depart in the next 15 minutes.
1627	Part 129 with intermittent stops – are they authorized? They are departing secure airport to secure airport eventually. Answer: they can do a non-passenger exchanging stop.
1630	VFR code by Peach Springs.
1634	Advisory 032 per AEA is confusing. Command Center working it.
1641	Peach Springs VFR just popped up on frequency N201ZL, a Mooney, going to Corona; they advised him to land. He's landing at Kingman airport.
1644	Bird-ingested aircraft landed safely.
1645	VFR aircraft – you need to have someone meet him to determine if safe. Wilco.
1647	(b)(2)High NOTAM office.
1648	They are having law-enforcement meet Mooney pilot.
1650	Part 91 Alaska to CONUS – GENOT? Going out shortly. Don't approve it yet.
1654	ANE – Fax requested by Mr. Peacock is on its' way.
1658	Active count for Public Affairs – 4371.
1659	Are we still coordinating TFR's thru HQ or to the Command Center? No, only if something unusual say for national security, i.e. ground to 60,000. TFR's are not for memorial services.
1707	ACE – Validate Canadian civils wants to leave country – okay? Anything that we deny coming here, they deny going there, so No.
1709	AAT-20 needs partial transcripts from ZOB. Wilco.
1712	AWP discussed TFR with Command Center expert.
1714	AGL: ZOB draft sent yesterday – AAT-20 needs to verify times on tape. AGL checking.
1715	AEA – needs to talk with Bill P. Wilco.
1718	NWA725 – B727 at Boston – bomb-threat. No passengers on board, being brought to remote location at airport.
1725	Update on Palm Springs VFR – person is in custody. See entry 441
1726	ANE advised report of bomb threat at BOS ARPRT
1728	ANM reports A1 TFR will interfere with ISL approaches at Paine Field. WX expects to be

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Time (EDT)	CHRONOLOGY
	IFR tomorrow. ANM will contact Reggie Mathews
1735	ANM reports kidnap child at Idaho Falls, Idaho and requesting an ultra light to over fly area. HDQS approved due to law enforcement activity
1744	AWP Question – Can foreign carriers Part 129 leave the US? Answer – yes.
1750	AEA Question - FDC NOTAM HGR ILS RWY 27 is there a NOTAM. ATCSCC advised there is a Station NOTAM and DCA AFSS should issue.
1750	ANE update on BOS Bomb threat- all clear see entry 1726
1751	AWP reports evacuation in progress at Terminal 2 at LAX ARPRT
1754	N2 on ground at DCA
1756	ATCSCC advised President or Administrator must authorize TFR for SFO memorial service. See entry 1659
1758	AGL reports release of N368CE is still be worked
1803	ACE advised that they have a NOTAM issued by NAV Canada stating GA IFR A/C are cleared from Washington State and Alaska. Contradicts US NOTAM. ATCSCC checking.
1804	ATCSCC reports latest count of A/C in the system is 4,211 operations.
1808	DAL2477, N of Sea Isle B737 diverting to PHL , due to suspicious package on board
1810	AWP reports airport police are responding to SFO bomb threat at International Terminal A
1819	AWP update on SFO bomb threat – all clear. See entry 1810
1820	AGL reports tracking a target in to Champagne ARPRT. Police have been notified
1822	ATCSCC reports MGRS from Signature FBO say there is an open window from 7pm local out of ORD and MDW for Part 91 and Part 135.
1822	ATCSCC all parts of the NOTAM regarding GA Part 91 have been issued.
1825	AEA reports helicopter operating with the police dept and FEMA-AEA turning them down.
1840	AGL advises that MDW will release GA departures IFR between 7-9pm, 40-60 aircraft . GA IFR arrivals not until Monday.
1843	HDQs to AEA - how many does DCA have left to go?
1844	HDQs to AEA – what time did LN272BC depart? Answer – Departed at 1752
1849	AGL reports N853Y destination was Somerset, IFR, departed 86IS and changed destination enroute to JST. Departed JST at 0226Z and returned to 68IS, filed flight plan with Altoona AFSS. Concern due to the TFR in place at Somerset.
1850	ATCSCC advises MDW and ORD extended window from 7 –10pm see entry 1840
1854	AAT-1 reported DCA window has been extended to 8pm.
1856	AEA reported 1 more proposed to dept DCA. Total 23 GA remaining. Total operations as of 7pm 9 A/C , 13 A/T, 23 GA departed
1858	HDQs requesting status of TRLTZ SAT-LAS-BQR-Saudi.
1900	HOU received phone call regarding TRLTZ and the caller was requesting that A/C to depart. Advises someone is refusing authorization to depart SAT. HOU advises there is no flight plan.
1906	AGL reports N368CE MDW-LAS-Saudi the city advised the SEC of DOT has to make the request to mayor of Chicago to permit A/C to depart the airport.
1910	ANM reports security breach at SEA and have closed the C Concourse.
1924	HDQs to ATCSCC – 7pm hourly count is 3,806

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Time (EDT)	CHRONOLOGY
1929	AEA Question – are MBJ, SDQ, LRM on the list?
1946	ASO reported San Juan advises received a hand off on West India 424,B737 from Port of Spain landing JFK. ATCSCC advised cleared to enter US airspace.
1948	ASO reported bomb threat at DAY on DAL 944 pushing back from the gate.
1955	Latest Notam that has everything on it is NOTAM 0008
1956	ASO to ATCSCC: Iberian 6521 departing MDSW, Dom Republic. ATCSCC advised the airports are on the approved list.
2000	ATCSCC reports hourly count for 8m is 3,428
2006	HDQs to ATCSCC - Rectification of AAL at DCA, IAD and BWI was a correct action and recertified.
2007	HDQs to AEA – validate fixed wing A/C over Adam Morgan area in D.C. AEA reports A/C is cleared in that area.
2011	ASO Question - Are they allowed to have A/C survey the pipelines. – Answer - IFR or other than Part 91 operations.
2015	ASO advises Pipeline survey aircraft unable to fly IFR because they will be below tree top. See entry 2011. HDQs will look into this issue.
2019	AEA reports DCA total count 21 GA, 14 AT, 10 A/C. HDQs advises IAD is good to go.
	ASO update on DAY bomb threat - DAL 944 towed off the gate and waiting for police. See entry 1938.
2045	AEA reports the 4 A/C at IAD are ready to do but airport security will not release them. HDQs is looking into the issue.
2049	ANE reported N24136 over BGR diverted to Manchester. Local police will meet the A/C
2051	ASO Question – can forestry service a/c operate under smoke chase routes can not file IFR. If he is operating under N callsign he needs to go IFR and discreet beacon code.
2054	DAL 196 on ground at Honolulu.
2100	Bill Buck relieves Sabra
2101	ASO update on bomb threat on DAL 944 at DAY - all clear
2103	ATCSCC reports GA A/C flying over FBI office in D.C. AEA confirms A/C is an FBI A/C.
2106	AEA reports they advised N1568X to consider an alternate airport. See entry 2100
2112	HDQs to AEA – MBJ and SDQ are cleared for operations for North American Airlines. See entry 1929
2115	ATCSCC reports 90% operations based on SEPT 8 th vs 15 th for 2000Z. (#s may be inflated due to the increase traffic in law enforcement activity): for the hours of 2100z - 90%, 2200z - 87%, 2300z -84%
2120	ACE Question – Can Omni 211 depart Des Moines to Switzerland? .
2122	ATA-2 advises a NOTAM will be issued shortly stating Part 91 are authorize to fly IFR to Japan, Mexican, Bahamas, and United Kingdom.
2124	AEA advises all security issues have been resolved at IAD ARPRT. 4 out of the 5 are ready to go. See entry 2045
2127	ACE advises Omni 211 is an American Flag Carrier and can depart. HDQs agrees. See entry 2120.
2133	AWP Security advises Taiwan to SEA to EWR. Aircraft does not pick up any passengers at

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Time (EDT)	CHRONOLOGY
	SEA. Aircraft told to stop at SEA and not allowed to continue to EWR. HDQs agrees that action was correct
2143	ASW requests clarification regarding part 91. They have a Mexican registry PART 91 depart HOU to Mexico City. HDQs advises operation is not approved.
2145	ASW advises Mexican registry aircraft is not Part 91 but Part 131. HDQs advises the aircraft can go. See entry 2143.
2147	AEA reports they have a Canadian registry aircraft left MDW enroute to BUF, CFVCP. AGL is checking their flush list for that airport.
2148	AGL reports CFVCP was on the flush list for MDW. See entry 2147
2150	AAL requests clarification – They have a Lear jet requesting to departed Fairbanks to SE Alaska but will have to over fly a portion of Canada. HDQs advises no.
2151	AGL reported that Rochester police advised a vehicle has been broken into and a pilot's license in the name of Robert Perry was stolen and keys to the hangar which have 2 aircraft located inside - N79024 and N8807Y. AGL security has been notified.
2201	ATS-1 advised NOTAM to allow IFR GA to 5 countries has been approved. Effective time of NOTAM is 0100.
2204	ASO to ATCSCC: reports 3 helicopters over flying a Nuclear Power Plant near Columbia SC with personnel rappelling from the aircraft. Scrambled 2 fighters and state police have been notified.
2208	ATCSCC to HDQs: Cessna arriving Manchester, NH 1055 tomorrow- father is trying to get his mentally retarded son back home. Father is not instrument rated and wants an extension so he can pick up his son. HDQs advised can not approved.
2211	ATCSCC to HDQs – NBAA advises that PART 91 can start departing from EWR tomorrow. HDQs says just speculation.
2215	AEA reports N1211JJ first off at IAD. AEA expects another 30 minutes till all are departed.
2216	ATCSCC to ASO; US9280, B737, primary target only, 40 miles south of CHO inbound.
2218	AEA question - is CFVCP special provision to depart BUF to Ottawa? – HDQS advised no.
2230	Security requested information regarding low flying aircraft over nuclear power plant in ASO. See entry
2234	AGL – update on Rochester incident with the stolen ID and keys- police will move the aircraft to a secure site. See entry 2151
2238	ASO reports F16s have swept the river near the Nuclear power plant in ASO and had no sighting of the helicopters. SWAT time enroute. See entry 2151
2249	CMC requesting information on N368CE and TRLTZ. HDQs advised those aircraft have not been released. AGL advised N368CE is being held UFN. ASW advised TRLTZ
2314	ASO reports 3-4 helicopters flying in the vicinity of Aconey nuclear power plant located 25 north of Anderson S.C. Power plant security has been notified.
2315	AGL to ATCSCC: ORD and MDW the window has closed for PART 91 and PART 135 no longer allowed until UFN.
2319	ASO reports 1 helicopter over the Aconey power plant at this time. See entry 2314
2329	CMC advises they contacted POPE AFB, which called every military base in the vicinity to identify the helicopters in Andersen, SC. All aircraft are accounted for. NORAD has been notified. See entry 2314
2334	AEA advises N165CF received IFR clearance from MMU to Brussels at 10pm. Departed

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Time (EDT)	CHRONOLOGY
	MMU after it was closed IFR. TRACON will turn A/C around.
2338	ASO reports state police helicopter at Rockhill power plant and another helicopter enroute to the Andersen power plant. See entry 2314
2339	AEA clarified N165CF is suppose to be TN165CF. HDQs cleared A/C to depart.
2342	Security requests information on a possible hijack between LAX and Austin, Texas. No knowledge of type aircraft or carrier. ASW advised there is an AA1716 LAX to AUS.
2344	Security confirms possible hijack on AA1716.
2345	ASW reports AA1716, MD80 over TUS, 108minutes from AUS and being worked by ZBQ. ASW advised the aircraft cycled through 7600 code. NORAD has been notified.
2348	ZBQ confirmed AA1716 squawking 7310.
2351	ASW requested aircraft to verify squawking 7500-pilot responded negative.
2359	Facility asked AA1716 if he was encountering any difficulties, his reply, No, ETA AUS 0523UTC
16 Sep 01	
0020	Security advised that ADC is monitoring but not actively pursuing
0025	ADC Scrambling on helos at Savannah River Nuclear power plant.
0135	NBK advises per signed letter security EVIA flights are released
0158	TYS – Army wants to place an unarmed observer on the catwalk of the tower, Bill Buck aprvd as long as observer is unarmed.
0200	NOTAM 1/0020 Effective 0600 UTC
0245	Marines are requesting to run a practice ops on Guam , this will require shutting down the arpt. We did give not authorization, suggested military run this up thru their command.
0300	FBI Showed up at EWR requesting copies of tapes. We did not provide tapes, suggested they check back during the day shift. Will brief day shift to brief AAT20
0655	AEA advises that a number of aircraft will be operating over “ground zero” doing air sampling and imaging. They are reviewing each one with FEMA.
0720	AEA requesting approval for the Part 91 flush timeframes for TEB which they recommend 4-8PM. They report the military only wants to do one airport at a time. There are 5 individual plans:TEB, JFK, LGA, FRG, EWR
0730	AEA is going develop and additional plan for LDJ (Linden) for a part 91 flush.
0732	AEA reported that 2 CAP flights were circling over reservoirs in upstate New York; they are being told to return
0755	ANE reports that ant BOS an American West flight is returning to gate because of an unruly aircraft
0758	AEA requesting to include IAD in the part 91 VFR flush. AEA propose 10am – 4pm for DCA and noon – 4 PM for IAD
0801	America west situation at Boston resolved
0802	AEA advises the following aircraft left at DCA: GA 46, AC 33 and at IAD GA 11
0805	AEA advises bridge number for Washington flush is (b)(2)Hi(b)(2)High
0806	AEA advises BWI tracking an aircraft at a high rate of speed moving toward Camp David, ground speed of 370 primary only operating in the vicinity. Transponder came on code 2422 altitude 240, later identified as ERGOT 14, a “tanker”.

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Time (EDT)	CHRONOLOGY
0820	AEA requests to include EWR in the TEB flush, there are 6 GA at EWR
0830	ASW requesting whether Taylor Energy can operate helicopters in the gulf similar to the 7 approved.
0838	Re: blanket overflight approved for EI Al, JAL, ANA, JAZ . In addition UK (England, Wales, N. Ireland) and Canada part 129
0900	VFR flush approvals from military for TEB/EWR and IAD/DCA as requested by AEA. FAA has not yet approved the EWR/TEB, still being worked and expect a couple hours.
0902	Part 135's are permitted VFR if on a discrete beacon code - the current NOTAM needs to be changed.
0903	ATCSCC requesting guidance if Part 121 can go to a non-secure airport. Guidance is needed on domestic non-secure airports.
0907	TEB aircraft to depart are 54 and EWR is 10.
0947	AGL advised powered ultra-light near New Lenox, IL and 1200 code near JOT. ZAU is working the issue.
0951	System currently 60% of normal ops.
1054	Part 135 and Part 91 operations contained in the FDC Notams are only authorized for US and Canadian registered aircraft
1106	Macon, GA Airport closed due to security reasons.
1129	KAC117 UKBK-JFK over Norwegian airspace at 1030 eastern. No approval found in the system. Hq. Security checking.
1138	N1CH Part133 OK to operate – logging Op in ANM
1139	ANE reports DUATS not carrying TFR's or FDC NOTAMS.
1139	KAC117 OKBK-JFK authorized per Command Post security.
1142	Charlotte , security OK – BK approved
1145	Macon, GA – airport closed – NOTAM issued
1150	AAL reports DUATS contains TFRs and FDC NOTAMS
1155	Report from ATCSCC that 800-WXBRIEF provides only recorded music. Couldn't get through for briefings reported from several pilots. Attempt to access 800-WXBRIEF successful and standard info available – but no notation of current circumstances.
1204	FEMA req status of part121 operations from JFK, LGA and EWR. Operations confirmed authorized.
1209	Followup reports on Allegro189 indicate no reported departures from UK. Gander also has no information. Security is aware, as is NORAD.
1212	TRLTZ reports to be operating as part 125 requesting to depart SAT.
1220	ACE reports that DUATS is accepting VFR flight plans.
1230	TRLTZ requested for part 125 operating certificate or Canadian registry
1240	Security reports SAS945 Stockholm-ORD has not been cleared
1245	DTC DUAT, Bill Young, advised that they will post banner on DTC site stating VFR flight plans are prohibited.
1248	ELITE865, Part 121, can overfly US airspace – Canadian military
1251	ATCSCC reports traffic by the end of the day: Air Carrier 23,300 Air Taxi 14,700 GA 5500

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Time (EDT)	CHRONOLOGY
	Military 2200
1251	SAS945 cleared to enter US airspace.
1300	DYNCORP DUAT, Trent, advised that FDC NOTAM 1/0020 will be posted as banner on DYNCORP site.
1325	All Part 137 operations are prohibited, per AOA-1. NOTAM needs to be issued.
1357	LOT5 Gdansk-ORD is approved.
1405	HQ advised GENOT re visitors to FAA facilities will be issued soon.
1408	Alitalia, Cancun to Milan, request to overfly US can be approved only for emergency.
1418	Richard, Brussels, requests a review of overflight situation.
1424	Reggie Matthews provided FDC 1/0020 to Brussels
1425	ATCSCC will handle special requests at (b)(2)H. (b)(2)High. AT facilities can call ATCSCC direct.
1429	TEB/JFK/FRG/LGA Departure Plan approved. 9/16 TEB and EWR 1600-2000L. 9/17 TEB 0900-1200L; FRG 1200-1600L; LGA 1600-1700L; EWR 1700-1800L. 9/18 TEB 0900-1200L; FRG 1200-1400L; LGA 1400-1500L; EWR 1500-1600L; TEB 1600-1800L.
1431	DAL1609 Enroute to IAD diverted MCI due to electrical fire.
1445	Brussels leaving office for the day. Available via cell phone.
1456	ANM: The 137 NOTAM – HQ working this – to correct the 1 st NOTAM. 137 operations are prohibited - NOTAM: 0027, 0030 and 0031 are the current corrected NOTAM.
1501	No more NOTAMs to go out, per Jeff, per Monte.
1504	Part 91 Windsor-PTK approved.
1524	ATCSCC denied permission for oil pipeline work.
1525	AWP advised PLZ130 LGB-ATL departed FBO without screening people or luggage. Acft is charter operating as air carrier. HQ will advise security.
1529	ANM advised that some AFSS's are reporting that FSDO is telling firefighters that they do not need transponders. HQ response is that firefighters should have transponders but FAA should try to accommodate firefighting activity.
1538	Part 91 from Bermuda is not approved.
1545	F-14 near Navy Oceania had emergency and inadvertently squawked hijack. Acft is now on emergency code.
1552	ANM advised Eugene, OR police investigating theft of a pilot's license.
1559	ANE advised BDL apch reported VFR code at 600 ft. north of BDL – no ID/no contact.
1602	AWP advised TWA ONT-STL pilot has emotional tone in voice. ZAB monitoring acft.
1614	Visitor GENOT signed by ADA-1 will be faxed to regions, ATCSCC, CMC.
1615	ZHU questioned Lifeguard Mexican flight request to HOU ZHU will contact Security for special approval.
1619	Security question British Registry Part-91 within U.S. Advised only Canada/US Part 91
1621	Security approved Lifeguard flight from Mexico to Houston
1624	Headquarters advised no pattern work requested in ASW for flight training
1630	New York City air sampling flight was denied.
1647	CLE said the police said they received a 911 call that said a plane was enroute from MIA to

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Time (EDT)	CHRONOLOGY
	CLE and watch out. ATCSCC doesn't show any flights from MIA to CLE at this time.
1649	AEA: UA 957 to be held at the gate – per security – going from JFK to SEA.
1650	ATCSCC: TEB will be open for GA on Monday and Tuesday
1651	FAA does not control gate at IAD. UAL controls gate. FBI is requesting the UA be held
	ASW 563 is almost at RDU. NORAD aware. Departed ORL, B37, Cleared to FL220, climbed to FL410. Middle Eastern dialect heard on frequency. Security will meet flight. 2054 on the ground.
1652	AEA: UA 957 is actually UA 25 JFK to SEA. Security is asking UA ops hold the aircraft at the gate. UA is holding UA 25 at the gate. United ops wants to know why aircraft is being held at the gate. There is potential for a Saudi pilot on board. FBI agent on the way.
1703	Part 135 ops: both VFR and IFR are auth.
1707	AA 1304 1656L arrive 1031 MIA-CLE is the only proposed flight in this city pair. AGL will keep all advised.
1709	AEA: the first part 91 (GA) EWR is airborne.
1710	AAL: Part 135 VFR must have a discrete code. AAL is the only region that can go without a transponder.
1712	ANE: reviewing draft of GENOT and want intent of item #3 – official reason for having visitors into facilities: At AFSS there are pilots that are walk in pilots. Work at the local level with regional security.
1723	Security sending fax on special interest flights to ATCSCC and HQ.
1725	AEA: UA 25 – FBI is enroute to the gate.
1727	ATCSCC: DOD wants to talk to Reggie about TFRs. Calling HQ
1729	All cargo flights are approved.
1730	Can we re-write the current NOTAM? Negative.
1730	AEA: 64 aircraft departed DCA today. Currently out on the ground are 7AC; 10GA; 1commuter.
1731	FBI is at gate with UA25.
1733	ASO: Info coming off of DUATs is aircraft can fly VFR. Region is going to pull up the site and see exactly what is says.
1739	ASO: SW567: Airport Authority Police checked the airplane again and everything checks out OK.
1740	ACE: AFSS arena: when will VFRs be allowed to go? No decision yet.
1746	Security requests HQ contact HAI re one of its operators. Will refer to Public Affairs.
1748	Security asks ATCSCC if database exists for air carrier ops out of DCA
1749	Security: Advised AEA that UA 25 is released.
1752	AEA: American 199 JFK to LAX is being held by Port Authority on unspecified reasons.
1754	ATCSCC: NORAD requests that Burlington VT stay open.
1756	HQ requests the status of Teterboro.
1758	AEA: First aircraft off Teterboro.
1810	ANE: Manager at Bridgeport AFSS restricted face to face
1812	ACE: Allowing face to face briefings.

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Time (EDT)	CHRONOLOGY
1811	Admiral Blair requesting TFR for Pearl Harbor and Hickman. Doesn't like Rwy 8 arrivals.
1812	ATCSCC: Part 137 allowed to operate with discrete beacon code.
1813	AWP FSDO shutting down Part 137. OK under Part 91.
1814	AEA: Did not put in requirement in GENOT for full escort.
1815	AWP: Flight Standards will brief the personnel.
1817	Security: Manager of Boston airport concerned on destination of aircraft 727AK. Made intermediate stop in Gander.
1820	ATCSCC: 727AK not on situation display. Must be on the ground already.
1821	ATCSCC: Mike from AWP FSDO telling tankers not to fly. FSDO Kemper Hall in ANM advising the same. Also in AAL, no name available.
1821	Request from Secretary's office on tour flights in Hawaii. HQ will get someone to call. Only IFRs allowed in Hawaii.
1824	ATCSCC: AEA still holding UA199. AEA Checking on why.
1825	ANM: FSDO division advising tankers are authorized but must have a transponder. ANM has been advising that transponder is requested but not required.
1828	ATCSCC: Is there any info from Tech center on flight to DCA regarding an Air Marshal. Security will check.
1829	ZHU: Are weather balloons still authorized. ATCSCC: no change.
1834	ASW: GENOT on visitors. Must have valid FAA ID media. HQ: Each facility and security must work out details.
1835	ACE: Notified by security that walk up pilots were authorized as long as escorted.
1837	ANM: Authorizes walk ups with bonafied ID.
1837	AEA: Canadian overflights. HQ: Canadian overflights not a problem.
1841	HQ: Principles only telcon 1900 Eastern.
1842	ASO: Spirit 632 flight returning to gate. MD80 - TPA to DET. Unruly passengers.
1855	Security: 727AK 112 minutes out of Boston. Boston manager wanted aircraft held at Gander. Manager uneasy since aircraft not due until after midnight.
1900	AWP: Tower to tower en route flight plans. Not on short form for pilot/passenger's name and SSN. What is the requirement?
1903	HQ: does security know of or have issue with tower to tower flight plans? Security advises not their issue.
1904	HQ: did ATCSCC participate in short form flight plans. ATCSCC will check on NOTAMs.
1910	ATCSCC: ANM Canadians sent aircraft across border to fight fires without beacon codes.
1912	Security: Asked ATCSCC to look for AA1079 to DFW. ATCSCC advises aircraft on the ground at DFW.
1920	HQ: No beacon required while fighting fires.
1925	ATCSCC: Marshal Service. No knowledge of any Air Marshal going to DCA.
1926	ATCSCC: Looking into info on tower en route flight plans.
1932	ATCSCC: Can fire fighters from Canada come across the border. HQ: Yes but must have a transponder. No transponder approved for US firefighting aircraft.
1933	ATCSCC: Teterboro to be shut down in 25 minutes. Are rotors ready to go? AEA asking.

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Time (EDT)	CHRONOLOGY
1937	ATCSCC: On September 11th and 12 th put out advisories on requirement for flight plans.
1938	HQ: AWP normal filing activities now in place regarding tower en route issue.
1940	ATCSCC: ZID reporting ELTs in all quadrants. Bordering ARTCCs picking up same.
1951	AEA: EWR no more GA's. All GA's that wanted to get out, did so. TEB extended to 2030 due to security issues.
2008	ZHU: Mexican registry XAFVK off of EWR. HQ: approved NOTAM flight. Security: Only US and Canadian allowed. HQ: who approved clearance. ZHU: Aircraft abeam Houston now.
2015	ANM: Fire fighting tags dropping off, too low. No correlation. Any other alternative?
2016	ATCSCC did not authorize XAFVK off EWR.
2017	AEA: EWR pulling info to see how aircraft got off about 1630.
2018	HQ: Does anyone have an interest in mexican aircraft departing US Airspace. Where to land if asked?
2020	ANM: Recommends Fire fighting squawk 1400 beacon code block. HQ advises go with it.
2021	AWP: Flight from HNL to Norita. NW21/B747/200. Returning to HNL. Baggage match problem.
2021	AEA: Mexican aircraft outbound to MMT.
2022	AWP: Request for TFR for Billy Graham activity in SFO withdrawn.
2023	HQ: Asked security if screening was done for GA's at EWR. No.
2028	AEA: Good stream of GA aircraft out of TEB. Can continue to run. No issue for NORAD.
2025	ASO: Can Helicopters in Florida do powerline checks due to tropical storm. HQ still checking.
2026	ASW: Mexican aircraft due over Brownsville at 2045.
2027	HQ. Told AEA still checking on TEB extension.
2028	Security: Have Mexican aircraft land and do appropriate customs. If pilot refuses, ask NORAD for assistance.
2029	Security: Advises ZHU Mexican aircraft to verify who is aboard and land at Houston Hobby. Aircraft is complying. ETA at Hobby 0057.
2031	ANE: Can traffic reporting helos operate. HQ advises to strongly discourage.
2037	HQ: TEB can continue to operate. Need definite end time. Report back to HQ.
2038	Security: No issue with 727AK inbound to BOS.
2041	AEA: TEB shutdown time 2100. Total of 43 departures. HQ: AEA to close with NEADS.
2044	AEA: XAFVK was coordinated with all appropriate parties. No one caught it.
2047	ASO: Asked ATCSCC if Georgia forestry could go out on fire detection.
2048	AAL: Requirements on transponders Alaska to Canada for Part 135? HQ: need beacon code.
2058	ATCSCC: Advised ASO Georgia Forestry flights OK with discrete beacon codes.
2100	ZHU: Can Mexican aircraft leave once cleared. Security: Yes
2102	Security: Will limit over flights to US and Canadian aircraft until new NOTAM comes out tomorrow.
2108	AEA: TEB shutdown.

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Time (EDT)	CHRONOLOGY
2111	HQ: Canadian fire fighters should make new request tomorrow if needed.
2117	ZDC: NA 271, B757. JFK to Puerto Rico. Declared emergency: Number one engine out. Number two on reduced power. Diverting to ORF. Being escorted down.
2123	HQ: to AEA. Cleared for VFR Part 135 with discrete beacon code.
2125	HQ to ANE. Issues on Part 133? Pair of Helos on Cranberry pickup or spraying? Aircraft did not file. Below coverage. ANE to advise ZBW to let aircraft know of beacon requirement.
2127	AEA: Heliport within 25 mile radius of NY. 6N5 id of heliport. East 34 th street. Needs to be included on list at ATCSCC.
2130	ACE: Wichita FSS requests Baron to do cloud seeding around Garden City Kansas. N818GW. BE55/I. HQ: seeding for who?
2131	Security: 34 street Helipad in NY. Helos cannot fly due to being within 25 NM of NY.
2139	AEA: NW 271 about 5 minutes out of ORF.
2143	AEA: Info only. Aircraft hit animal at Buffalo.
2144	HQ: Are pipeline helos IFR capable.
2145	AWP: NW 21 arrived HNL.
2148	HQ: HQ Security shutting down.
2152	AWP: CO6587 B757 30 NW of Bakersfield inbound to SFO. Nordo. No change in route, on correct beacon code.
2152	HQ: To ASO. Will modify NOTAM to allow IFR helo powerline/pipeline runs.
2154	ACE: Cloud seeding operation request for N818GW cancelled.
2154	NA 271 landed at ORF without incident at 2152.
2155	AWP reports now in contact with CO6587.
2225	ASW: XAFVK still at Hobby. INS, FBI, etc. responding. 2 passengers 6 bags. No one will claim. Aircraft being detained.
2242	AWP: Questioning NOTAM requiring Air Carriers to monitor quard frequency.
2315	ATCSCC: Changes to NOTAM? HQ: Role call to give all same info. Only Canadian overflights approved for now. Fire fighters without transponders OK. Pipeline/powerline ops OK with beacon at entry point and then at exit point. No new NOTAM number yet. AEA: ATC needs to make it work and comply with TFRs. FAX to RO's before ATCSCC sends out.
2331	CMC to ASW. FEMA on line. Needs ID of airport of choice to fly to. ASW: AUS.
2347	AEA called RIC airport police had call from local police stated they had a 911 call from an AAL711 flight attendant said: "AAL711 had been hijacked." However, we have no info on an AAL 711. Security notified.
2350	Security called , Great Lakes Aviation approved to fly out of Devils Lake, N.D., Jamestown, N.D., Huron, S.D. and Brookings, S.D. Monday, Sept. 17.
17 Sep 01	
0003	ATCSCC to HQ call from Forest Service questioning the Fire Fighters be exempted. ATCSCC will call them back to pass on info that they are exempt.
0014	All Regions Ok with the Draft NOTAM.
0017	CMC Logging off.

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Time (EDT)	CHRONOLOGY
0033	HQ called ATCSCC. NOTAM approved to send out. ATCSCC will send out.
0045	AWP stated that the ATM at Guam said the Military presence at Guam has stated that there is an Eminent Danger reference an event @ Asia and they are posting armed guards at the fac. The commander wouldn't tell the ATM the specifics AWP has requested that the military commander get on the telcon to let them know if he won't tell the ATM.
0105	HQ called AEA to get an update on the RIC issue. AEA had nothing to report. AEA will check into it.
0107	AEA will have a Lifeguard flight from BWI to Charlotte around 0235 they will coordinate with military regarding the flight path.
0150	AWP reported Lt. Col. Mark Simpson is the military person making the call ref. Posting armed guards at Guam. Lt. Col. Simpson enroute to facility to talk with ATM.
0209	AWP called The Lt. Col. Reported that the Capt. Was over zealous in what he stated to ATM there are guards there have been there ever since and they will remain there. ATM aware and issue is resolved.
0317	AWP to ANM. UAL128 B-757 from LAX to ORD reported smoke in the cock-pit landing at Cedar City, Ut.
0425	ASO called had a question on the NOTAM. They were looking at the international NOTAM. Question was answered, no further action.
0430	ANM informed ATCSCC about UAL128 and that UAL wanted to take another aircraft into CDC. HQ advised ANM to talk to Security so they are aware.
0432	AWP advised that ZOA observed a 7700 go to 7500 squawk 132 nm East of Shafter. Security advised. ASO had a question regarding Helicopters and their ability to fly. ANE stated that they had a note that No helicopters were to fly at all per Bill Peacock. Info was passed on to ASO. Need to check into this.
0436	AWP advised that AF put up a test on the scope testing the 7700 and 7500 codes and it was near a NW330 flight. Non-event.
0442	AT HQ advised Security that 7500 squawk was a AF test and not a real incident.
0446	AF HQ called said they had no knowledge of any AF test going on for a squawk test. AWP advised that the info came from the ZOA NOM.
0452	AF HQ advised that this was a maintenance certification test they will be discussing it more in the morning with their folks.
0500	Bill Buck briefing Dave Sprague. List of concerns over the pipeline passed written up and passed on to Day Shift.
0541	HQ to ATCSCC and AWP Security has approved a JAZ flight from SDJ to HNL.
0550	AEA – N62912, PA31, Navajo, going to do thermal imaging. Deb in ANE advised that this flight is approved and has been doing this work for 2 days – he is tied to FEMA. Coordination number (b)(6)
0558	AEA to ANE - CFAMC – out of BDL to JFK, do you have info on this flight? (code 2231)
0602	Security – Wants to know about Ferry flights: From DC Area today are allowed 1000-1600 local, NY: TEB 0900-1200, FRG 1200-1600, LGA 1600-1700, EWR 1700-1800
0605	ANE to AEA – the Canadian flight is an air taxi approved flight.
0610	AEA - FDC Notice 0034 canceling agriculture ops. NOTAM did cancel crop dusting ops. The only Part 137's allowed are the fire-fighters - will fax to AEA (b)(2)High
0613	Traffic helicopters IFR are approved. If flying under Part 91 or 135 would both be approved. Then ASO advised that earlier this was brought up on the telcon and that Bill Peacock made

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Time (EDT)	CHRONOLOGY
	the determination that they are not approved. Advised all that both fixed-wing and helio traffic airships are not approved.
0623	Command Center - CFAMC Part 135 is holding outside of JFK airspace – TFR problem? No, this was approved by N90.
0626	AEA re IAD ferry flights – not on list today, absence may be due to no flights remaining.
0628	HQ to Command Center – asked about wx around country. Some significant wx near AGL. Thunderstorms thru Kansas and Missouri. Widely scattered this pm over O’Hare and Oklahoma.
0630	ANE – Ref AFSS and walk-up briefings. Advised yesterday they were not permitted – still applicable? AGL – told yesterday that call on walk-up briefings would remain up to the regions. AEA concurred.
0640	ASO – Please verify Part 135 doing traffic watch. We confirmed this with Jeff G. this am.
0650	ZDC to AEA – Helio ABE to Petersberg N902CH VFR under Part 133. Notam 0034 says it’s approved.
0659	Reiteration of policy stated yesterday – Please advise all AFSS’s to change their greeting to include the following: Part 91 VFR flight is prohibited.
0700	Jeff Griffith re-confirmed that all traffic watch helio’s and fixed winged are prohibited.
0702	Traffic count currently airborne – tracking 2000 total, and 1,125 in the states.
0705	ASO – all AFSS’s okay with message, also towers also putting info out – Good.
0706	News helio’s, per AEA, are complaining.
0713	Told AEA - Please call re TEB ops – (b)(2)High op. Wilco.
0720	Command Center – Canadian IFR, Part 91, overflights, to anywhere, approved? Checking.
0729	AEA wants NTSB number – use (b)(2)High op and we will patch them into NTSB.
0734	Advised Command Center that Part 91 Canadian overflights for Canadian flagships, originating in Canada, are approved.
0740	Asked Command Center to fax us a current listing of airports.
0746	Command Center – List is provided by HQ. We know, but there is some confusion in security between HQ and Herndon. Asked for their current list – Wilco.
0751	ASO – Questions re local IFR’s on a photo mission. They are following rules under Part 91, and are flying over the city of Macon. Approved? Denied (remember that part of the reason we want to deny is public perception – also how can he fly IFR if doing grid-flying?).
0802	HQ to AEA – Any word on IAD re GA ferry flights? Not yet.
0809	ACE – Is Midway open for Part 121 only? Yes (per AGL).
0817	AEA to ZDC – Same ops re DCA and IAD on GA’s? Same ops.
0819	AEA – 1 GA out of IAD that wants to go at 7pm tonight – advised him it doesn’t look good.
0822	ASO – Several inquiries ref traffic helio’s? Still not allowed.
0829	ANE – Ultra lights under Part 103, approved? Negative.
0831	Command Center – Telcon reference AIA? Someone issued the wrong number on the AIA telcon, and all are showing up on the Command Center’s bridge. We will make a phone call.
0835	ANM – On fire-fighters, we had been assigning code 1455. HQ – it was our understanding that Canadian’s were assigning 1455, and we were assigning 1255. Is it okay to assign 1400’s since we are running out of discreet codes? Yes.

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0837	Problem resolved on AIA telcon. Command Center advised.
0839	Command Center to HOU – San Antonio received info re a TZ flight – checking.
0841	Re TRLTZ – Saudi flight off of SAT – ZHU said SAT tower received info from State Dep't. Nancy has update – for signature re Saudi family movements. We need more info. The info ASW has in not good enough for approval. Per AOA, they need to leave country thru other means.
0852	ASO – Confusion re VFR that gets scrambled on and told to land – do we need to keep records? Yes. Okay if only on daily logs? Yes, as long as they are annotated somewhere and accessible.
0858	Acft wants to check power supply lines going out over water 140 miles.
0910	ANE - Fishspotter can go discreetly, but military doesn't want him there? Deny it.
0911	AEA re power lines – does the military know about it? AEA will work it with Huntress.
0911	AEA still getting requests to depart from inside 25 mile restriction – they are just taking lists.
0916	AEA – Tracking aVFR code 2 west of RDG. Keep track on him in case he turns towards nuclear plant. Wilco.
0917	AAL terminal B at Logan, non-secure areas, have been evacuated. Told 2 acft to return to gate and disembark passengers.
0920	AEA - Spoke to acft – out of Dex's airport (9D4). Told him to return to departure point. AEA is calling 9D4 operator to advise reference VFR's.
0926	ASO – Unauth. VFR off of Clearwater – they have id'd the pilot and authorities will meet him upon landing.
0927	AGL-AF picking up tapes at Contract Towers– is it authorized? Checking with AAT-20.
0930	Command Center to ASO – FYI Jax approach doing manual handoffs due to problem with interface.
0931	ANE – Update ref AAL Terminal B – 10 flights were affected. No impact to arrivals, but they won't be able to de-plane. Issue is a knife that went thru 1 st pass of security, but not second pass.
0932	Advised AGL - AF to Contract towers to ascertain tapes, is approved.
0934	Is Ben right person to call ref N2, N3, N4 out of ACY, and a Coast Guard at 8:30 tonight? Yes call 4525.
0935	Need phone for AF General to call HQ re flush out at TEB - gave (b)(2)High
0940	ANE – Tracking a 1200 code at 5,500 ft. At PQI323036. No info.
0942	AEA – Flush at TEB hasn't started yet since contractor not there yet, not security.
0944	ANE – Part 91 to Bermuda not on list? Reiterated only those on list, per Steve Brown.
0950	Command Center – NOTAM 0034 is ambiguous ref US military to fly VFR? No intent to change that. They are authorized.
0954	Info – Unknown high wing acft with no transponder off of BDL, CT, heading southwest bound. Attempting contact.
0958	ANE – Just advised that AOPA website claims VFR's are permitted. Will check.
1002	AEA from ANE – re the VFR near BDL, no transponder. They are trying to track him. He's 20 South of BDL now. White single-engine Cessna.
1005	AEA is talking with Huntress to get someone up there at look at VFR.
1006	VFR is now at HFD275014. He's near MAD.

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Time (EDT)	CHRONOLOGY
1007	TN to drop supplies at Boise, now needs to go to home – transponder failed. Get on ground to get it fixed.
1008	ANE to AEA – Untracked near HFD258010, looks like he is turning eastbound.
1009	PQI update – he just entered Canada and is heading northeast bound. Canada tracking him.
1010	ACE – Clarification ref law enforcement – do they have to be in pursuit? Negative.
1011	BDL has Seneca acft that is going to take a look at unknown near Hartford, to get a tail number.
1012	Military ops (we think) heading SSE 12,500 up to 20,000. 25 SW of Melbourne, FL.
1013	Huntress looking for latest position on primary.
1014	Primary Acft now at HFD235005 and heading eastbound.
1015	AEA – please get Seneca out of there, per Huntress.
1016	ANE – Seneca is evacuating area, says the acft is an Aercoupe, no visible markings, with 2 people on board.
1017	ASO to Command Center – N550CR Bell Ranger with dignitaries, planning to do photo shoot run – pilot is saying Command Center approved it.
1020	ZDC – are we authorized to conduct non-radar ops? Non-radar, but IFR is okay.
1022	N550CR was not approved for photo flights.
1023	ANM – Ref Notice 0034 Part 3 – they have those that want to fly below controlled airspace. Is it allowed? Intent was airspace controlled by the U.S. Ground to infinity. Wording is confusing. As far as we are concerned, it's ALL airspace.
1025	ANM - TEB question? Is TEB accepting Part 91 arrivals? No, per the NY are TFR. Okay Part 135? No.
1026	No transponder is now at HFD072009 DME.
1027	AEA – you can discontinue the location reports of that no-transponder acft. Wilco.
1034	Are we set to go with N4 ACY to DCA around noon time today? At FAA security. FYI – we may be requesting a blanket approval on N4.
1035	Question re congested area (Dallas) – how long? Ban is still in place.
1036	Command Center got word thru security that N4 is approved.
1036	Update on no-transponder. He was east of HFD eastbound. Also, another VFR being tracked by ZBW.
1036	Boston Terminal B has reopened at Logan.
1038	ZSJ re security and a special interest flight San Juan to Santa Domingo and back again. UK registry. Wants Part 91 special emphasis. Not Part 135. We'll get security to call. (b)(6) (b)(6)
1040	ANE – Aercoupe is landing at Arlington airport, and is id'd as N2845H – airport is having state police meet him.
1045	VFR Acft at ZBW is now over IGN, N90 checking on it.
1052	Police has met VFR off of Melbourne. It was not a military flight.
1055	Brussels – on business jets with foreign registry – still no? Affirmative.
1056	Melbourne VFR had a malfunctioning transponder.
1057	Now traffic watch are calling as news media. Can they? Our question – how can he formulate an IFR clearance, if going point to point? It is legal to do that.

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Time (EDT)	CHRONOLOGY
1059	VFR 1200 code near Fayetteville.
1100	Command Center re sporting events and TFR's – ATA will be making announcement on this line in a few minutes.
1102	IAD to Belize flight was approved – now British embassy is saying that the flight is not approved and needs to return to IAD.
1105	Reggie from ATT re TFR and sports arenas – If you get request, honor the requests. Part 91-137 - 1 nm radius of arena and up to 3,000 feet. Cannot have blimp or news media are not permitted. If you receive request, let HQ know of requests. This is good only for this weekend. They have request for tonight's game, okay? Use your judgment.
1110	Re: news media part 91 point to point, can't stop it, but have discussion with your flight standards office if you find they are circling or going off clearance path, and no hovering, etc.
1112	Command Center BOS to ORD AAL528, 2 arabic-speaking passengers became unruly. May need help. 11 minutes out of ORD. One has locked himself in bathroom now. Command Center said they are going to scramble on him.
1113	Emergency at ANE NEAR PWL.
1115	Security asking about AAL528, squawking emergency – David advised him of situation.
1116	AAL528 is 9 minutes out. Airport security will be waiting.
1117	Per security – let him land at ORD. Have ORD bring him to remote area on tarmac.
1119	Command Center – NORAD did scramble – not sure if with aircraft yet.
1120	AEA - Done with GA flushes. Still not sure of tomorrow's request.
1121	One Air Carrier still to flush.
1122	AAL528 is 4 minutes out.
1124	ZDC – acct at Fayetteville landed at DPL – Sheriff is on way and pilot is with airport manager. N5185R, C172.
1125	AAL528 on ground, clearing runway. Nothing out of ordinary reported by tower.
1126	Requests for approval coming from security and they are not finding out about it. We need security to let AT know about flight, not just the pilot.
1127	Command Center – wants clarification re process of TFR's generally. Reggie will be advised.
1128	AAL 528 is at 14L run-up pad.
1130	Asked security if you are monitoring? They said not for awhile. We voiced concerns. We also have Frank Doscher going to sit physically at security telcon.
1133	ASO from Command Center – reference news media vs. traffic.
1134	Wall Street threat was received this am.
1136	Asked AEA if they expect a flush for tomorrow? Yes. Please let us know when you get times set. Wilco.
1138	ZDC – Has pilot at Fayetteville and they want to talk to security at HQ – gave them phone number for security.
1139	N169CP at ASO, ORL not letting him file – ASO will handle it.
1140	Activity count 5,342.
1144	CMC – When will cargo on carriers be allowed again? When will VFR flights be permitted? They can carry letters, we think, but nothing in stone yet. Parcels probably not included.

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Time (EDT)	CHRONOLOGY
	VFR status probably no near-term movement.
1152	ANM Question – are unmanned rockets still grounded? Answer – yes.
1154	CMC – received a report thru CG 911 call that they recvd a hijack call out of ORD. AGL was notified but they were unaware. CMC will contact CG for more information.
1156	AEA reported that IAD has window at 1000 – 1600 tomorrow.
1157	ANM Question – clarification on ATS maintenance alert regarding extraction of data and voice extraction - only for ARTCCs and FSS. HDQs checking
1200	AGL reports AAL528 suspicious passengers have been removed, remaining passengers remain on aboard. See entry 1128
1204	CMC update of alleged bomb threat – no bomb threat but there is allegedly a sick passenger in the bathroom that didn't want to come out. See entry 1154
1206	Update on AAL 528 - passengers in the process of being removed and taken to the terminal. A/C is still at the run-up block. See entry 1200
1207	ATCSCC advised change in NOTAM – new number (b) (b)(2)High Part 4 # 4. Change is requested by the military.
1208	AEA reports lost all HF communication in the Atlantic/Caribbean possible due to solar flare activity. 1 st aircraft due in area in 30 minutes.
1210	HDQs to ATCSCC- NOTAM request is authorized and change #s for a Special NOTAM. See entry 1207
1217	ANM Question – restriction on military A/C doing pattern work. HDQs checking- HDQs military person will contact ANM.
1225	ASO reports that Cactus 185, ATL-PHX stopped a/c on taxiway and police have taken 3 people into custody.
1227	AEA Question – Flight check into Martinsburg ARPRT wants to operate will stay out of prohibited area but will be in vicinity – HDQs advises A/C remain IFR and clear of restricted areas.
1228	AEA reported HF communications restored, solar flare activity lasted 15 minutes. See entry 1208
1228	AWP reports OAK ARTCC received phone call from Senators office about AG flights. HDQs advises that issue is being worked at the senior level in FAA.
1230	ATCSCC advises that the Military advises there issues we VR routes and trying to standardize procedures and that they have a lot of contractors that want to use military call-signs – pentagon is saying no.
1232	ANM reports they have a member of the federal protection service that needs to come to the east coast. The person usually travels armed and want to know how he accomplishes his travel. HDQs advises to contact security.
1234	ATCSCC reports changes in FDC NOTAM 055/056 See entry 1210
1239	Over 15 phone calls received by police in the Dickinson country (Bristol/Roanoke area) regarding a large 4 engine A/C flying erratically. HDQs checking with the regions.
1245	ASO Question – Sprint wants national security priority for temporary cellular mobile towers in the Pope AFB area. – is there a need for this? HDQs checking
1247	AOP 100 will follow-up with ATS Maintenance Alert. See entry 1157
1248	ASO Question - Long Beach reports a congressman and aid want to visit the facility. HDQs advises to see NOTAM addressing visitors.

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Time (EDT)	CHRONOLOGY
1248	Update on ASO cellular tower issue – HDQs advises that the contractor has to provide the name /office/phone number of the military entity that requires these towers and then we will follow up on the issue. See entry 1245
1256	ANM requests clarification on IFR multitude approaches. Answer – yes as long as they stay IFR.
1258	Brussels will be dropping off the line.
1301	Security advises Part 133 logging no transponder – Answer no.
1309	ATCSCC Question – controllers are asking who’s policing the foreign carriers when they are coming over. Answer – Foreign air carriers are cleared by security so controllers can take the hand off.
1314	ZDC reports VFR A/C from Rocky Mount to Greenville N.C. Military notified. HDQS notified security. Bob McLaughlin is security HDQs focal point and was told to contact ZDC on the issue.
1317	ANM to ATCSCC – not all facilities have capabilities for reproduction. Trying to get data to hub facilities.
1327	AEA reports that DCA and IAD are getting prepared to do PART 91 clearing out till approximately 4pm.
1328	ZDC advises that the pilot of suspected aircraft at Greenville, S.C is on the phone. HDQs advises to ask the pilot to stay where he is and once security calls have them call the pilot.
1333	HDQs to ASO: VR routes see Part 4 aircraft needs a discreet beacon code.
1333	AGL to HDQs; Air Trans 115, DC9, Flint ARPRT, 2 suspicious passengers on board both leaving packages under the seats. Bomb dogs brought on board.
1334	Did Roll call and HDQs repeated VR restrictions. See entry 1333
1337	AWP to HDQs: FBI returning to SCT to review the logs.
	ZDC to HDQs: trying to pass info regarding Greenville issue on to security. The pilot, Shiro Armstrong is located at (b)(6), home (b)(6)
1340	ZNY to HDQs: tracking 2 primary targets, 6 miles apart, 200 knots, and east of Elmira, NE bound.
1344	AAL to ATCSCC: operator on the line requesting to arrange for a waiver from Nome, Alaska to Russia. Advised to contact FAA Security
1348	ANM Question – can VFR forest fire fighting spotters go? Answer – if they are part of the fire fighting effort they can go.
1349	ASO reports NORDO, US 2732, departed 40 South of RDU, heading northbound, squawking 3643. HDQS advised military.
1352	ZDC establishes communication with US 2732. See entry 1349
1352	ASW advises that HOU ARTCC is about to run out of discreet beacon codes. Concerns over pipeline aircraft-they have to go through several different airspace sectors at low altitudes.
1357	ATCSCC to AEA: Question: Update on flush out for the various NYC airports –Answer: expect not to resume any more aircraft today. Will get an update at 4pm.
1359	AWP to HDQs – incident at Ontario, found unattended baggage in the terminal, closed portion of terminal and gates. Security has been notified and airport is still open.
1400	ANM to HDQs – what is the status of wearing badgers at contract towers? HDQs will check.

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Time (EDT)	CHRONOLOGY
1401	AWP update on Ontario incident. Baggage had a pager and it was going off. See entry 1359.
1403	ASW Question - any prohibitions on fireworks? Answer – no regulations in FAA on that area. HDQs will pass it on to the appropriate authority.
1407	ANM to HDQs - What is the security regulations for Contractor WX observers. HDQs will check.
1411	CMC to HDQs – Question - The CG wants no restrictions on departing and landing at DCA or reposition at ADW. Answer- HDQS will advise the military focal point to work the issue.
1415	AWP – 1200 code, ZOA airspace, NORAD advised and they referred the call to the situational telcon. NORAD doesn't seem to be responding. Getting contact point.
1415	GENOT defines visitor as anyone not in possession of a valid FAA ID. See entry 1400 and 1407.
1417	ATCSCC to HDQs - Military cells are calling the State Department a (b)(6) and no one is answering that number. HDQs will look into this.
1418	ATCSCC to HDQs- CG 101 indicated that AAT-1's office gave him approval to land DCA. HDQs is checking.
1420	ASO to HDQs – requesting clarification on Part 91 VFR flying low level routing – Answer- file IFR.
1428	HDQs to ATCSCC - Phone for State Department (b)(6) See entry 1417.
1435	AAL to HDQs - Requesting to relook at the Part 91 discreet code issue. The center's are afraid that the system is being over loaded with discreet codes. They want to know if they can just issue a block of codes. HDQs will work this issue.
1437	AWP to HDQs – LAX received phone call of a possible hijack of an aircraft from LAX to PHX, no call sign, FBI in the tower cab. Security has been advised.
1442	ASO to HDQs- What should they do with an IFR A/C with lost transponder Answer – land and get the transponder fixed.
1443	HDQs advises operate under the current Part 121 rules. There will be a change shortly but that change is not out as of yet.
1444	ATCSCC reports, VIR3, B747, diverted to Goosebay, destination JFK.
1449	AWP update on possible hijack. Callsign could possibly be American West 450 or SWA 1228. Seen entry 1437.
1459	Security to HDQs – based on security issues in LAX, HDQs Security is relocating back to the 10 th floor an opening up their command post.
1500	Ops Center advises the White House situation room is requesting details on possible hijack, VIR3. See entry 1444. HDQs contacted BOS ARTCC to get that information.
1505	AWP update on possible hijack. SWA 1228 is on the ground at PHX no issues, America West 450 is 5 minutes out from PHX. See entry 1449.
1511	ATA-2 advises that a person in Gaithersburg, MD observed an A/C with 3 military following behind it. AEA is checking.
1514	ASW to HDQs – LTU517 Cancun to Germany is in HOU airspace-is that cleared? ATCSCC is checking.
1518	AWP update on possible hijack - American 450 is on the ground.
1519	ATCSCC advises no clearance for LTU517. See entry 1514.
1521	ATCSCC to AEA - NBAA advises that during windows of opportunity at IAD/DCA that they can take passengers – AEA Answer no passengers and no baggage. AEA will confirm.

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Time (EDT)	CHRONOLOGY
1524	ZDC requested confirmation that we will terminate departures at IAD and DCA at 4pm. Answer – affirmative.
1526	AWP update on hijack – no hijack for America West 450. See entry 1518
1527	VIR3 landed safety at Goosebay 1909Z. See entry 1444.
1529	ASW to HDQs – report of bomb threat at contract tower, Stetson Field near SAT.
1537	ASW Question – can a Mexican Air ambulance operate from Mexico to US. HDQs will contact Security.
1539	Traffic count 5,620 – approximately 90% to 92% of normal operations
1543	ATCSCC advises regarding TFRs over sporting events through this weekend. When you are processing the TFRs send electronic version to 9-AWA-NOTAMS
1545	ZDC advises they have a flight N253S departed HOU area-HOU advises that they did not need the TN so he filed under “N”. ASW will take care of it.
	ASO advised that Brain Langdon approved a photo mission. Manager of Andersen AFSS reported to ASO that he got the approval from the congressman Backus. HDQs will look into this issue.
1550	ATCSCC reported traffic count is 5,512; 5,130 is commercial.
1559	AEA update on Part 91 out of IAD-DCA – just pilot and crew is allowed, no passengers or baggage. See entry 1521
1608	AEA advises the flush at EWR will be between 5-6 PM and FRG is cancelled; the screeners went home.
1609	AEA advises all aircraft not based at DCA are out and the only remaining GA types are based at DCA.
1611	CMC Question - what is the status of A/C out of DCA? Answer - anyone who wants to leave DCA has to be coordinated by HDQs.
1616	AEA reported 8 GA's departed IAD.
1617	ACE reports VanGuard 309, Kansas City to Denver has no transponder, primary only. Operating under Part 121.
1619	AGL reports the city of Chicago will allow departures from ORD between 5pm –11pm, Part 91 and Part 131, no passengers, only crew.
1620	ANM Question regarding crop dusters – do they need transponders? – Answer – HDQs still working the issue.
1622	ASW update on contract tower bomb threat. Tower all clear. See entry 1529
1625	AEA to HDQs – are ultralight prohibited from flying – AEA AGC advises that Pat 103 was a concern and that they are not applicable to the NOTAM. Answer – HDQs advises the NOTAM tells you what CAN fly not what CAN'T fly.
1629	ANM Question – do the field facilities have to call the regions regarding sports stadium TFRs? Answer – TFRs for sporting activities are to be applied normally.
1631	AAT –1 advises that Part 137 are cleared into the NAS as long as they remain clear of Class B airspace.
1637	ACE update on VanGuard 309 - still primary target and being worked by Denver ARTCC. See entry 1617.
1638	ASW Update on Mexican air ambulance - XRAGG is approved per ACO-2 out of Mexico – HOU – RST. See entry 1537.

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Time (EDT)	CHRONOLOGY
1640	HDQs to ATCSCC - Part 137 NOTAM can be issued.
1657	ANM Question – Can a helicopter fly to check communication towers and file point to point? Answer – file point o point.
1704	ATCSCC advised that NOTAM 0074 Part 137 regarding crop dusters has been issued.
1709	AWP reports tracking target high-speed, Mode C, 1500 feet, north of Sacramento. Military has been advised.
1716	AWP update on high-speed target - code 4500 change, NORAD has scrambled. See entry 1709.
1720	HDQs clarification of Part 135- Not intended to assist pilots to get around what the intent of the NOTAM. If it is a valid activity it should be covered by the NOTAM. If you can not handle the activity than discontinue it.
1722	ATCSCC Question – Department of Interior aircraft, VFR, Part 91 wants to do a photo mission as a state operation. Answer – no.
1725	AWP update on high-speed aircraft – identified as PINON 91, U-2, FL430, inoperative Mode C, returning to BEAL AFB. See entry 1716
1742	ATA approved Department of Interior flights N626 and N613. See entry 1722.
1759	AEA advised that Part 91 IFR a/c departed EWR, AEA advised EWR Part 91 ops are complete for the day, number of operations- 1
1800	HQ to ATCSCC Dept. of Interior a/c N626 & N613 are released
1813	HQ to ATCSCC Part 137 crop dusters are released with no transponder, remain clear of Class B airspace, not for hire, response to ATCSCC question
1817	HQ to ATCSCC check why last NOTAM issued is not issuing a B-Flag for changes, response to a inquiry from ACE AFSSs, ATCSCC to investigate
1823	ANM question GENOT1/39 do contract personal apply ? ATCSCC will send updated copy of GENOT 1/39 to us.
1824	HQ to AEA- validate Coast Guard and FAA aircrews at DCA know that they need to depart South and land North
1825	AEA – Port Authority to position barges on the west side of Manhattan to remove debris from “Ground Zero” less that 150’ tall, New York Port Authority to issue a NOTAM
1832	AEA- all facilities briefed on Coast Guard procedures at DCA, land North, depart South
1833	ANM question on FDC NOTAM 1/0074, number 11, Part 137, a/c to remain clear of Class B, no transponder required
1842	HQ- foreign air carrier overflights, different security measures are in place for foreign a/c landing in US versus a/c overflying the US. Foreign a/c are still restricted from overflying the US.
1845	HQ to ANM, security POC will advise on GENOT 1/39
1855	ANM question on TFRs for sporting events. HQ said this would be handled and apvd at regional level. Send copy to call Reggie Matthews.
1902	ASO – request info on ultralights. Answer is no go.
1907	ACE – FDC NOTAMS in model 1 system at OLU AFSS not being received. (ATCSCC was working on NOTAMS earlier)
1908	ATCSCC –a/c wants to depart Canada and fly to Alaska. Request that a/c contact NAV CANADA for latest flight rules.

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Time (EDT)	CHRONOLOGY
1950	ANE – BOS advised unspecified threat by MASSPORT from Camden, NJ to AA flight. Said AA flight going to blow up at 8 pm.
1955	AEA – Eagle 123 BOS – JFK transponder failed. Would like to continue to JFK. APVD.
1959	ASW – ABQ ARTCC doing it correctly on the TN's a/c.
2012	Singapore 01 on the ground at HNL carrying the President of Indonesia
2017	ACE-Columbus AFSS advised that they are still experiencing problems with retrieving FDC 0074 ,see entry 1907
2031	HQ to all- GENOT 1/39 will be superceded by a new release, advised of changes via telcon
2046	ATCSCC question on Part 135 Foreign Registered a/c and if they can land in the US from either extra-ordinary or ordinary airports outside of the US. HQ answer- Part 135 foreign registered a/c needs to be cleared by security for the operator and airport departing from
2059	ASO, bomb threat at CVG, two police dogs have alerted at the scene on a COMAIR a/c
2120	AAL – Security GENOT 1/40 - Sec. 5 – Facilities with guards. Do FAA employee vehicles have to be inspected when they enter the grounds? Yes.
2128	AWP – Foreign air carrier in Pacific departing from foreign airport and traveling to foreign airport but overflying our airspace. Are they required to remain 12 nm clear? Yes, they will have to remain outside of 12 miles due to sovereign territory.
2137	ANM – Part 103 (ultralight) says he was approved. HQ says this is still being worked. As of now, ultralight operations not authorized.
2143	ASO – Rwy 18R at CVG closed due to bomb threat.
2152	AWP – Emergency declared b y AA28, B767, just departed HNL for SFO. Returning to airport. Pilot said it wasn't serious but couldn't continue. Computer on pilot's side doesn't sync with the co-pilot's side.
2155	ASW – AMM flight from Puerto Vallerta – Miami – Europe. Doesn't want to deplane passengers in Miami just change crews. Can he go? Yes.
2212	AWP – Hawaiian Air 171, B717, at OGG reports smoke in the cockpit. Aircraft being evacuated.
2235	ASO – CVG returned to normal.
2246	AWP –Lear Jet 92MG, beacon code 0361, Temple, TX to SFO just declared critical fuel.
2300	ATCSCC – requests copy of GENOT 1/0040. We'll fax.
2305	ANM - If someone has an airport authority ID and not an FAA ID, do they have to be escorted into the facility? Yes. Since our contractors have to be escorted, let's treat them the same. See No. 3 on GENOT 1/0040.
2307	ASO – Unauthorized VFR i35W Knoxville. ARTCC is tracking him and NORAD is watching him.
2320	ANM have a pilot wants to take pictures at SLC IFR he will be circling. HQ told him No photo mission.
2326	ATCSCC to HQ. Call from Mexico City they have 5 flights going to Europe not sure if they have approval. The only thing that HQ is aware of is for Canada overflights. They will have to go outside of our airspace.
2339	ASO reports unidentified acft 250kts 35 W Knoxville moving S toward BNA 1,800. (see 2307)
2359	CMC closed for evening.

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Time (EDT)	CHRONOLOGY
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0007	ASO - the unidentified VFR target was a C130 King 22 was in the system but some how got dropped out. HQ wants to know what was the last sector to work him. King 22 is talking to Atlanta Center now. ASO will get back to us. (see 2339)
0017	ASO – King 22 filed Valdosa to Foot Hills cancelled IFR @ 0102z. Then was going to go back to Valdosa.(see 0007)
0050	ASO – Had a pilot complaint that DUATS NOTAM is confusing.
0057	KLM complaint Mexico City to Amsterdam. KLM is upset that he cannot overfly US even though he has meet the security requirements. They will raise the issue tomorrow and hope that it is resolved tomorrow.
0115	ANE called ref. 1/094 NOTAM current pull it up and it stated that it was not a current NOTAM can you verify that. HQ no that NOTAM is not current.
0116	HQ to ATCSCC please have one of the NOTAM people listen in on this. We have confusion regarding the NOTAMS. ATCSCC will cancel 0096 then reissue it verbatim. For some reason it is coming out. Going to cancel both then reissue with new number.
0141	Delayed entry: 9/17/01 @ 1600 EDT TFR Thursday 1400-1700 Somerset identical to last one. Per ADA-1.
0151	ATCSCC faxing the NOTAM now numbered 1/0111. (see 0116)
0321	AGL – AF at ZAU has a FBI report that we are providing support for them, security aware and working the issue. HQ called Security to get more info on what this is about.
0334	ATCSCC – Spanish acft TRLDB Gander to TEB sounded like a Part 91 acft so ATCSCC disapproved it. HQ concurs.
0340	FBI report given to Local Police has a watch out for a dark colored sedan, IL plates with 2 men that may be trying to get to the SEARS tower. It is suspected that they have bomb or missile's to take out SEARS Tower. No threat to our facilities. (see 0321)
0341	HQ to AAL status on the chase of the 3 men that tried to rent a plane from the FBO and fled when questioned ref. their nationality. AAL reports that the suspects were Greeks not Arab's and they were just visiting the sites. Security is handling the issue. Not an AT issue.
0349	As of 0339L the FBI has cancelled the watch for the 2 men in IL (see 0341)
0413	ANM – Looking for guidance on the Visitors Genot. HQ went over Genot and ANM is clear on requirements.
0420	AWP - Indonesian 1 (Head of State) from Hawaii to Andrews has that flight been cleared? HQ doesn't have any info on this flight. Flight will have to wait until 0730 EDT.
0440	ATCSCC to AWP Indonesian 1 will have to wait until 0730EDT to see if he can get a clearance (see 0420).
0446	Brussels – is there a telcon set up at 1000 want to address the issue of foreign overflights over U.S. Jerry Rishard AT in Brussels would like to be involved in that telcon if so. HQ advised that we have identified this as an issue that needs to be worked asap. Will pass it on to the Dayshift. If Jerry doesn't hear back from us call the main AT phone number is a few hours.
0500	Buck briefing Sprague for Day shift.
0502	AWP - Kevin Bratch from the state Dept has approved the Indonesian 1 from Hawaii to Andrews AFB. Will be dept. shortly (see 0440). Issue resolved.
0521	ANM –search and rescue called they have a lost hunter that they want to go look for in a Piper super Cub N74954 (no transponder) NW of Cody Wy. Need more info on the exact

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Time (EDT)	CHRONOLOGY
	location so we can notify the Military. 44 44 N 189 9 W 10 n.m. square at 0700L 500'AGL and below. Will be in Salt Lake airspace. HQ ask that they coord with their military person there so they don't scramble on them. Issue resolved.
0532	ANM – Hunter just walked out of the woods search and rescue cancelled (see 0521). No Issue.
0543	CMC – Open Sharon on duty.
0740	ASW reports that a van crashed through the perimeter fence at DFW near American Airlines area. Police are on the scene.
0850	N350NY is requesting to ADW, reportable with the NY governor. Currently, aircraft is off SWF and 40 minutes from ADW. Coordination is being attempted with the military since the aircraft will enter the Washington VFR.
0901	Col. Atkins advises that NEADS (Colbersen) approves N350NY to enter TFR and to ADW.
0905	AEA command post advised on commercial phone that the Angolan President is on the ground in Newfoundland requesting approval to enter the US. Decision that the flight is currently not authorized and that approval would have to come through State Department and the NSC.
0916	State department on the phone requesting to discuss the Angolan aircraft, Angolan 001 to JFK. (b) (5), (b) (6) is the State Department contact
0930	A Saudi Arabia aircraft is on the ground in San Antonio requesting aircraft TRLRZ to relocate to LAS to pick up the Royal Family. Coordination is underway.
0940	Delayed entry. ATX-1 advised this am that aircraft were not authorized to take VFR and pick up an IFR clearance.
0941	ANM advised that we do not want to mix types of operation including IFR aircraft Part 135 flights canceling and going VFR.
0945	Military is requesting a balloon launch tomorrow from Hollaman that would go to 92,000 feet and have a transponder. Col. Atkins advises that routine operations are OK, but coordination with the air defense sector
0950	Angolan 001 is approved Newfoundland to JFK and on to PHL by Security.
0955	Request for Ross99 from 2G9 (Somerset, Pa) to DCA, a C182. Reportably a FBI flight. AEA is determining current position and whether it is an FBI flight.
1000	Ross 99 is FBI and transporting evidence, but not pre-coordinated. Currently about 20 NW of IAD. Aircraft is to be held outside TFR until approval obtained.
1007	Ross 99 approved to DCA by NSC and military
1010	AEA advises that they are expecting 4 or 5 aircraft for a UN conference.
1027	ANE advises that a Continental flight 346 declared a may day on short final executed a missed approach, and has now landed and currently is on the runway. Later report that there were control problems
1030	ANM advises that they received approval for a photo flight near Salt Lake from ATCSCC and wants to confirm the approval. It is being discussed. ATSCC does not show the approval.
1031	Chris Metz advises that IFR photo flights are authorized except the New York and Washington TFR's.
1038	AGL reports AAL1555, B737, ORD to LAX went NORDO on departure and is circling in ZAU airspace
1040	Update on AAL1555, ATC is intermittently talking to AAL1555. The aircraft is returning to

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Time (EDT)	CHRONOLOGY
	ORD. The military is going to scramble on the aircraft.
1042	ATCSCC advises that Continental tells them that the COA 346 is really COA 846 and had lost it trim on arrival so it went around.
1045	AAL1555 on approach to ORD 20nm out, fighter escort in position
1057	AAL1555 on the ground with intermittent radio. Looking for a place to taxi.
1100	Security advise that contract tower employees shall wear photo ID's at all times
1101	Reggie advises the sport event TFRs are 91.137 A1 and that ATC can authorize landing and departures to enter the area.
1105	Request of the regions: What % of normal was yesterday. ATCSCC answered the questions
1106	Regions advise that the contract tower contracts only require badges if there are more than 10 employees. Willie Card advised to work the issue with security and contracts as to what ID will suffice.
1112	Late entry, at approximately 1100 a Guard 23132 helicopter was approved to go Wall street in New York
1115	AGL advises that Peoria (PIA) lost radio and radar 25 NE of PIA on N7392S. Military advised.
1120	AGL advises that N7392S has been located. The aircraft was a pipeline aircraft.
1132	AWP advises Oakland AFSS is concerned about the proximity of road and traffic stopping on it within 25 meters. AWP is working with security there.
1138	State department has approved French FFJ FRAFQ state aircraft into JFK and then to ADW. Checking with FAA security.
1147	Security has no issue with FRAFQ.
1155	HQ advised all regions that parachute activity is not allowed.
1156	ATCSCC advised re FRAFQ.
1158	ASW requests approval to authorize test flights under Part 91 IFR.
1159	ATCSCC advised Part 91 parachute operations not allowed.
1200	ACE advised that IFR Part 91 test flights are allowed, VFR denied.
1201	AWP advises Coast Guard has issue with boater near end of runway. Region needs clarification re Coast Guard authority to force boater to leave.
1205	ATCSCC requests permission for Lockheed Martin to conduct test flights out of Atlanta area. Request approved by HQ.
	ASW asked is any fireworks activity allowed. HQ says no.
1206	AEA needs clarification on round-robin test flights. HQ advises that test flights can be approved for IFR only.
1208	HQ advised ASO foreign air carrier can operate outside 12 mile limit. Foreign carriers can use US oceanic airspace.
1209	ATCSCC advised JAL Mexico-Vancouver cannot overfly US, can use US oceanic.
1210	ASO advised re intercepts to make log entries and mark tapes.
1211	ANM requests policy re media charters flying Part 135. HQ advises to let them fly.
1212	Security advises at LAX canine hit in Terminal 8 – evacuating.
1215	AGL advised IFR practice approaches can be approved based on facility workload.
1218	ANM requests clarification re drug eradication procedures. HQ advises operations on

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Time (EDT)	CHRONOLOGY
	discrete beacon codes are allowed.
1221	ANM requests clarification re law enforcement flying VFR.
1224	AWP advised boat issue resolved.
1226	HQ advises law enforcement with discrete beacon codes can operate VFR.
1230	AGL- Ohio emergency management system advised by FBI that EMS vehicles may be target for hijackers.
1235	ASW advises ZHU and San Antonio have questions re beacon codes. HQ advises regions/facilities should use their own discretion.
1236	ASO requests status of IAD. IAD open for limited windows.
1238	AAL645, B737, squawking hijack over Cuba on JFK-KJP. ACARS indicates hijackers in cockpit.
1241	AAL645 appears normal – ASO will verify. Security requests 2 nd verification re AAL645.
1245	AAL ops verifies no hijacking. ASO advises AAL645 squawking correct code and talking to Havana Center.
1246	AWP advises UAL297 NORDO into SFO, 35 mi. out, everything else normal.
1248	AWP advises UAL297 re-established communications.
1251	ATCSCC requests policy on Part 101. HQ advises Part 101 approved.
1252	ATCSCC has request from NASA for balloon with beacon code. Request approved.
1253	ASO advises AAL645 talking with Kingston Center – operations normal.
1254	AGC advises that Part 135 are only US registered aircraft. All foreign carriers are Part 129.
1255	AWP requests decision re foreign-registered acft LAS-Geneva. Acft can depart US, but cannot return.
1258	ASW has request for fireworks show in Corpus Christi – requests info on Sec. Mineta’s letter banning fireworks.
1308	CMC working fireworks issue.
1309	ANM has request from USAF Academy to conduct glider training, gliders not transponder equipped. HQ says request denied.
1315	ANM has question re discrete codes for back country flyers tying up beacon codes. HQ advises that acft do not have waiver – must operate on beacon codes.
1320	Brussels advises they are off bridge. Contact via FAA Security or net.
1321	HQ advises all regions to ensure all ARTCC’s are complying with Airline/Airport authorization list (PSI list).
1331	ANM advises SEA AFSS cannot extract data unless OASIS is shut down. HQ advised that ANM-500 should decide.
1334	HQ advised AEA that regions should handle security issues as before. Disregard 1321 announcement.
1336	ACE wants to know if foreign air carriers are operating at ORD. HQ advises that only approved carriers can operate into/out of ORD.
1337	AWP advises DUAT vendor KIADXCLX accepting VFR flight plans.
1338	IBE6174 out of San Jose, Costa Rica diverting to Miami – suspected bomb on board. Estimating US boundary 1835Z.

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Time (EDT)	CHRONOLOGY
1342	N512AR, twin otter, Redding, PA – LGA, may be FEMA acft. HQ will verify.
1350	Security advises IBE6174 may land at alternate airport.
1351	FEMA advises they have no contract acft working for them at this time.
1353	ANM advises Mexican registered acft returning to Mexico.
1354	Military advises there is no agreement between DOD and DOT that allows Coast Guard to intercept/escort boats. Refer incidents to local police.
1358	ACO ops recommends IBE6174 land at JAX.
1359	ATCSCC advises DAL173, B747, ATL-SAN returning to ATL due to unaccompanied bag on board. Acft 150 west ATL.
1400	CMC advises DOT Sec. Did not issue press release re fireworks.
1401	AGL requests info on IFR banner tow. HQ advises IFR banner tows are allowed.
1402	Security advises IBE6174 will land MIA. NORAD OK.
1407	AWP advises DUAT flight plan actually filed IFR.
1410	ASO advises problems with the number of beacon codes being used by the military – can they use 4000 codes. HQ advises regions to use their discretion.
1423	AEA requests Flight Standards help with news helicopter, filing TN42F from FRG-LDJ. Helo full of photographers taking pictures of WTC. Flight Standards will work issue.
1425	ASO advises FBI no longer considers IBE6174 a threat. Will verify with DOD.
1428	ASO advises DAL173 on the ground ATL.
1432	HQ advises AEA to pull tapes, etc. re TN42F to assist FSDO. ACE suggests data will be retained for 15 days, no need to pull tapes, etc. HQ agrees.
1436	ASW wants to know if IFR flight escorted by acft going for maintenance, acft is VFR. HQ advises flight is not advised.
1437	AWP needs verify that photo missions are OK except for TFR areas – yes.
1454	AWP advises X24, a U2, flying FL600 & abv has lost transponder. HQ advises acft can continue mission.
	HQ advised AEA N512AR flying in support of FEMA.
	IBE6174 estimating MIA 1925Z, 20 south ZMA boundary.
1456	ASW advised Mexican registered aircraft is being taken around 12 mile limit.
1505	Security advises Continental Express, SYR-EWR then on to London, has suspicious passenger on board. Est. departure 1540L
1512	Security requests Continental Express, SYR-EWR D1540L, be held at gate. Request relayed to AEA.
1516	ATCSCC requests approval for 6 VFR acft in Whitehorse, CN to Alaska. HQ states acft can transition from state of WA to Alaska.
1524	AEA update on New York area flush: TEB 48; FRG 34; LGA 3 no more Part 91; EWR – in progress.
1528	ATCSCC wants to know if military can use 4000 codes. HQ says yes.
1529	To all regions: NFL will contact regional POC's re this weekend's football games.
1530	To all regions: Notice 7110.263 faxed to 500's for cascade to 530's and all facilities.
1531	ASO advises certification for Ashburn long-range radar site expiring – will need to take site

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Time (EDT)	CHRONOLOGY
	offline. HQ advises region to use its discretion.
1533	IBE6174 on ground 1929Z.
1541	AEA advised Jetlink 2911 released.
1542	AEA asked clarifying question about fireworks/lasers. HQ advised IAW normal rules and regulations.
1543	ASW clarified restrictions on Mexican flagged Part 135 (considered and handled as Part 129).
1544	HQ advised issuance of GENOT 1/37.
1550	5,080 tracks, 416 military, GA 1,881, AC 2,900. Approx. 80%
1550	AWP asked why Guam and San Juan CERAPS not listed on N7110.263. HQ advised call Dave Madison.
1552	AEA asked to advise Diane Crean be advised of security status at Linden. HQ advised Diane will call.
1559	ASO advises non-standard formation – NORAD instructs each acft to have discrete code. Region running out of transponder codes. HQ will coordinate with military.
1602	AEA advises AAL93 20 N EWR NORDO.
1604	Bob Cammarato, ACS, advises no jump seat except Flight Standards and companies.
1608	AEA advises radio contact with AAL93 established. Everything normal.
1618	ANM advised IFR between WA and Alaska only.
1619	DOD flights 4000 block code approved. Coordinated through NORAD.
1620	ATCSCC has request from Canadians for acft to land at arpts using instrument approach for Bellingham, WA.
1625	AGL has request from Indiana State Police to track bank robber. HQ advises OK as long as acft on discrete transponder code.
1631	ANM advises ATREP needs 7 additional codes for Buckley.
1633	ASO advises facilities are swapping codes from 1 ARTCC to another and taking codes from DYSYM.
1634	ANE advises FSDO inspector attempting to do IFR check ride with Part 135. HQ OK.
1637	AWP advises activity in Miramar area, lots of target. Region advised facilities to support activity.
1647	AWP advises ARINC inundating ARTCC's with calls re acft positions. ARTCC's not comfortable passing information over land lines. HQ will talk with ARINC.
	AWP asked why AFSS's left out. Region advised facilities to make reports to associated ARTCC's.
1650	ACE advises FEMA asked if there is any discussion of TFR's around nuclear power plants. HQ says no.
1655	ANM has request from NWS re wx balloons. HQ advises NWS wx balloon releases OK.
1658	ATCSCC requests security for 9/19 departure from DCA: CG101 DCA-NGU P1900Z 00+40. AEA advised.
1659	AGL requests policy re intermittent transponder. HQ advises to treat as non-transponder.
1704	ASW has request from company wanting to test transponder on the ground that sends signal that shows up as FL310. HQ advises company should notify ATC facility and NORAD.
1709	ANM has question re GENOT1/37. HQ advises GENOT issued 9/13/01. Region has

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Time (EDT)	CHRONOLOGY
	GENOT.
1715	HQ Military rep advises AEA 9/19/01 New York/Washington area Part 91 flush plans approved.
1720	HQ advised AAL/AGL that ARINC stated they use dedicated lines between ZOA and ZAN. Calls to facilities on other than dedicated lines are suspect.
	AGL advised that complaint came from ZOB.
1728	HQ advises GENOT 1/41 – Notice 7110.264 sent to all regions.
1732	ATCSCC has request from RAA as to when scheduled service from Part 107 airports can begin. Security will follow up. RAA requests are for BKX and BJC.
1735	AGL advised that ARINC should identify themselves as San Francisco radio operators. AGL will handle ARINC requests on workload permitting basis.
1736	CMC has question re pipeline work.
1740	AEA has request for TEB departure from TCFREE, Falcon jet. AEA will release acft.
1742	HQ advised CMC to check FDC NOTAM 1/0012.
1745	Security advises GA can go into Part 107 airport. BKX and BJC are approved airports.
1755	AEA requests any info on N800WC requesting clnc from ADW. ATCSCC has 1944Z log entry.
1758	AEA reports N800WC airborne.
1802	AGL reports a Citation N266CJ changed en route destination from Waukegan to Palwaukee
1803	HQ: No restriction on fireworks
1805	AEA: working fuel spill at IAD
1808	HQ: FBI advises NW36 squawking 7500 on ground at IAD on 19R. IAD withholding clearance. IAD to Amsterdam.
1809	ATCSCC: FBI requesting call sign of any commercial carrier flying any leg with 77 or 22 in call sign.
1814	HQ: Security to find out what NW gate wants to do with NW 36. DC10.
1815	AEA: NW 36 reports all OK. No longer squawking 7500.
1817	HQ: Advises AEA to send NW36 to a secure area and notify law enforcement. Reason : FBI reports “intelligence” that something not clear with flight attendants. Jack Salada: FAA rep sitting at FBI command post.
1821	AGL: Clarify extraordinary airports list. Security will respond to AGL.
1823	AEA: IAD having difficulty communicating with pilot of NW36. Pilot requesting to shutdown at run up ramp adjacent to 19R. Security is responding at IAD.
1824	ANM: need a TFR for a baseball game in SEA. RO can't do due to proximity of Boeing field.
1832	AEA: NW36 flight crew exited aircraft via ropes. HQ: status of passengers? Reported as a bomb threat.
1834	AEA: No status on passengers.
1835	ANM: Aircraft in Pueblo CO does TCAS work for FAA. Wants flight tomorrow. HQ denied.
1837	AEA: No one talked to NW crew yet. Cars on the way out.
1840	AEA: King Air 20 minutes out of National requesting landing. ATCSCC denied.

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Time (EDT)	CHRONOLOGY
1842	AEA: N272SW ADW to ORF requesting departure.
1850	AEA: N7274Y US Customs aircraft with Customs 1 on board. Holding near National. Security advises cannot process at this point. Hold aircraft.
1855	CMC: ADA-20 reports 210 passengers, 11 crew on NW36.
1903	CMC: Secretary's office will be monitoring hot line.
1904	AAL: Needs interpretation of current FDC NOTAM.
1904	HQ: Inquiring if flight attendant may be talking to IAD on NW36. AEA: no one talking to aircraft at this time.
1905	AEA: N1655M requesting departure from ADW to LAN. ATCSCC has no knowledge of request.
1906	Security: need confirmation that flight attendant on NW36 may be talking to some tower, possible ramp tower.
1910	ATCSCC: N7247Y now Omaha 47Y now cleared to land at Davidson AAF.
1912	ATCSCC: If flight attendant on a frequency, cockpit may not be secure. HQ: possible comm via telephone.
1913	ATCSCC: Flight attendant is talking to airport police via telephone.
1914	HQ: status of law enforcement around aircraft?
1915	Security: has two agents on scene and others on the way out. Security, FBI and police at the aircraft. Mobil lounge nearby.
1916	Security: Is door to aircraft open? AEA: unknown.
1919	AEA to security: confirming that aircraft shutdown and flight crew abandoned aircraft.
1921	Security: confirm that FAA has no comm with aircraft. AEA: confirmed.
1929	AEA reports that IAD reports passengers deplaning. Security reports FBI denies anyone leaving aircraft.
1933	AEA reports IAD tower says portable ladders on aircraft doors.
1935	Security: needs confirmation that passengers are deplaning. AEA still confirming. Dark outside.
1937	HQ: may be able to verify with airport vehicle.
1938	AEA: passengers have not deplaned yet. Will deplane and be searched before boarding the mobil lounge.
1942	AEA: reports that stairways are on the aircraft but no one has deplaned.
1945	AF: Advises Fox News reporting activity at IAD.
1953	AEA reports IAD tower advises passengers are deplaning now. Tower has no line of sight visibility to aircraft. Area well lighted.
1954	AEA reports IAD operating on 19L and 30-12.
1955	Security advises they believe law enforcement personnel have boarded aircraft.
1957	AEA reports N7247Y on the ground at Davidson AAF.
1959	ANE reports that NW38, DC10 to Amsterdam, at BOS is being evacuated at the gate 3B because of a ticking sound being heard in the overhead bin.
2006	ANE reports Massachusetts Port Authority handling situation with NW38. All passengers off, aircraft being towed to approach end of Runway 15R. Will be searched by K9s.

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Time (EDT)	CHRONOLOGY
2010	AEA: Passengers continuing to deplane NW36 (N237NW) at IAD. FBI still searching aircraft.
2011	Security requesting details of threat at BOS. ANE checking.
2015	ANE reports BOS operations normal on all other runways.
2017	ATCSCC reports to ASO that 25 mile restriction around NY still in place.
2018	AEA requesting departure of N1655M, State Police aircraft with Governor of Michigan. ATCSCC has no knowledge of proposed flight. HQ advises AEA to have pilot refile his flight plan with State Police in remarks.
2020	AWP: Australian military flight Kiwi 005 from APW to HNL. Can aircraft proceed? ATCSCC to check with security.
2021	ANE: reports that NW38 had an aircraft cassette recorder malfunction. Situation secured.
2023	Security off line. AEA will continue issue with NW36.
2024	ATCSCC reports that ASW is reporting 911 calls being made from aircraft inbound to JFK.
2025	ATCSCC advises AWP they have no knowledge of Kiwi 005.
2026	AEA reports no knowledge at N90 of any 911 calls from aircraft inbound to JFK. AEA says calls to 911 reported by police department.
2037	ATCSCC advises no State Department approval yet on Kiwi 005. Kiwi 005 will return to APW and start the process over.
2040	CMC: US Marshal office reports aircraft flying low over 14 th street NW.
2048	AGL advises change in destination on IFR GA from Richmond Indiana to Brookville Ohio (I62). HQ advises AGL to ask why change in destination. AGL: unable, aircraft landed.
2100	HQ: Advises all on GENOT reference Part 91 on photo missions.
2102	HQ advises ANM that a TN flight cannot change back to VFR once flight goes IFR due to IMC.
2108	AEA advises that the FBI has determined the situation to be a false alarm on NW36. Passengers still deplaning. HQ requests the time at which that determination was made.
2114	AEA advises passengers all deplaned. FBI not advising all safe at this point.
2117	ANM: KLM864 from Tokyo to Amsterdam requesting overflight of US. HQ advises no overflight allowed. ANM advised to call ATCSCC on FAA approval process.
2125	ANE advises NW38 departed BOS for Amsterdam approximately 2110.
2128	ANM requesting local ARTS assigned beacon codes for IFR military in the pattern at Spokane WA. DOD advises Spokane generated codes are OK.
2131	AEA: NW36 taxiing back to gate at IAD. FBI still has not reported all clear. Runway 19R is open.
2132	AEA reports that FBI advises all clear on NW36 at IAD. FBI reports this was a false alarm due to mis-communication between the aircraft crew.
2142	ATCSCC advises AEA that SDM9005, an Ilusion 62 to ADW had been coordinated and is approved.
2144	ATCSCC advises that Kiwi 005 from American Samoa to HNL and then to Dulles has been coordinated with Kevin Branch, State Department. Aircraft carrying forensic equipment.
2145	HQ: N1655M released off ADW to LAN with Governor of Michigan.
2151	HQ: Advises AWP to call Security to coordinate Kiwi 005 to HNL.

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Time (EDT)	CHRONOLOGY
2159	AWP: Advises that Security at HQ has approved Kiwi 005
2159	AEA: Advises N1655M airborne.
2225	ATCSCC: Many questions being received concerning NOTAM on photo operations and flying schools operating outside Class B airspace. HQ advises to fax in questions so that intent of NOTAM can be addressed tomorrow.
2235	AWP: Reporting unknown helo traffic around Palo Verde nuclear power plant outside of Phoenix. DOD advised and is checking if they have knowledge. HQ advised AWP to advise NORAD.
2245	ASO: Reporting America West 882A inbound to Ft. Lauderdale from Phoenix with an unruly passenger threatening to charge the cockpit. ETA 2243 local.
2251	ASO: America West 882A on the ground in Ft. Lauderdale.
2253	HQ advised AWP that NORAD has scrambled aircraft from Davis Monthan AFB on the unknown targets near Palo Verde.
2258	ASW inquiring about Part 135 training missions. HQ advises ASW to fax specific questions to HQ for review tomorrow.
2300	AWP: Reports that a Captain Matthews at Palo Verde nuclear power plant reported the traffic around the plant.
2304	ASO: Reports that Broward County sheriff met America West 882A and verifies passenger attacked a flight attendant and did threaten to charge the cockpit. Person is in custody.
2312	AWP: Reports that nuclear power plant Captain reports six helos flying southeast towards Barry Goldwater firing range.
2310	CMC: Reports that FBI has detained four individuals in Las Vegas who arrived in a 22 passenger business jet from Boston. Individuals may be on the terrorist wanted list.
2318	AWP: Advises that info in helo reports was passed to aircraft scrambling on targets at Palo Verde. Also asks if Part 135 can participate in parachute jumps. HQ advised negative.
2320	ASO: Are Part 135 required to have radio contact. HQ advises there is no requirement on radio contact.
2325	ASO: Reports that passenger on America West 882A was an elderly person, no assault, no threat. Was only upset over medication, everything under control
2342	ANE – BOS TRACON reported that the last 4 aircraft that have flown over PVD have been getting TCAS Traffic Alert, nothing visual and nothing on the radar. TRACON/Center were not picking up anything. They will check with the next few aircraft.
2348	ASO – MEM Tracon reported a unknown primary target 20 E of MEM moving E lost the target at 2340L. They had another acft report a visual with the target. Military being notified.
2355	CMC – Question on window at DCA tomorrow. We just show a proposal. CMC will check in the morning. CMC closed for the evening.
19 Sep 01	
0002	AWP – Nothing new to report in Arizona still looking.
0024	AAL – Anorage Center had a call from a pilot VFR part 91 wanted to go VFR to canada. Pilot said he talked to Command Center and they said it was Ok... HQ replied No it is not.
0027	HQ – to ASO request an update on MEM.
	ASO – No info on the MEM target. (see 2348)
0050	Call from Julie Stewart (Forestry Service) wants to know if an acft goes out on a mission are they allowed to return home e.g. from S.D. went to Idaho on a fire mission and now wants to

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	go home.
0101	AWP – (see 2318) Verified that the Helo’s were a military exercise. Sheriff’s Helo went out to help ID the acft. Said that they received a call after the scramble that a Col. Ramirez from NORAD called the local Sheriff and said that this was an approved military operation. ACN
0114	ACO- called AAL has a N9MTGA B-727 IFR from Canada to Anchorage. Think it’s a Malasia Trans. Pilots said he was in Tucson for Maintenance dept. out of Vancouver. HQ - How did he get from Tucson to Vancouver?
0119	HQ- to AAL notify NORAD immediately. We need to know how this guy got up. ATCSCC said NAVCAN doesn’t know anything about him.
0123	Security says that they are getting some air carrier that are flying part 91. HQ that isn’t allowed. Security states that they are not aware of this aircraft nor did they approve this operation. HQ – Is NORAD going to scramble on this acft? HQ- We are requesting that they meet this aircraft.
0128	AAL – NORAD is scrambling on it now. HQ – advise NORAD that we are not sure if this aircraft is approved or not and the need to respond appropriately. ATCSCC advised that NAVCAN reports the pilot filed with the call sign of N9MTGA so Canada thought it was an american part 91. ATCSCC – reports that the canada sector working the pilot referred to himself as N9MTGA. ANM - The country identifier is 9M is for Malasia. Possibly the pilot is aware that our system wont take it with the 9 first so he filed with a N first.
0135	AAL- reports the N9MTGA is 9 min. from Anchorage.
0136	AAL – N9MTGA is holding about 30 miles E of Anchorage @ 25,000’ waiting for the fighters to get there. HQ ask if the pilot knew why he was holding. AAL say not sure there is a language problem.
0140	AAL- pilot of N9MTGA gave them a couple of phone number to call. HQ make sure security has them we will let them handle this, as far as HQ is concerned this is not an authorized operation under part 91.
0150	HQ to AAL - Status? Intercepts are in place, working on plan to escort him all the way in to Anchorage. Fighters to escort him to 6R which takes him in over the water. Airport police being notified by security. ETA for the acft is 10min.
0155	HQ to AWP – want the name of sheriff’s dept that took the call and a phone number. 602 256-1000 Chris (female) Maricopa County Police dept. (see 0101)
0209	ATCSCC – talked to Canada N9MTGA flew in under the same call sign from Tucson. Looks like he came in earlier today.
0213	AWP – pulling the information on N9MTGA dept. off Tucson to Vancouver.
0215	AWP – Prescott AFSS had 2 flight plans out of Tucson. 1 st one ETD 1600z he dept reported rudder problems and came back and landed at Tucson. 2 nd Flight plan ETD 1900z both were to Vancouver. Pilot name: J. Tan (b)(6) (b)(6). Remarks on Flt plan was: Cargo Ferry Flight. Actual Dept Time was 1910z. HQ to AWP- will need a report on why this aircraft was allowed to dept. We need this to brief AAT-1 in the morning.
0218	AAL - N9MTGA landed.
0239	AWP – wanted clarification on what type of info we wanted regarding the report on N9MTGA and if they needed to get the managers of the facilities up to research this. HQ – No on getting the managers up it can wait til the morning for them to look into it. We want to know how this slipped thru the cracks and with an unusual call sign so we can correct the problem. Also ask to stress to FSS that they be aware of the problem and be on the look out.
0243	HQ to AWP – Military cannot verify that there was an sort of a mission going on in the Phoenix area military may continue the search not sure at this point. Please have the

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	controllers be on the look out. Still being worked by the Military.
0256	AWP – Said N9MTGA was approved to dept by the ATCSCC. ATCSCC checking on that.
0307	ATCSCC – couldn't find any records about an approval or anything on N9MTGA.
0350	AWP – UPS2967 ONT to HNL over Santa Barbara having a mechanical problem returning to ONT. No issue.
0440	Security Ops called to find out the final outcome of the N9MTGA.
0447	Security received a cemail ref. Air Africa from DKR (think its Decar) appears on the list of approved operations however, they are not approved out of DKR. HQ to ATCSCC – post a note ref. this at ATCSCC ref. so they are aware that they are not approved out of DKR.
0450	DOD reports that they found Col. Ramirez and he did talk to the Sheriff's department however he told them that it was not a military operation. Sounds like there was a miss communication. (see 0101)
0515	Buck briefing Davidson.
0525	ATCSCC – Question on Helicopter for traffic reporting under part 135. HQ - No disapproved.
0620	New list released with airports and airlines that are NOT approved. The list was faxed to the regions, FAA Europe and the ATCSCC.
0725	HQ asked command center how many aircraft are in the system. 2100 in conus 2900 that we're tracking.
0726	Blue Ridge 308 (jetstream 41) Departed Pittsburgh, now returning to PIT. Some mention of hijack, nothing specific. The aircraft reports that it was a miscommunication from the flight attendants. The flight is proceeding to Dulles, their original destination.
0727	Command center wants to know if they are going to get a security person today. HQ will check and advise. Security advised
0739	CMC called with two questions. Do we have any idea how many GA aircraft are still at National? Last evening, there were 3 left. They thought that 2 were going to remain there for the duration. We'll check and advise later in the day. What is the status of N9MTGA? HQ gave update.
0748	AEA update on Blue Ridge 308, aircraft west of IAD, rolling equipment. See entry 0726
0758	AEA update on NW 36. A/C is still on the ground at IAD.
0759	AEA reports FRG has 24 A/C waiting to depart and TEB has 5 A/C waiting to depart.
0759	AEA update of Blue Ridge 308, A/C landed IAD, taken to secured area. See entry 0748
0822	HDQs gave clarification of TFRs – handle as normal however send an electronic copy to the NOTAM office.
0825	AEA to HDQs – do not have a approval for departures from the Washington/New York area.
0830	ANM Question – Can they approve an AG flight, N79260, Part 137, cross-country with no transponder? Answer - HDQs advised flight is not approved.
0854	ATCSCC to HDQs; Showers Thursday for New York/Washington area, followed by a front clearing out till Friday, coming partially cloudy, additional precipitation from New York to Washington coming into the area Sunday
0859	ANM Question: can they approve Part 135 wildlife survive? Answer: approved
0908	ATCSCC Question – can WX service balloon launchers w/o transponder operate? – Answer – not approved.

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Time (EDT)	CHRONOLOGY
0912	AEA advises approved to flush departures from New York/Washington area airports only, this is the last day.
0918	AGL Question – Are traffic watches allowed? Answer – no.
0938	ATCSCC – can GA part 91 land IAD? Answer - no
0939	ATCSCC reports N767KS from OEJM to IAD, 20 minutes out, filed Part 91, IAD will hold outside of TFR.
0940	ATCSCC reports N200GY, BJC, inbound, IAD, Part 91, IAD will hold outside of TFR.
0954	Update on N767KS/N200GY – N767KS is approved. N200GY is not approved. See entry 0939 and 0940
0955	ANM Question – Can we approve fly-ins for balloon events? Answer – UFN not approved.
1000	AEA Question - CTM0012 and CTM001 requesting approval ADW to JFK. Answer - Approved
1025	ANE to AEA - FBI advises is ROSE14, C172 OWD-DCA is approved.
1027	AEA reports N767KS landed IAD. See entry 0954
1040	ATCSCC to AEA: requesting status of GA NY departure flush. TEB flush is on till 12 noon, JFK, LGA, EWR, LDJ begin at 12 noon and FRG is 1-4pm.
1100	AGL Question – getting many phone calls regarding VFRs. Callers are requesting phone numbers of senior officials in FAA. Answer: give consumer complaint hotline 1-800-322-7873
1115	ACE clarification on rocket launchers – ATA 400 saying current status no new waivers, if previously approved they can go. What is the policy? HDQs will check. Answer - no rocket launches approved.
1123	AGL Question – any restrictions on AF conducting routine maintenance on the system? Answer – negative.
1140	ATCSCC Clarification - Part 135, of Mexican registry have been filing with 5-digit call signs, advising they are an air taxi. Those Part 135 other than Canadian and US are precluded. Is this correct? Answer - affirmative
1144	CMC Question – Part 133 operator, a/c not IFR certified, pilots not IFR certified. Can he operate on Part 133, VFR to reposition. Answer – yes, all Part 133 is authorized. HDQs will advise AFSS to ensure they are briefed on Part 133.
1247	500's and 530's advised that a system update has been sent to them via cmail for cascading down to the hubs and field facilities. This update will go out every six hours.
1310	AWP question - can firefighters parachute jump to maintain currency? Answer – Yes, jump activities in direct relation to and in support of firefighting activities, including jumps for currency, are approved.
1320	Question to AGL – is an a/c in Cleveland ARTCC performing pellet drops to control rabies, and if so what are the procedures? AGL will research and respond with info. Answer – yes, under part 137.
1322	Security Question – are foreign part 91 operations approved? Answer – No.
1334	AGL – tonight between 7 and 10 PM, central time, MDW will be flushing
1340	ACE – pipeline a/c (N12950) given 1173 code to squawk, asked to climb to be identified, couldn't climb because of wx. A/c proceeded on still squawking, going to M52. ASO will advise ZME.
1345	Military jumps into West Point using Black Knight instead of Golden Knight. AEA stopped

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Time (EDT)	CHRONOLOGY
	operations until verifying procedures. Answer – Security confirmed the denial.
1400	ASO asked for specifics on parachute jumping, operators who think they should be able to fly. They are trying to fly under Part 135. Answer – no, under Part 91 status they are not to fly, and they are considered Part 91 for jumping activities. But next time NOTAM goes out, will consider directly identifying Part 105, parachute jumpers. ASO was asked to get phone # for flight standards. ASO advised that they already referred the user to flight standards.
1408	AEA advised that AEA security has concerns about AAL1463 and the a/c is holding at the gate. Answer – AAL had concerns about a passenger, did some interviews, and the a/c is clear to go.
1417	AWP advised that Sport Radar Control Facility at Edwards evacuated. Operations moved to High Desert TRACON.
1445	CMC advised that they believe that ASO is putting all military on 4000, is this correct? Answer – Use 4000 for non-standard formations, others should have discreet code. Question – do a/c in VR routes, warning areas, practice areas, VFR activities use 4000? Answer - Use 4000 for non-standard formations (except lead a/c), and use in military operating area. Do not use for VR routes, or cross country activities.
1455	AWP advised that UAL2211 at SFO had a passenger on board with swiss army knife. Discovered after plane taxied out. Passenger surrendered knife, plane returned to gate. Handcuffs also found on same person. The items got through airport security when passenger put handcuffs and knife in change/key cup at security, and then picked them up on the other side of x-ray.
1510	Question – Can an IFR a/c be given a VFR climb for terrain avoidance? Answer – Yes, the a/c is on an IFR flight plan, tracked with a discreet beacon code.
1525	ASW question – Can Mexican registered Part 135 fly from a US airport into a Mexican airport? Answer – No, and they cannot fly Part 91 either. Also, they would be considered 129, not 135, and which is still not approved to fly.
1530	A request for approval on Ross72 for tomorrow, arriving DCA0930am, departing 1045am. Discussed with David Winegard. Answer – Already been approved.
1535	Sport Control personnel back in Sport Control facility.
1550	Bill advised that before any NAS ATC systems can be taken out of service they need to coordinate with HQ for approval. This is for primary as well as redundant systems.
1555	AWP Question – Is someone in HQ going to tell AF about the above mentioned approval process for taking NAS systems out of service? Answer – Yes.
1604	ANW Question – Can Mexican registry acft depart for Mexico. Answer - no
1605	AWP Question – Ref new NOTAM, are sign airplanes allowed? Answer – no immediate answer available.
1609	AEA – tracking a VFR 1200 squawk from Redding, PA, crossed PHL area, being tracked by BWI and NEADS.
1614	ANM – Bomb threat at Lewiston, ID ATCT (LWS), facility being evacuated.
1621	HQ advised AWP and AAL that rocket launches are approved for tomorrow.
1627	AGL question – Is IFR flight training authorized? Answer – yes, however if beacon allocation becomes a problem, they would be the first operations terminated.
1628	HQ – The NFL has sent a list of all TFR requests for this weekend, ATA fax to all regions for their action.

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Time (EDT)	CHRONOLOGY
1632	AEA – VFR aircraft from 1609 entry not being tracked by FAA radar, NEADS still tracking.
1634	ASW – Can hot air balloons operate if tethered. Answer – have to be secured so they do not enter the NAS.
1652	ATCSCC – NIAT, C550 requests IND to IAD with 3 congressmen, arriving at 2000L. Approved, NORAD notified. (Burton, Harrison, Buehler) Beacon code 6773, passed to NORAD.
1716	ATCSCC advised that Eliot Reed understood from a telcon today at 1:00pm that a new list of nonsecure airports was released, and that overflights from approved airports were approved. Answer – no, no foreign overflights.
1720	System update out via ccmil to 500's and 530's, regions advised on the telcon. Copy faxed to ATCSCC
1727	Regions advised that requests for critical NAS system outages need to be faxed to (b)(2)High- (b)(2)High
1744	ANE – Any update on NOTAM? No.
1745	ANE – Please re-send fax – Will advise Tom Davidson. (b)(2)High
1746	CCA992 – Vancouver to Russia to overfly US? They cannot do that.
1747	AWP – Memorial service and want to do fly over for fire fighter at 6 pm tonight, 5 or 6 helicopters. Can we?
1748	ASO to Command Center – Security requesting info - Tom Passione.
1752	ASW – Interp re GA from Mexico (Mex. Registered) Part 91. Not approved – must get approval from State dept. Given (b)(6) Kevin Brock at State.
1754	Hdq approved Memorial Service for Firefighters.
1809	AWP advises TRTLZ is ready to leave LAS destined Geneva with appropriate clearance.
1811	HDQ inquired with AWP/ATCSCC has security approved...HDQ will check.
1812	AEA advises GOMAC has changed call sign to TWJ124. HDQ is checking if clearance with military/security has approved.
1815	AEA advises GOMAC was approved at 1710/checked with HDQ/Diane Crean...
1815	ATCSCC advises ZMA received inbound notification reference inbound FACH951 Chile Air Force...ATCSCC/AEA and HDQ unaware of the flight.
1818	After checking lists FACH951 denied landing into IAD. ZMA will be advised by ATCSCC.
1820	AWP advised FBI agent called to inquire on information reference UAL25 EWR-SEA on 0913...the agent requesting information release...HDQ checked with FBI...FBI advised that all requests for information should go through their SIOC.
1825	Security advises that TRTLZ was given clearance yesterday and had departed.
1826	HDQ called State to inquire if status of TRTLZ was known. State advised that they were aware of the flight and would call FBI to verify if it can be released. AWP advised and are standing by.
1837	Reference VFR flights: HDQ rollcall for all regions...all present...there will be a 3 pages sent via fax discussing the Class B airspace and explanation of the requirements of the field. The faxes should be disseminated to the field facilities no later than 7:00pm. The language is very clear concerning Class B airspace and the interpretation of the footprint. The extreme edges of the Class B ground to unlimited will be offlimits. The plan is for dissemination by 7:30 to the public. The regions must have the faxes complete by 7:00, make it happen.
1850	HDQ..AWP/ATCSCC...we advised that TRTLZ has been cleared by State...advised

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Time (EDT)	CHRONOLOGY
	facilities and request that ATCSCC advise NORAD. The beacon code is 7274.
1853	Roll call to check on the fax reception.
1857	Roll call to advise a strike to the wording to the notice...the last big paragraph...the third line...scratch AND CANADIAN...roll call to verify cross out...all respond. The Command Center will make the adjustment to the NOTAM.
1900	CMC request a copy of the NOTAM...HDQ will provide.
1911	Military request FAA disseminate to their approach controls information concerning the VFR NOTAM.
1913	AWP question regarding helicopter operations...as spelled out via NOTAM...PART 135 flight training VFR, also under PART61/PART141.
1917	AAL inquired if VFR on non-discreet code into Canadian airspace...HDQ advises will not address at this time...outside the current wording of the NOTAM.
1923	When HDQ launches the VFR NOTAM they will then advise the regions to advise the military of the new requirements.
1926	HDQ is acquiring a list of all the associations so they can be advised.
1927	Roll call to check if NOTAM has reached the field facilities. During the roll call it was decided to make the dissemination at 7:45. This was called by AAT2.
1930	Are the centers and the TRACONS working to set the boundaries of the Class B airspace? Roll call to all the regions to verify...roll call completed.
1933	HDQ request regions to get the information too military reference VFR NOTAM. Centers should take the lead in providing the information for the underlying military facilities. Roll call to all the regions...roll call completed.
1937	HDQ advises that 7:45 will be the push button time for the VFR NOTAM. Will call the ATCSCC at 7:45 for the launch.
1938	HDQ advises AAL that the VFR crossing into Canada reference the new VFR NOTAM will take time for coordination. Expect answer in a few hours.
1945	HDQ advises ATCSCC that the NOTAM should be issued at this time.
1947	ATCSCC advises the NOTAM is on the street, the number is #0215, 2345UTC.
1955	ANM – question about VFR-on-TOP, not authorized per Sabra
2003	ANM – stated that facilities are getting information that the recent NOTAM indicates a Part V and there wasn't any sent. Appears to be a format problem but we are checking (ATCSCC)
2006	ATCSCC – appears that there was a cut/paste issue from the old NOTAM and there is additional information in the NOTAM that was distributed
2008	ASO – there are some facilities that did not get the information (N FL and PNS hub)
2009	ASW – do aircraft need a transponder, no unless specified
2010	Situation Room – clarification of NOTAM: Airfiles/Cancellation of IFR FP is authorized outside Enhanced Class B – Must be IFR within Class B – TFR's are still in effect and nothing has changed – VFR on TOP not authorized – Military VFR nothing has changed – No VFR border crossing authorized – ANY VFR training operations are prohibited – negative transponder permitted outside of specific exclusion – traffic watch aircraft still prohibited
2019	ATCSCC – report of unknown high altitude aircraft not receiving ATC Service – AWACS will attempt to track target – NE corner of ZME airspace – Military liaison advised

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Time (EDT)	CHRONOLOGY
2022	Situation Room – NOTAM 0215 does contain the full NOTAM but, after the words 1-800WXBRIEF, there appears to be additional information included after the end of the original. ATCSCC putting out FDC 0219
2027	ASO – talking about aircraft manufactures doing final test for aircraft with foreign call sign. Interpretation is that this will be considered a foreign registry aircraft without an “N” callsign
2029	AWP – question about the VFR flyways through Class B, Enhanced Class B should stop this
2035	AWP – Guam/American Samoa have Part 121 that pick up IFR FP, after departing VFR, approved operation
2036	ASO – Discussion about Bahamas traffic
2038	ATCSCC – NOTAM 0233 is out and getting revised
2040	Message from White House – 7500 code over Western KY, ZID looking
2041	ASO – News helicopter working as Part 135 has been authorized prior to this NOTAM, we are not to prohibit this operation if pilot states 135 operation. FSDO should be questioning the operation since news watch would not normally operation under this part
2043	Security mentioned the 7500 code call from the White House. ATCSCC stated that AWACS observed an erratic turn
2045	Watch OS at ZME said that at 2347Z there was a report of a fast moving aircraft reported this to ZID watch desk – actual traffic (STL departure) reported this as an orbiting aircraft. Fighters are being scrambled toward ZTL/ZDC border no report of 7500 code. ZID reports never did see any 7500 code and there isn't any currently
2053	ANM – questions about hang glider/para glider/motorized para sails – checking
2056	FACH951 Chile Air – has State Dept approval
2100	CMC - LWS – Security has closed the threat 1945 LCL
2105	Pattern work – no! Situation Room is going to follow up on this
2105	Aerobatic work, not authorized
2106	Several aircraft (military) have seen this aircraft – Red marking or red tail - SOFT92 is willing to discuss this with anyone requesting information. ATCSCC will take the call.
2108	ANM – NOTAM office is changing the wording that the regions are giving. Do they have the authority to change the wording sent in?
2109	AWP - PSP Eagle 257 (SAAB 340) LAX – PSP landed 0050 – aircraft evacuated and being searched. Security notified on telcon
2114	AGL – Centers told to monitor activity around Nuclear Power Plants a few days ago. Does this still apply? Vigilance is required. CMC, protection occurred after the original incident, direction sent to field. Facilities need to be aware of suspicious
2116	ATCSCC – PHL is closed by the city, no reason given
2121	Security - Secret Service is asking about any contact with the Western Kentucky or 7500 aircraft
2123	ATCSCC – PHL reopened by city, no reason for closure given
2125	AWP – bomb threat was originally non-specific (time frame), situation closed aircraft RTS
2130	AEA – Can CFI give check ride – answer is yes, this is not training it is certification – we will check
2131	ATCSCC – PHL was closed as result of accident between tug and aircraft leaking fuel
2135	Army liaison...does the Army need a discreet within Class B...HDQ the answer is yes. If the

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Time (EDT)	CHRONOLOGY
	Army requests the code will they receive it...HDQ answer is yes.
2138	ANM...is the PUB ARTS shut down still valid...HDQ advises that the shutdown should not be a major impact...ATCSCC advises that NOCC is having LAN difficulties at this time which is why updated notification was not received.
2143	ATCSCC advises that NOCC advises that PUB ARTS takedown for certification does not require HDQ validation.
2144	Update reference PART129...Far East departures landing Canada...Alaska has had aircraft departing the Far East into and landing Canada under PART 129. Situation room contacted International to verify possible coordination errors. International advised that this type flight movement was coordinated several days ago. We advised that according to the current NOTAM that these aircraft could be turned away. Follow up with the ATCSCC occurred to verify select flight status and international affairs were informed that coordination should take place through appropriate channels as necessary.
2221	Young Eagles can still fly. They can still operate the program
2222	Question about news aircraft filing as photo missions. How will we handle these when the video shows up on the news
2235	ASO reference Bahamas-South Florida flights...ZMA advised that they had received notice that they could operated these flights. HDQ advises that new NOTAMs have become less restrictive and ZMA should utilize prior instruction as per Bahamas flights.
2330	Military liaison states that the high altitude intruder was unfounded, military returned to base. No time available.
2350	Bill Ellis briefing Eric Harrell and Barry Sill
2354	AEA – Will there be a flush at TEB on Thurs. morning? No nothing scheduled at this time.
20 Sep 01	
0002	ACE – Have a TN23BQ have a IFR landing MCI lost his transponder during the flight can he still land at MCI? HQ – Approved.
0009	CMC Clsd call on (b)(6)
0045	AWP – Guam CERAP received a bomb threat for the military Tower. AF is evacuating, AT is evacuating except for 3 people are staying on they are at a peak traffic period its current time at Guam is 1445L. Military Tower evacuated. (It is a military tower next to FAA CERAP)
0105	ATCSCC – PIT has a Turkish registered Airbus MNB782 going to CYQX. Pilot had problems flying when he arrived, filed 2 flight plans which the routing didn't make sense. Airport Authority spoke with the pilot and didn't feel comfortable with the situation so they ask customs to look into it. Security notified as well.
0132	AWP – Guam bomb threat was resolved. It was just a suspicious package. All personnel returned to work. No issue.
0207	ATCSCC – New Zealand registered PA-34 wants to land Pago Pago callsign VHYSF (civilian aircraft) Unable. We are checking to see where he could land.
0212	AWP – VHYSF can land at Western Samoa. Info passed on to pilot.
0246	ATCSCC – Customs checked out the Turkish Airbus in PIT, said he was ok so he will be departing. Security advised. (see 0105). Issue resolved.
0318	ANM – Question on the Major Points status sheet. Appears that the sheet isn't truly updated but just added any changes to the end. This is confusing. Need to actually update the entire sheet and delete those area's that are not effective.

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Time (EDT)	CHRONOLOGY
0343	Security – Question on N30MP Dept Switzerland to Gander, New Foundland to EWR. Operation approved from Canada however cannot go to EWR suggest Westchester.
0400	Comm. Check everyone loud and clear.
0555	CMC open.
0600	CMC advises that unless they hear otherwise they will only be staffing until Midnight tonight and then they are done.
0720	AEA AirCanada 321 an Airbus departing JFK is being held at the gate per NYPD request.
0812	ANE asked about fish-spotting activities. No change.
0820	AirCanada 321 released to depart JFK.
0825	ANE reiterates question about fish-spotting outside ADIZ. NEADS and local military coordinator say it's okay. Do we concur? Yes-if NEADS says okay, it's okay with us.
0827	ASO wants to know if military can squawk 1200 code when VFR outside Class B. Yes, only need discrete code inside enhanced Class B.
0850	No VFR international flights except between Alaska and Canada. Response to Southern.
0907	AGL expressed concern that ARTCCs do not display Class B enhanced airspace.
0928	ANE wants to know about VFR flight between Bermuda and US.
0930	NO
0950	AWP Balloon sightseeing outside of enhanced class B is allowed per AGC opinion
1008	Bomb threat at Des Moines Tower. One individual arrested. No evacuation. Delayed security report
1012	Aerobatic training is allowed outside the enhanced class B airspace
1015	AEA Port 1 helicopter from JFK to DCA requesting approval to fly. Supposedly it was approved. Security has nothing on it. Command center is working on it.
1019	Proficiency enhancing flights are allowed outside the enhanced areas
1033	ATP HQ needs to be notified prior to taking down NAVAIDS for maintenance.
1033	AGL Low flying VFR aircraft spotted over Chicago. Reported seen by police below tops of buildings. Few hits on radar.
1035	Customs requests normal beacon allocations procedures.
1036	Command center reports Port 1 helicopter flight is all worked out
1050	SCT wants to know if we can take point outs from Tijuana as arrivals on ILS 9 to the Tijuana airport enter US airspace
1103	Customs allowed to go back to normal beacon code allocations outside ECB airspace
1105	AGL FDC NOTAM issued at 0223 is reported NOT to be on DUATS.
1106	Security has no issue with aircraft on final at Tijuana pointed out to SCT. Waiting on DOD approval
1108	NORAD has no problem with Tijuana operation.
1118	Check rides under VFR not being allowed
1124	Administrator aide reports that White House has approved flight of VPBDG B-727 with Mayor Giuliani to go from LGA to ADW. We are coordinating w/ security AEA and military.
1124	Late entry 1120: UA 945 ORD-DEN inadvertently squawked 7700 for a stuck mike. Has a heart attack victim on board. Fighters scrambled. Has regained communications with ATC

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Time (EDT)	CHRONOLOGY
	on final at ORD
1135	In response to phone call it was determined that no rocket launches are allowed. Laser light shows need to be coordinated with 520. FAA does not regulate fireworks
1145	UA945 landed uneventfully.
1148	Low flying aircraft over Chicago was apparently a false alarm.
1158	Can Australian registered OEGRR Lear jet conduct three or four days of test flights by Lear test pilots? Will be IFR in radio contact for RVSM and autopilot checks.
1200	Leslie McCormick took over as note taker.
1207	Lear test pilot must be US pilot and is approved. Security will be advised.
1208	ASW asked about mosquito spraying operations. Can operate, need something from the city to say it is a health/humanitarian mission.
1215	Can air shows go on with usual NOTAMs or do they need to be specifically approved?
1215	Info on air shows will come out on new NOTAM and will say that they can take place outside Class B airspace with usual coordination.
1217	Australian Lear test flights will begin Friday or Monday, still approved.
1217	Command Center reports that generic TFR for generic major sporting events or open air assemblies going out now. Question asked as to what the national security issue is, as some people are asking.
1224	Security asked if traffic watch could take place under Part 135 IFR or VFR. No traffic watch.
1225	VPBDJ 727 from LGA to ADW this afternoon is approved by White House/OST.
1236	NOTAM 1/0257 read to all on the hotline.
1237	Security asked if anyone heard about AAL hijacking from Milwaukee. All checking.
1240	TN4178S has approval to enter Somerset TFR with Red Cross workers.
1241	AGL/ACE have no reports on any hijacking from Milwaukee. Tower has had phone calls asking about it, no further information.
1242	Col Gillick advised that there is an Army requirement that all VFR flights have to have a discrete code regardless of FAA requirements. Can use 4000.
1245	Security reported that reported hijacked AAL from Milwaukee had actually diverted to Milwaukee due to weather.
1248	HQ - New AFSS message for recordings passed on hotline regarding authorization for Part 91 flight outside enhanced Class B airspace and referring listeners to latest NOTAMs.
1250	Security reported rumors of possible hijacking for aircraft departing Milwaukee. Report that Sears Tower in Chicago has been evacuated. No call sign available.
1301	Command Center has been able to get no information related to hijacking from Milwaukee. May be confused with the AAL flight that diverted.
1310	ASO asked about continuation of the ADIZ-free zone in the Florida Keys.
1312	ASO advised that Oak Grove has authorized the continued use of the ADIZ-free area.
1314	Security advised that Sears Tower is being evacuated. No information on the reason.
1319	Milwaukee reported no knowledge of any hijacking or anyone squawking 7500.
1320	Confirmed to ASO that military can conduct training operations within the boundaries of Class B airspace.
1325	Question on the approval of Part 91 biannual check rides. Advised that they could be

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	conducted under IFR with FAA approved flight instructor on board.
1326	AWP asked if we would address SVFR operations.
1331	HQ advised AWP that they could authorize SVFR outside of enhanced Class B airspace.
1334	AAL asked if flights that departed US to Orient can be permitted to overfly Alaskan airspace after entering Canadian airspace.
1338	ATCSCC said the exemption for certain Part 129s had been dropped since previous NOTAMs.
1345	ATP-1 advised that Part 129s can overfly Alaska after departing US and transiting Canadian airspace en route to Orient as long as no intermediate stops are made.
1350	Question on foreign registry Part 91 aircraft being authorized to return to US from foreign countries. Answer is that foreign Part 91s are not authorized to fly into the US.
1358	HQ received approval from DOS for OEGCS to depart and return to Australia.
1358	AEA reported that N500UB, Citation, Part 91 departed IFR Wilmington – EWR without approval. Being held in the air until approval received.
1403	ATCSCC advised that N1AT, Citation 551, preparing to depart IAD with congressmen. Mission approved yesterday and may continue.
1405	AEA advised that N500UB will land at Morristown instead of EWR.
1409	ATCSCC correction to 1403 entry: N1AT was only approved on inbound mission. They will have him file flight plan and get approval for outbound leg.
1416	ZAN requested clarification regarding Part 129 departing Canada for Orient who are participating in ZAN track loading program. Do those aircraft need to remain 12 miles offshore? Further clarification asked for on eastbound flights from Orient wanting to overfly Alaska, then proceed into Canadian airspace and on to US destination.
1422	HQ advised that N77ML, Cessna 441, IAD-LAX, ETD 1530L is approved.
1425	HQ confirmed that eastbound flights from Orient wanting to overfly Alaska, then proceed into Canadian airspace and on to US destination are approved. No approval for non-US/Canadian Part 129s departing Vancouver to overfly Alaska en route to Orient.
1426	HQ reminded that Part 91 GA flights are not permitted to be released destined for airports within the 25NM restricted area of NY/DC areas. All ARTCCs need to be vigilant.
1430	ATCSCC advised that VPBDJ needs to be coordinated with mil rep at ATCSCC. Mil rep advised that there seems to be some confusion. Being worked.
1434	Question about Part 91 sightseeing flights for compensation or hire. Not approving the 25NM exception.
1436	ANE asked about laser shows. HQ checking.
1437	HQ asked ASO to check on TWN9205, AN-26, Freeport to MIA, who has not been approved. Need the reason why. AIA said he is authorized to fly.
1440	Request from mil rep for parachute jump into QualComm Stadium on Sunday. NOTAM prohibits, would need one-time exemption. Need request in writing to ATA-400.
1442	No prohibition for laser light shows as long as they operate under current directives.
1443	ASO advised that MIA said TNW9205 has not filed flight plan. HQ reminded that he has been approved.
1445	HQ advised that VPBDJ, B727, EDT 1730L, LGA-ADW, is approved. Appropriate facilities are to be advised.

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1451	ANM advised that NOTAM center won't accept sporting event NOTAM due to existing NOTAM. HQ requested ATCSCC to get clarification from NOTAM center.
1454	ATCSCC asked if NOTAM 257 was intended to cover all events. HQ to get clarity. ATA-400 working it.
1556	Security had request from FBI for information on a GA aircraft that overflew the Clinton Nuclear Power Plant, Decatur IL, made abrupt turn. AGL researching.
1502	AWP mil rep wanted to confirm whether mil aircraft outside Class B can operate on 1200 transponder code. HQ agreed that outside extended Class B was OK to squawk 1200.
1504	ATCSCC said the revised NOTAM is not gone. ATA-400 advised that HQ will confirm in a few minutes.
1505	Report that NW1520 departed Nashville, has rowdy passenger on board, returning to Nashville.
1505	HQ advised if what Regions have published in TFR NOTAMs conflicts with 1/257, they need to cancel their NOTAMs. Law enforcement will be allowed into the TFRs. Avoid all major outdoor events for security. No specific TFRs for each event, just have FSS brief that there will be one there.
1509	ACE asked to include domed events, not only outdoor events. HQ said that the point was to keep aircraft away from gatherings in the interest of national security.
1511	AGL reported that they have no information on the Cessna 156 reported to have overflown nuclear power plant in Decatur. Only reported aircraft was N8725S, Cessna 152, landed Decatur at 1315L. Security will pass info to FBI.
1514	ASO questioned whether helicopter Part 135 operations can take place to/from heliport in the TFR. Cannot operate during effective hours, need to coordinate with him.
1530	AEA advised that all Southwest aircraft are being held on the ground at BWI for a security issue.
1531	Security advised that NRC reported a Cessna had overflown Waterford LA nuclear power plant at 1310L, looking for identification.
1533	Revised NOTAM will be 1/267, ATCSCC will provide update.
1534	ATCSCC advised that revised NOTAM 1/267 will replace NOTAMs 1/223 and 1/224.
1536	Army rep reports that problems continue for Army aircraft in ASO getting discrete beacon codes. Regions advised.
1555	AEA advised that security is working security compliance issues at BWI. BWI on hold UFN.
1557	ATCSCC advised that ZNY has stopped Southwest operations at all NY area airports. ZNY confirmed they understand BWI departures only.
1601	ASW will check into Waterford LA nuclear power plant overflight.
1602	Security advised that FAA has stopped Southwest departures from BWI due to a problem with the way they were screening passengers. Will resume when they are back in compliance.
1616	CMC rep off for about an hour. Cell can be reached at (b)(2)High
1619	NIVA request to travel RIC-IAD on 9/21 at 0800L with Gov Gilmore on board. ATCSCC waiting for TFR security approval. Requested that Security make notification to NSC.
1622	HQ advised ATCSCC that TFR security no longer required.
1625	ATCSCC advised that NIVA, Cessna Citation 550, is approved.
1625	NOTAM 1/257 inadvertently cancelled, will be reissued as 1/274.

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Time (EDT)	CHRONOLOGY
1627	AFS-3 has confirmed that proficiency/currency activities are not prohibited under "VFR flight training operations".
1633	Re 1208 entry: Request received from City of New Orleans requesting to conduct mosquito spraying operations as humanitarian/health concern. Approved operations. ASW advised.
1635	ASW reported that no targets were observed over Waterford nuclear power plant. Authorities will be permitted to go to facility to look at data.
1640	ASO reported that Britannia 58A, B-767, on the ground at MCO, has bomb threat and is being moved to the hard stand for search.
1641	Request from N214WM, arrived today into IAD, wants to depart. ATCSCC checking.
1644	ANM got call from Denver who heard from sheriff of Cheyenne Wells CO who heard from trucker who overheard on CB radio that aircraft at FL200 is full of weapons and going down in DEN. Only flight that meets that criteria is BSY1314, Metroliner, 33NM SE DEN. Beacon code 2532. Security advised.
1649	HQ requested approval from Security for N214WM to depart IAD to go to Tallahassee.
1653	Correction to 1640 entry: Call sign is Britannia 172B, destination EGBB. Security requested to know who called the search.
1656	Confirmed that discrete beacon code is required for Part 133 ops.
1657	Security advised FAA Security is working the situation with Britannia 172B.
1715	ASO: AAL934, B757, inadvertently squawked 7500 and 7700. Issue has been resolved.
1719	Advised AWP that in Hawaii all Part 91 operations approved outside Class B airspace per FDC 1/0267.
1724	ACE: Needs clarification on NOTAM FDC 0274 and TFR 267. ATCSCC: Both are separate and distinct and should not be in conflict.
1727	HQ: Inquiring with ATCSCC and AEA on release process out of IAD. Security in HQ not aware. ATCSCC/AEA have no knowledge of any changes. HQ had been checking with Security and NSC on Part 91s out of IAD.
1731	ASO: AAL934 questioning validity of 7500 squawk. NORAD advises ASO they are scrambling on aircraft.
1740	ACE: Inquiring whether foreign company aircraft registry can enter US airspace.
1742	AAL934 in ZDC airspace. Scramble will be out of Langley. AEA to advise of status.
1745	N1AT, C550 approved by security for release off of IAD to IND.
1746	ASW: Reports aircraft at Waterford nuclear plant near New Orleans was pipeline patrol.
1749	HQ advises AGL that Part 91 approved for proficiency training, not regular training.
1750	AWP: Riverside AFSS briefing paper to their facilities clarifying NOTAM. FAX to HQ.
1754	ATCSCC advises that no security contact has been identified for release of N1AT off IAD.
1755	AEA: Advises ZNY moving AAL934 over water to avoid metropolitan areas.
1756	AEA: Reports intercept will be in 3 minutes.
1758	ACE: Bombardier Aerospace aircraft requesting entry into US. Part 91 aircraft.
1759	ACE: Argentinian military Lear 60 requesting entry to TUS for maintenance.
1800	AEA advises Luftansa 445 is talking to ZDC on guard. All is reported OK.
1802	AWP advises LTU459, B747, departed SFO to Frankfurt, Germany, experiencing problems and is returning to SFO. 18 miles out. Security advised.

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1807	ATCSCC reports Britannia 172B all clear.
1809	HQ advises AWP that student taking IFR check ride OK.
1810	AWP advises LTU459 is circling over the bay with a gear retraction problem.
1812	ZNY: Advises AAL934 12 minutes from ZBW boundary. AEA advises that aircraft still being escorted. ANE will have security meet the aircraft.
1815	ASW reports ZHU has authorized military aircraft to operate with 1200 beacon code.
1817	AWP: Bay TRACON advises LTU459 dumping fuel before returning to SFO.
1816	HQ: requesting info on aircraft with Mayor Guillino landing at ADW.
1819	AEA: advises VBDBJ, B727, landing at ADW with official on board.
1820	AWP: LTU459 now reporting electrical problem. AWP asking if aircraft should be escorted.
1825	AWP advises LTU459 squawking 3326. HQ advised AWP that WADS is scrambling on aircraft.
1827	AWP reports LTU459 solved electrical problem and is continuing fuel dump.
1831	HQ advises all RO's to remind AFSS's not to refer GA pilots to the ATCSCC.
1832	ANE advises AAL934 due at BOS at 1903 local. Airport will be closed after landing.
1835	HQ advises that military can operate VFR outside class B airspace. No discrete beacon code required.
1836	ANE reports that AA934 ETA BOS is 1850 local. Airport will be closed for 30 minutes.
1842	AWP reports that LTU459 needs 20 more minutes to fuel dump. Two aircraft scrambled.
1845	HQ advises ACE that aircraft of US registry, part 91, can enter US from Mexico. Must go to US ports of entry.
1847	HQ: Advised ASO that enhanced Class B airspace as defined in 0267 and is not applicable to Part 137. Class B airspace for Part 137 covered in FDC 0111.
1854	AWP advises fighters are with LTU459.
1856	ANE reports AAL934 on ground at BOS. BOS closed. ANE reports pilot is in contact with airline operations and reports all OK.
1904	AWP: Mexican aircraft in Clexico, CA wants to go to Mexicali Mexico, just across the border VFR. HQ advises aircraft must go IFR.
1907	AWP: Advises LTU459 on final to SFO with escort to the ground.
1908	Flight Standards HQ shutting down.
1912	ASW: Can non US lifeguard aircraft enter US. HQ advises yes.
1915	ANE: BOS open except 15R. FBI and security talking to flight crew.
1919	AWP reports that LTU459 on the ground. SFO open.
1922	HQ advises AWP that in Hawaii that intent of NOTAM is normal ops outside of extended Class B airspace.
1945	AGL: Can a Part 121 aircraft fly into Stillwater OK that is not on the list of airports? HQ advises Security will make that assessment.
1948	AEA: Requesting approval for N502KA, Champion, from Westchester to Andrews. HQ: per security, DCA is the only closed airport at this time.
1950	AWP: asking if new NOTAM 0269 cancels 0267. HQ advises that 0269 is the international

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Time (EDT)	CHRONOLOGY
	NOTAM and does not replace 0267.
1959	HQ advises AWP that Parachutists cannot violate the TFRs.
2009	AWP reports Philippines 102, B747, LAX to Manila. One engine out. Returning to HNL. Being escorted. 20 minutes out.
2020	AWP reports Philippines 102 landed safely in HNL.
2021	HQ advises ATCSCC that deviations into US airspace due to weather for aircraft in Canadian airspace are approved for this request only. ATCSCC will report when deviations are completed.
2037	HQ advises AWP that an Air France from Tahiti to LAX is not being allowed to depart. Reported to HQ by FAA rep in Tokyo. Departure was previously coordinated and approved. AWP advises that aircraft can depart and that a fax from ZOA Ocean sector to Tahiti confirming departure was sent.
2050	HQ advises that ultralights are authorized under Part 103.
2052	HQ advises AWP that the decision on the aircraft participating in the NAS Miramar airshow will be made by tomorrow.
2057	ANE request for Sunday for two world war II SNJs to perform air combat maneuvers. HQ advises that nothing prevents this as long as aircraft remain outside enhanced Class B airspace.
2110	AWP reports that Air France from Tahiti to LAX is airborne.
2115	ASW: Can a Part 91 airfile IFR flight plan into ECB? HQ advises airfile is authorized.
2155	ASO: Amerijet 741, B727 departure from MIA to Belize. Reports door problem. Dumping fuel and circling over the Everglades. ASO to report status to HQ.
2204	ASO reported Amerijet 741 landed at 2202 local with no further incidentl.
2205	AWP reported Hawaiian Air 9, DC10 from LAX to HNL is returning to LAX with an unknown problem. ARTCC trying to determine the nature of the problem.
2211	AWP reports Hawaiian Air 9 reporting a battery charging problem.
2219	Washington Operations Center requesting info on any loss of radar with any aircraft in Miami airspace.
2232	ASO reports that there was loss of radar with aircraft MIA airspace about 1730 local time. Radar contact was reestablished.
2235	AEA: Reported that 1 F-16 over Washington DC declared an emergency due to an INS failure and landed at ADW. 1 F-16 still overhead DC.
2240	FEMA reports a small aircraft approximately 25 west of IAD at 1000 feet. Requesting if FAA has any knowledge since they have an aircraft that will be departing Mt Weather.
2242	ATCSCC reports no known aircraft in the vicinity of Mt Weather.
2256	HQ advised ASW that aircraft can operate within Class B airspace with an ARTS assigned beacon code. The requirement is for visibility by the CAP.
2310	Washington Operations Center requesting any information on a news report that the FBI is boarding an aircraft at Phoenix. AWP is inquiring.
2314	HQ advised ANM that Part 135 can cancel IFR and proceed VFR.
2315	ASW: Reports local news is reporting that American West 190, MCI to Phoenix has been hijacked.
2317	AWP: Reports that America West 190 is on the ground at Phoenix Sky Harbor and is

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Time (EDT)	CHRONOLOGY
	requesting IFR clearance to San Diego. Reports are that someone called in from a cell phone.
2319	AWP: America West Operations is reporting that America West 190 has been taken off the gate A10 due to a threat and is being searched.
2330	AWP reports Hawaiian Air 09 on ground at LAX.
2325	AWP reporting confusion on situation with America West 190. Tower reports aircraft initially pushed back but came back into the gate, passengers deplaned, airline personnel conducting search.
2340	FAA HQ security has spoken with FAA security at PHX. Reports that situation on America West 190 was a bomb threat.
2345	FAA HQ reports that FAA Security at PHX says the aircraft has been searched and there is no longer a threat. Security says this was a hoax.
21 Sep 01	
0018	AWP closed down situation office until 0500 LCL, ARTCC's are POC
0030	ZSE Reports that PDX Port police reported to ANM R.O . that they received a threat stating " For the love of Allah, 2 ACFT will take out Portland tonight" Security advised
0154	ZMA Reports that the Dade county police are questioning 3 suspicious Arabic people returning and a rental car to OPA, FBI notified
0600	CMC will be off the air for a short while as they move to another location.
0615	CMC back on.
0616	ASO has lots of acft wanting to get out of Class B airspace VFR – can they? Yes, if on a discreet beacon code, but it is a one-way deal – they cannot return into Class B airspace VFR.
0620	Command Center – wants to know if above is good at any airport? Yes, with the exception of New York and Washington areas.
0625	ACE – They denied Part 135 in extended Class B to taxi – Good.
0635	AEA – BWI needs to go to RWY 10 ops, it's going to force VFR's around. Requested special permission for approaches – approved.
0640	ASO-Part 91 into IAD? No.
0642	AEA – Paperwork on N100GN arrive? Yes.
0643	AEA – Calls in on NOTAM027? (Now it's 0274.) Calls from airport owners who are in the TFR's for sports events, so we are advising that their airports are closed during the stadium events. Agree.
0646	CMC – the log mentioned the strange acft during the evening – did we find acft? Negative.
0648	ASO – part 135 if IFR, stay IFR. Any change? Yes, if out of the extended class B airspace, they can cancel their IFR and go to a 1200 code.
0649	Traffic watch in class B yet? Negative because of threat of circling acft and difficulty to keep eye on.
0650	Montgomery is within 3 miles of stadium, does that shut it down (Padres game)? Yes. We don't want overflights of the populace.
0656	AWP – 0274 notam – AFSS saying it is not current. It is! Will fax (b)(2)High- ly
0700	Command Center to AEA – Confirm we're still running GA out of IAD this am? Yes.
0710	Can we consolidate notams? Yes, we are trying to do that.
0715	Command Center – told Canada that overflights need to stay out – any change? No change yet, but AAT-1 is looking at proposal.

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Time (EDT)	CHRONOLOGY
0726	AEA – NIVA (VA Governor) was coordinated yesterday and ready to go.
0735	Command Center – please call at (b)(2)High 33
0740	Command Center – Boeing delivering some flights with foreign registries. Yes, that was approved.
0758	ASW-500 asked for clarification of Notice 7110.263. Will fax to us.
0808	AGL query concerning MDW & ORD. Command Center responded that they are gathering information.
0810	ACE – TFR’s notam 267, part 4 of 4 interpretation. Below area covered by TFR’s, all acft prohibited. HQ – 0298 is now applicable. Question – can we allow arrivals and departures in the TFR? Can they depart VFR with discreet code. Yes, but depart away from stadium, no overflying of the stadiums. Use discretion.
0827	CMC off line.
0828	To Command Center - ROSS off of DCA? Manassas-DCA-TEB – and back again. They’re checking, and we’re checking with the FBI. Need to know exact times, passengers, and type acft.
0835	Command Center said that ROSS72 info on 9/19- received request but not approved. AEA has number to call – (b)(2)High 33 they’ll call for confirmation but they show it approved.
0837	Command Center – Academy has some flights for training next week. Notam says no training, but this is a public aircraft.
0840	AEA – ROSCO59 Manassas at 9:15am, departing DCA at 10:45 for TEB. FBI coordinated with security here (Gulfstream).
0852	HQ per FBI confirmation: ROSS96 departing 9:15. Secured info is being telephoned in to AEA/Command Center. Confirmed INFO: Depart Manassas at 9:15, arrive DCA at 9:45, depart DCA at 10:45, and arrive TEB at 12:00 noon. Flight returning – depart TEB at 4pm, arrive DCA at 5pm, depart DCA at 5:15. The Attorney General and the Director of the FBI are on board. Okayed by S.S. Kelly Holland at 8:50am. (Acft=G5/T/G)
0858	Confirmed US registries can come and go Part 91 VFR to the Bahamas.
0900	AEA - N4 unable to land Quantico due to weather, is diverting to DCA, we approved it.
0915	Advised ASO – only IFR is approved to and from the Bahamas, not VFR (Contradicting 0858 direction).
0918	Part 91 IFR Bolivia arrival not approved for direct flight. Suggest Bahamas or Mexico.
0919	ASW reference fax on direct routings. Question was on rationale. That will be discussed on the principles only at 10am today.
0922	ANM – contractor training for Colorado Springs AF, initial quals for Air Force. You need to steer clear of Class B airspace.
0923	ASW – is above for anywhere? Yes.
0926	ANE – Advised that Manchester received notification that a rental car was returned with suspicious materials in it – not closing airport yet but might have to later.
0932	Command Center – Swiss acft coming in under foreign registry and will be switched after arrival. No.
0934	Exclusive use aircraft for gov’t use can be used for training flights.
0943	AGL – Please verify IFR pick-ups on Part 91. Outside of Class B we are allowing IFR pick-ups for Parts 91 and 135.
0944	AWP - Int’l from secured to secured – how working? Can we assume if AFSS’s are getting

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Time (EDT)	CHRONOLOGY
	info, they have already been approved? No policing, just accept flight plans.
0945	ACE – FDC 267 – flight training not approved. Currency not considered training, right? Correct – considered proficiency, but exercise prudence.
0947	Asked AGL to help military at ZOB – center is still requiring beacon codes – they will talk to center personnel.
0950	AGL – do you have a specific area re military codes. Wilco.
0952	Confirmed Part 135 okay for VFR-on top outside of enhanced Class B areas.
0952	Confirmed special VFR approved if ops can handle it.
0954	Manchester situation has been resolved and ops normal. Also, pls call off-line (b)(6)
1002	Re ZOB issue on military VFR codes – it was in Akron-Canton area.
1003	Off-line question from ANE – Old Bomber aircraft off Nashua requesting to go up VFR – flight info indicated sightseeing for hire – Denied.
1003	Nancy K. relieving Chris for meeting.
1007	AWP – Notam 0274 – no affect on arrivals – confusion if you could overfly it. Okay just don't directly overfly stadium.
1010	Off-line with Command Center - FBI working nuclear plant issue. We will tell Command Center that FBI thinking about putting up 60 TFR's (Jane Gunn).
1012	Flight restrictions over nuclear plants? Nuclear Reg Commission call this am – they are working on their sites. NRC is having discussions with other agencies. If any regions get calls, direct them to Nancy K. and Linda S.
1015	Can Part 135 cancel and go VFR on top? Yes.
1017	AEA – IFR military not stating destinations. Approved? Diane Creen was working issue yesterday. Checking.
1018	ANE – re sightseeing 7567 please call again off line.
1021	AEA - Military request from ADW to not state destination.
1022	AEA – 2 requests for TFR's over nuclear plants. AEA trying to ascertain locations.
1024	Asked AEA to call on fire works issue. Wilco.
1030	Someone asked re Japan Air Lines overflights. Checking.
1041	Called Linda Schuessler to advise that NRC is now working with FBA re TFR's and nuclear plants.
1043	Reiterated that if actions are to maintain currency, flights are approved.
1044	Only Canadian Part 129 can overfly, per Bill Morgan from ACO. Other air carriers were rescinded.
1045	Bahama Air, if less than 95,000 lbs, he can overfly the US. (Toronto to Bahamas)
1046	Re fireworks (off line) – they are not attempting to stop the fireworks. (Don McCartney)
1049	Swiss manufacturer re 0932 entry. Coming in with foreign registry to ferry plane. AEA is calling off line.
1055	Part 9I foreign depts. Landing USA? No.
1100	ASW – Can foreigners depart – Yes, IFR.
1105	AWP – JAL – approved? No, must call Principle Security Inspectors for approval process.
1110	Command Center re Military on 4000 code – notice says they are marrying the IFR/VFR routes. Please fax it and we will look at it. Wilco.

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Time (EDT)	CHRONOLOGY
1114	Ref ADW not putting destination – AEA is calling off-line.
1116	Asked AGL and all others if they received request from Chris this am to id who is controlling entity and POC for each of the 60 nuclear plants? No. Advised all that we will be sending this out to all on the fax right now.
1119	Part 91 in Dublin, which is not a secured airport, US registry. Can he fly to England which is and get certified there? Yes. Notam #267 is correct notam.
1120	AGL – City of Chicago is closing Midway to VFR traffic. Also O’Hare just received a bomb threat.
1123	AEA said Military wants to fly over Pentagon from ADW in an F-16 with a CBS news reporter in the back taking pictures. Can he? Working it.
1124	ASW- Clarification photo mission near class B airspace. If in compliance with notam? He is calling off line.
1126	ASO – Piper acft need to relocate acft from Vero to Lakeland – approved? Working it.
1128	ASO – Ref Piper unmarked registry (above entry) – okay if US pilot and discreet code if they work it out.
1131	Flex-tracks – if dept here and going over Canada, okay if foreign. Coming the other way, no. Calling them off line Barry (b)(6)
1134	ANE – Carol, please call.
1136	Advised all regions that the nuclear plants fax is going out now. Please advise us if you don’t get it in 15 minutes.
1137	Security (Bill Peery) advised they are working a bomb threat at Vegas and are evacuating the terminal.
1138	Command Center has 80 flights en route to Vegas at this time.
1142	Aeroflot acft approved.
1143	Earlier today and last night – we approved Part 91 VFRs were approved out only from Class B airspace. This is still being worked by security so cease and desist any more. (Oall regions polled and on to hear this direction).
1144	Advised military that F16 request for Photo flight was cancelled.
1145	Bomb threat at ORD is cleared.
1145	AEA needed Command Center to call them immediately. Wilco.
1146	Military advised us that they still want the photo flight to occur. We told them that we suggested that the flight go only if a pool reporter, otherwise you are opening the gates. Military said it’s coming from their public affairs office and they want it to occur.
1157	ANM advises OEGCS, pre-approved flight will depart Paine ARPRT to Australia.
1159	DOD update advises disregard photo flight over Pentagon from ADW. See entry 1146
1200	AAT-1 is currently working an alleged report of 30 stolen crop dusters in the Chicago area.
1201	ATCSCC reports VFR Part 91 operating outside of Class B airspace-do they need a discreet beacon code. Answer – `no.
1202	AEA reports the AOPA website is apparently giving direction that Touch & Go operations are approved. HDQs advised that any VFR operations that are for currency and proficiency is approved.
1207	ATCSCC question – is remote controlled aircraft approved? Answer – prohibited in Class B airspace.

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Time (EDT)	CHRONOLOGY
1212	Security requests approval for French foreign registry jets, Part 91, VFR, conduct maintenance flight testing in the Little Rock, AK area and then to OKC for flight certification and then return to France. HDQs approval testing at Little Rock and the repositioning to OKC.
1228	ATCSCC Question – can a IFR, US Part 91, B757 depart US to Australia. Answer – no, needs a waiver that can be issued by the region that he is departing from.
1247	HDQs to ATCSCC - advised DOD has approved the military NOTAM. HDQs has also approved the NOTAM
1302	ASW Question - has the issue to support the discreet codes come up? Answer – yes, that is why we have issued the 4000 code.
1304	Military NOTAM is being faxed to all concerned.
1309	Conducted roll call for FDC Special NOTAM - Non Canadian Part 129 overflight operations are permitted to over fly the territory of the US only after in writing to inspectors that they will implement the security regulations. Security will issue a list of approved air carriers under this NOTAM. The list will be updated and re-issued to all concerned.
1313	ASO advised that AAL 478, A306, San Juan to MIA, alleged cell phone from passenger that the plane was being taken over. A/C landed safely but it appears an escorted child on board with a cell phone called their parents thinking the plane was being taken over-false report all is clear.
1315	ATCSCC advised - FDC NOTAM 0313- non-Canadian Part 129 has been issued. See entry 1309.
1320	ACE Question – can an IFR conduct proficiency training in enhanced Class B airspace. Answer – yes.
1334	AWP Question –can we approve fly-by for a memorial service in Oakland, in enhance Class B airspace for fallen firefighters – Answer approved.
1334	ATCSCC reported a possible down aircraft, N272NA, T28, 20 west of Tulsa.
1338	ATCSCC update on N272NA – A/C is on the ground, injuries unknown
1345	ASW Question - can military do pattern work VFR in enhance Class B airspace. Answer- yes, as long as they have a discreet beacon code.
1346	AEA reports TRLDB, A125 inbound to JFK – is he cleared to enter? HDQs advised the A/C is approved to fly into JFK per the state department.
1355	ATCSCC reports N973M, FEMA flight, 100 west of EWR inbound to TEB. HDQs is confirming the aircraft is a FEMA flight.
1413	Update on N973M, FEMA advises the pilot should have in remarks “FEMA Flight”. He was unsure who was flying for FEMA. He realized without his approval that the aircraft would have to divert to MMU. He understood. AEA was provided the information.
1424	ASW Question – can foreign register balloons approved? Answer – balloons participating in the ABQ Balloon festival is approved.
1425	ASW Question – can gas-operated balloons for the American Challenge operate if they think due to winds they may enter Class B airspace. Answer – if they think they may enter Class B airspace they should not launch.
1427	AEA reports TRLDR now has a clearance departing JFK-Toronto.
1452	ACE Question – can an IFR Goodyear blimp operate in enhanced Class B airspace? HDQs will check on this.

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Time (EDT)	CHRONOLOGY
1457	ATCSCC reports IFL 003 changed call-sign enroute to Stanford, Florida, to AIH57, A330.
1500	ANE Question – can warbirds for hire operate? Answer – considered under flight seeing restrictions and not approved.
1503	HDQS to ACE – in regard to blimp question. Blimp is under Part 91, IFR and is cleared to enter the Class B airspace but can not over fly any arena sporting event. See entry 1452
1507	ANE Question – Can Part 135, photo mission operate VFR or IFR inside Class B airspace. Answer – IFR photo mission approved except within DC/NY TFRs. No VFR photo missions approved.
1510	ASW Question – test flight helicopter with a foreign registry can they operate in the pattern/Class B airspace? Answer – no
1511	ATCSCC advises that AIH57 has landed. See entry 1457
1510	A list of aircraft operators for part 129 overflights of US will be given to the HQ and HQ will forward to regions as they receive each approved operator.
1515	ATCSCC reports BGM has put out NOTAM advising all unscheduled flights are prohibited. They have no security personnel on sight.
1534	ATCSCC reports a possible bomb threat on VIR7, departed Heathrow ARPRT to LAX, diverting to Edmonton, Canada.
1545	ATCSCC reports VIR7 is on the ground at 1948Z See entry 1534
1557	ATCSCC reports Cleveland ARTCC is tracking targets, code 7700, 4,000ft, north of PIT, southbound towards Somerset TFR.
1603	CMC reported at SFO, COA449, B757, SFO-EWR requested to taxi back to the gate due to a request by the COA employees, security was alerted and arrived on the scene with the FBI. FBI is also at the location of Air Canada 856, A320, SFO to Toronto. No further information was available.
1616	AWP reports the FBI took into custody 1 passenger from COA449 that matches the description from the top-terrorist list. FBI has taken into custody 4 passengers from Air Canada 856 that also match the description from the terrorists list. See entry 1603
1634	Per 500 telcon today – the situation rooms in the regions will operate starting today from 6am to 12 midnight local time. During the time the regional situation rooms are closed the ARTCCs will have a representative on the telcon. The 500/501s will be on call. The HDQs situation room will operate 24 hours a day UFN.
1641	ASW Question – How do we get a TFR in Pine Bluff, Arkansas for a chemical weapons plant. Answer – HDQ advised to send the request to ATA-2.
1645	ATCSCC advises FDC NOTAM 1-9864 was cancelled.
1650	Security to HDQs – did we have any information 2 fighters colliding over MD? HDQs is checking on this issue.
1652	AGL Question - are Part 135 IFR news flights allowed? Answer – yes, IFR but not allowed in the NY/DC TFRs.
1654	AWP update from SFO – Passengers from Air Canada 856 meeting the description from the top terrorists list has risen to 6. FBI Special Agent Margaret Easton is on site. SFO Airport operations at (b)(6) are in direct communication with the FBI.
1656	Update on fighters over Maryland - mission was preplanned and approved – all is clear. See entry 1650
1722	ATCSCC advises VIR7 wishes to continue to LAX. Approved. See entry 1534

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Time (EDT)	CHRONOLOGY
1730	AGL Question – have a pilot of an American registry A/C located in Canada, float plane, VFR needs to return to the US for medical reasons. HDQs approved under humanitarian flight.
1733	Bill Buck relieves Chris
1745	AWP security LAX terminal 1 has been evacuated due to a possible bomb threat.
1800	AEA question: Canadian VFR amphibian aircraft request to go from Canada to Alaska, clear customs on both sides of the border as a boat, then depart for Florida. HQ advises that there is nothing in our regulations that negates that operation.
1820	HQ advised ATCSCC not to release any special Notam at this time.
1825	AWP advised that Skywest flight 5196, E-120, originally filed from Sante Rosa to LAS is diverting to SFO due to pressurization problem. ATCSCC notified.
1830	ANE advises Nordo a/c, TN989AL, LR-35 BED-OXC, approx 45 miles SW of BOS at 030. Attempts are being made for communication. Will update shortly.
1839	HQ advises AEA and ATCSCC advised that tomorrow N21CE and N101PC will depart McGuire AFB tomorrow at 0900 am to IAD then depart IAD at 1200L arrive Kirkland AFB at 1400L.
1843	Police advised they were notified that a large a/c over Cape May circled and crashed. HQ is looking into it. Then advised it was in Silver Spring.
1844	AEA advised they are looking into the 1843 entry.
1845	ASO- Questioned if the Notam was sent out. HQ advised it was sent. ANE advised 1830 entry resolved.
1846	HQ advised the 6 hour update has been sent out.
1847	AEA advised there is no known traffic in the Silver Spring area. Issue closed.
1855	Special Notice Notam 01-0345 is in effect.
1900	HQ inquired about the 1557 entry. AGL looking into the issue.
1902	AGL advised the 1557 entry a/c had two visuals and identified the aircraft as crop dusters. Did not confirm one or two a/c but advised the turned transponder was turned off and the a/c exited towards IDI.
1908	AGL requests copy of copy of Notam 0345.
1911	ACE questioned about IFR traffic watch inside class B airspace as to if it's ok.
1913	AGL has copy of Notam 0345.
1918	AWP asked if flight training from inside enhanced class B to a destination outside class B is authorized. HQ advised yes.
1920	ASO advised Flagship flight 5804, SF-34, landed Greenville, Mississippi with a possible bomb on board. Contract Tower personnel evacuated.
1922	HQ advised ACE that traffic watch a/c must remain outside class B.
1925	HQ advised ATCSCC revision to Notam 0111 is good to go.
1831	ASO advised tower was not evacuated at Greenville but the Flagship 5804 flight has been relocated to a designated area.
1842	HQ advised all regions and ATCSCC clarifying the flight training issues.
1943	ASO advised the 1831 entry is resolved, it was medical equipment and batteries– no bomb.
1952	HQ advises all regions that use of the special VFR corridor through class B airspace is not authorized.

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Time (EDT)	CHRONOLOGY
1958	HQ addresses VFR flight training again (CFR 61.1) and Transponder 30 mile issue. (CFR 91.215)
2032	AWP advises that Honolulu requests a temporary flight restriction over Pearl Harbor. (2.5 Mile radius surface to 090) HQ advises AWP to discuss it with the AWP military representative.
2112	ASO has question about Notam 0356. HQ doesn't have Notam yet and will call upon receipt.
2122	HQ received Notam 01-0356. Traffic watch operations outside of class B airspace and in IFR conditions is approved.
2127	HQ advises AWP that the request for a TFR over Pearl Harbor is negative.
2140	ATCSCC requests that N101PC depart tonight instead of tomorrow morning. ATCSCC will call AEA with all the information. HQ approved with AEA input.
2200	AGL wants confirmation that Lifeguard a/c can operate in and out of class B with discrete beacon code. HQ reviewing question and will get back to AGL.
2206	ASW inquired about photo missions. New Notam addresses this and Notam 01-0148 will be cancelled.
2208	AEA inquired about the 7 mile TFR around DCA that was cancelled earlier and whether or not (2208 entry continued) it needs to be resent.
1014	AAL asked if VFR-on-Top is authorized at any time. HQ advised that VFR-on-Top is approved as long as the a/c stays on the IFR instructions.
2223	HQ advised AGL that Lifeguard a/c need discrete beacon codes.
2229	HQ asked ATCSCC to research the reason the DCA TFR was cancelled with 0303. ATCSCC researching the issue.
2245	HQ advised ATCSCC to issue a Notam with the DCA 7 mile TFR.
2250	ATCSCC advises that the Notam for the DCA 7 mile TFR can not be issued by us. AEA will act as if it is still in place and the issue will be discussed in the morning.
2258	ANM has a request in the Denver vicinity for controlled burns on September 24. HQ advised it does not appear to be an ATC issue as it will be no closer than 45 miles from the Denver VOR. HQ also advised to ensure FBI, military, etc. be notified.
2345	HQ asked if LAX terminal was cleared and advised it was earlier.
22 Sep 01	
0005	AEA R.O. Shut down, ZDC & ZNY Up
0010	ANE R.O. Shut down, ZBW up
0515	AAL889 MD80 LAX to MMGL. FBI reported threat and passed to AAL Ops. AAL notified AWP of an unspecified threat and requested that AAL889 RTN to LAX. FBI is at LAX. DOD notified. Pilot says everything normal and does not request assistance.
0552	AAL889 Landed without incident
0557	AEA R.O. up, ZNY off
0607	ASO R.O. up
0643	CMC comm check
0653	AEA advised that they got word that MITRE has a flight this morning operating under Army call sign that will be doing high-resolution mapping over Ground Zero. Requested info.
0704	ACE R.O. up

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Time (EDT)	CHRONOLOGY
0710	HQ advised AEA that contacts at Ft Belvoir has no information on the MITRE operation. Asked AEA to get name/phone of DOD sponsor.
0711	Chris Metts relieved Eric Harrell.
0722	ATCSCC asked for permission for 2 American Eagle E135 Part 91 aircraft to ferry from St Maarten to Ft Lauderdale. HQ approved operation.
0812	New telecon bridge to be established effective 0830L due to tones and problems on line. New bridge will be at 202-493-4180, pass code 7110. New code being passed to all R.O.'s and ATCSCC.
0832	Roll call on new bridge: ANE, AEA, AGL, ACE, ASW, AAL, ASO reported on. AWP, ANM due in at 0900L. ATCSCC not on, being called.
0836	AAL to be off line for 10 mins.
0845	AAL reported back on.
0853	AEA advised that N368CE, B737, Part 125 approved to operate from EWR to Paris Le Bourget.
0903	AWP reported on
0907	CMC on.
0925	ANM reported on.
0932	AEA reported US2987, NORDO, LGA-MCO, handed off to Jacksonville Center, did not respond to freq change. Advised to notify SEADS.
0935	ASO advised US2987 is now in radio comm. Type B737. Everything normal.
0950	Clarification provided to all that VFR flight training in the only VFR operation permitted in enhanced Class B. This whole subject needs to be clarified in the 1200L 6-hour update fax.
0958	AEA advised that R23836, DH6, proposed to depart Davidson AAF IFR at 6000 ft at 1410Z en route to Ground Zero, has been approved.
1015	Report from ACE that the AOPA web site is publishing that there is a 10NM restriction around military bases. Not confirmed by our military reps.
1020	HQ Army Rep reports that they have no knowledge of approving R23836 operating from Davidson AAF.
1023	AEA reported that State Emergency Response Desk and NYPD are aware of R23836, contact point is Brian Hayes, (b)(6) Info passed to HQ Army Rep.
1026	ASO has VFR aircraft coming from SJU to US and asked if they were allowed. They are US Part 91 coming from US territory to US airport, can do that as long as they don't make any immediate stops.
1028	ATCSCC asked for copy of the list of Part 129 carriers who are permitted to overfly US airspace without landing in the US.
1030	AAL reported having been dropped off the telecon bridge and is now back on.
1033	AWP asked for clarification as to whether Part 133 operators require transponders outside enhanced Class B. Affirmative.
1034	R23836 now reported by NY State Emergency Response Desk as inbound to Lakehurst NJ. AEA advised.
1035	AAL reports KAL073, Inchon - Toronto, about to enter US airspace. Not approved to overfly. Will need to reroute outside US airspace or land in ANC to refuel.
1040	AGL dropping off to try to correct the problem with the tone on the telecon bridge.

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Time (EDT)	CHRONOLOGY
1045	AGL back on.
1047	FBI reports unidentified aircraft flying 9NM east of nuclear power plant at Morristown IL. HQ asked AGL to get info. Security also asked for same information on single-engine aircraft.
1050	WOC advised to ask AAL to go to ROC and get dialed in to telecon bridge.
1052	AAL back on.
1053	AGL reports Chicago Apch and Chicago Center tracking aircraft at 2500-2700ft, appears to be departing area. Will continue to track.
1055	Roll call for discussion on enhanced Class B. All on except ANE. Existing rules for Class B airspace have not changed. Class B standards and requirements are not intended to be applied outside the existing true Class B airspace. Only prohibition in enhanced Class B airspace is Part 91 VFR operations except Part 91VFR training.
1110	AEA asked about Part 135 operations departing to AMS. Can depart with assigned beacon code.
1114	AGL advised Indy Tower having fumes due to boiler problems, moving to FedEx Tower.
1118	HQ advised that Part 137 operations permitted in the US as long as they remain clear of true Class B airspace, not enhanced Class B.
1125	AEA asked about French-registry Part 91 requesting to go point-to-point within the US. Not approved.
1126	AEA asked about law enforcement operations above stadium in Morgantown. Approved.
1129	AWP asked about overflight of US territory by Part 129 aircraft from Japan to Canada. If not on the approved list, must not overfly.
1132	AAL being asked by Whitehorse FSS whether Canadian pilots are allowed to fly VFR back and forth across the border. No.
1135	ASW back on line, had been dropped off.
1137	ASW requested that the mother of all NOTAMs be faxed to the R.O.'s for their review before it goes final. HQ will take it under advisement.
1137	AEA requested approval for FEMA flight, N101PC, IAD-OKC, EDT 1200L. Checking with FEMA.
1141	AGL advised Indy Tower has NOT evacuated, will evaluate later.
1142	Lt Col Burrell, FEMA, approved N101PC is approved. N21CX also approved for later today.
1151	ATCSCC advised that RCMP CGMPI inbound IFR to IAD with representatives of Prime Ministers office on board. Talking to ZBW. Must have approval for Part 91 ops into Washington TFR. Security asked to check.
1159	NTFYD by AWP of bomb threat at LAS.
1210	AWP RPRTD medical emergency at Reno. ACFT landed no INCDNT.
1215	Bomb threat in LAS in baggage claim area. No threat to OPS at this time.
1216	AGL RPRTD Fueler15 CMH Reporting Hydraulics Problems.
1220	CGMPI not cleared by State Department to land ATTM. HQ RQG pilots intentions.
1228	Port Canaveral wants a TFR over 3 cruise ships. ADZD it's RO's call.
1233	CGMPI intends to go to Baltimore, MD.
1235	ANE ADZD AOPA web site is stating VFR training is permitted outside class B airspace.

Draft

Time (EDT)	CHRONOLOGY
	On checking web site, HDQTR's sees no discrepancy.
1239	HDQTRS spoke with Kevin Bratsch, State Department, ref CGMPI. ACFT was not approved.
1305	AEA reported bomb threat at Kennedy Tower. Personnel moving to alternate site. J. Griffith NTFYD.
1319	AEA ADZD leaving Kennedy TWR in 5 min. Will take approx 5 min to set up.
1322	AWP ADZD LAS gave to all clear.
1330	Jeff Griffith Requested AEA
1340	ADZ of AA1214 out of Chicago to Toronto had bomb threat. Individual being held. Requesting Toronto check ACFT on ARVL.
1356	Report of NORAD scrambling.
1359	ZDC reported possible stolen ACFT, N335TS, current position 15 south of Richmond, VA. Military suggest scrambling.
1439	CMC reports N5TS 140 E of TRI.
1445	AGL ADZD American Airlines contact for the FBI, ref AL1214 number is (b)(6), Robert.
1505	AGL ADZD IND TWR did not evacuate facility due to fumes as reported earlier.
1522	AWP ADZD ASA278 o/Santa Monico NORDO, will keep us ADZD.
1553	HDQTR's would like to note we have had numerous incidents of interference over our communication bridge today.
1635	CMC ADZD they will be off network for approx 10 minutes.
1645	Military ADZD establishing a TFR over Hickam/Pearl Harbor, HI per special MOU with FAA.
1650	FBI requesting status of ACFT over Morris, IL power plant. AGL ADZD C90 getting data together and is coordinating with Dave Canoles.
1659	RCVD RQ from Fred Sikoisky, Land Care Aviation @ (b)(6). States he has approval to photo ground zero tomorrow
1700	CMC adz security sweep complete of Kennedy Tower. Facility reoccupied at 1652. Ground stop to Kennedy lifted.
1703	N335TS landed TRI @ 1929Z. 3 people departed ACFT went FBO. ACFT tolled to hanger. Information passed to security.
1739	HDQs to Regions – clarification - ARMY have an internal requirement that all ARMY VFR A/C must have a discreet beacon code.
1741	AWP advises they received a call from OAK AFSS that a concerned citizen reported a low winged aircraft flying around the Golden Gate Bridge. Security was notified.
1812	ACE reported a PA 28, wants to depart Kansas City Airport to Sherman Army Air Field using a TS call sign. Western Air Defense advised Sherman Army Air Field is closed and flight should be denied. ACE asked if Security or HDQs requires any information. HDQs and Security said negative.
1814	AEA reported an aircraft penetrated P40, heading southwest bound. A/C is being tracked on radar.
1840	ATCSCC reports that the NE Air Defense Center received a call from the Secret Service expressing concern that aircraft are being allowed to fly over the Camp David TFR. A/C are transiting over the cap of the TFR. Secret Service feels the TFR should go to infinity.

Draft

Time (EDT)	CHRONOLOGY
1850	ATCSCC Question – can US military flights fly VFR without discreet codes. Answer – yes, except the Army, which requires their aircraft, IFR/VFR use discreet codes.
1903	AWP reports the Bay TRACON is tracking a VFR, which violated the enhanced TFR, 200 knots, north of SFO, turned south towards city, NORAD has been notified.
1908	AWP update on VFR TFR violator – aircraft passed the airport and is being intercepted by F15. See entry 1903
1920	6 pm update on “status of the NAS” sent to all regions.
1925	AWP update on VFR violator – aircraft went to Monterey, T34, pilot deviation will be filed. See entry 1908
1941	AEA reports possible bomb threat at Elmira ATCT. Personnel are evacuating, airspace has been transferred to ZNY. No other details have been given.
1951	AEA Question – can G6579, helicopter enter the ACY TFR. Answer – approved earlier
1956	AEA update on Elmira ATCT bomb threat – local police have responded. See entry 1941
2019	AEA reports Elkins AFSS issued an ALNOT on helicopter N30042, 4 hours late, trimming trees near Morgantown, WV.
2032	ASO Question – can a foreign registry A/C depart St Martin to St Thomas. Answer - yes
2050	AWP reports Torrance ATCT received phone call, which the caller stated to expect a pending attack on Amtrak, FBI will be notified.
2102	AEA update on alleged bomb threat at Elmira ATCT – all clear, apparently a customer made an inappropriate comment at the ticket counter. See entry 1956
2107	ATCSCC requested delay information from Elmira ATCT bomb thereat – Answer – 1 DA 10 for 40 minutes.
2111	BOS ARTCC Question – they have an aircraft, USC301 out of BFD to ORL in the remarks section of the flight plan it reads “DOT 7060 exemption”. Answer – ATCSCC advised they have nothing on the flight, nor does ANE.
2127	CMC advises they found a DOT 7060 exemption from 1995 for HAZMET. See entry 2111
2142	ASW requests approval for LifeGuard, XALL, LR25 to go from TOC, Mexico to Galveston, Texas, Sunday early morning.
2158	Update on request Fred Sikoisky to take photos of Ground Zero. Permission has not been granted. AEA has been advised. Focal Point - (b)(6) SGT Adar See entry 1659.
2201	Update from P40 violator – A/c was tracked to Donald Springs, MD and was met by the Secret Service. A/C was N1400C, PA23. See entry 1814
2246	HDQs to ASW – what hospital is the Life guard XALL flight going? – Answer – The a/c is from Global Life Flight and destined for Shriner’s Children’s Hospital Burn Clinic, Galveston, Texas looking for a noon departure on Sunday. See entry 2142
2257	AEA reports AAL 848, NORDO, 15 NW of Hugonut VOR inbound to Stewart ARPRT.
2258	AEA update on AAL 848 – they have 2-way communication with the aircraft. See entry 2257
2339	The Big NOTAM (unpublished Draft) is on both Judy and Sherlita’s hard drives.
2342	AEA – 35 E of ILM AMT8722 NORDO.
2358	ANE – closing for the evening Boston Center will be on.
23 Sep 01	
0001	ASO – closing for the evening Atlanta Center will be on.

Draft

Time (EDT)	CHRONOLOGY
0003	CMC closed.
0004	AEA – closed for the evening.
0119	AAL – Can a Coast Guard acft depart VFR do they need a discrete code? HQ – We don't see it specifically addressed but the answer is yes discrete code.
0127	AAL – On the briefing sheet it shows that military can fly VFR without a code. So therefore Coast Guard is good to go.
0128	Security – Korean Air flight 86 landing in AAL is OK. Korean Air 74 over flying AAL is not approved.
0203	Security – Is trying to get approval for Korean 74 due to it already being airborne. (see 0127)
0225	AAL – Korean Air called they are upset regarding this matter. Korean said they went thru everything and thought that they had been approved. (see 0203)
0235	Role call. Will read the new revised list to everyone.
0300	AWP & ANM closed for the evening. Centers monitoring.
0319	Late Entry: Security approved Korean 74 to overfly. (see 0225)
0336	Late Entry: Aviation Command Center (mike) called said the FBI has a concern regarding part 137 (crop dusters) over/near NFL games on Sunday afternoon. I questioned their concern for just Sunday, what about Mon. and is this just NFL or College games as well? Mike called back later and said it was just for NFL and just for Sunday the 23 rd . Want us to work on this issue and see if we can put out a NOTAM restricting part 137 on Sunday.
0400	Security – Korean Air added to the overflight list.
0520	ZAU – NORDO ACA754 N or GRB.
0521	ZAU – ACA754 back in communication with ZAU.
0554	AAL to Command Center reference a TU154 – MLV801 Petro to Anchorage. Please check. Wilco.
0607	Command Center to AAL – re MLV801 is approved as long as he's on special interest flight route (gave routing).
0609	Briefed all on new listing of Part 129 Air Carriers approved by PSI for overflights (list includes 10 air carriers).
0617	AEA to ZNY – Please come up on regional telcon. Wilco.
0623	AAL 1109 12 sw of BWI – NORDO, but no change in beacon code.
0624	AAL1109 back on frequency.
0628	ANE – Mike A. Beaney on.
0632	ZOA – Verifying that Cathay Pacific wants to fly – Is it an approved carrier? Yes.
0634	Bill Ellis briefed David Sprague.
0650	ANE didn't get air carrier update list – pls fax. (b)(2)High
0705	ACE on, ZKC off.
0706	Question ref IFR Hawker jet – approved.
0712	AGL – verifying training flights in enhanced Class B, need a discreet code? No.
0716	Asked AEA if they know about Sikorski flight to Ground Zero. Note they have says Fred Sikorski is not approved per SGT Adair at (b)(6).
0737	Advised all that a new Part 137 notam is on it's way.

Draft

Time (EDT)	CHRONOLOGY
0739	Someone asked if any flushes planned for today? No.
0746	Command Center – any further guidance on nuclear plants yet? Not yet, but meeting at 1 today to discuss it.
0747	AEA – DOT1 just landed at EWR. Do you have any info on the flight? No.
0748	Nancy K. advised state police that Sikorski helicopter flight is not approved.
0749	DOT1 call sign was DOT1. Mineta was on-board.
0751	ANE to AEA – need to call off-line. Wilco.
0753	Command Center re P40 airspace. Notam currently say 12,500. Shouldn't it be 14,000? Checking with Military.
0758	AEA – DOT1 any info – No. Also, ref nuclear plant info – need info by a time? Not sure.
0801	Asked security if they have the NAS shut down draft order. No, they don't have it.
0802	Military says they do not care about P40 altitudes. It is an NSC/SS issue.
0805	To AEA – please check with ZDC and see if they received a request to change the airspace limits of P40. Wilco.
0809	Brussels – need better number for security –4098.
0810	AEA – ZDC had received no requests for additional altitude limits at P40; remain at 12,500 ft.
0812	Command Center – asked them where they received info on P40. From ADIZ and Secret Service. They found misunderstanding - notam says 12,500 AGL which is 14,000 MSL.
0816	Command Center - Notam on Part 137's, is out.
0819	To all re Notam on Part 137 – Prohibits Part 137's for rest of day. #1-0392
0825	Bay TRACON re VFR on top, within enhanced B airspace.
0827	Command Center faxing us info on Ground Zero flights.
0829	Advised Bay there's nothing that stops VFR on top in enhanced B airspace.
0832	EJA694-C560, being worked by BWI apch, emergency, landing Frederick, possible cargo-hull fire.
0835	Sending CMC the notam – 3768/9.
0836	EJA on ground at Frederick, no problems.
0838	Command Center – re TSD's – sending people to work on TSD's. Going to 6 th floor. Advised that Bill P's is now working.
0840	Current TSD time is 1240 – will check on Bill's TSD.
0841	BUF AFSS, N90 received req from N738JT - claims Col. Auburn gave permission to do photo mission at Ground Zero. He offered (b)(6) is where they got approval. R. Shirley is pilot. UCA-DBY to UCA with photo shoot at WTC. Will check.
0842	Bill P's TSD said 1228.
0844	Reiterated that Part 137 issue relates to ALL sprayers.
0846	ANE – VFR solo students outside of Enhanced Class B. AFSS guidance still okay? Approved. Then AGL said Sabra denied it. Dave reiterated directions from AFSS. Please fax to AGL-500. Wilco.
0852	To AEA – FBI wants to talk with R. Shirley. Pilot available at (b)(6)
0844	ZSE – Part 135 release on codes? TN or Air Taxi flights are calling looking for discreet

Draft

Time (EDT)	CHRONOLOGY
	codes. Any relaxations? No, but we'll bring it up. John's talking with Nancy K.
0845	Brussels-questions re shadow flights – Part 135 charters and both want to proceed from UK – they are bringing in Indy 500 race cars. Okay? Yes, no change. Brussels instructed them to put in remarks about cars.
0858	Security verified above flights, are good.
0859	AWP back on.
0900	ANM back on the air.
0905	Confirmed Brussels flights are 135's? Yes., and not 91's. Are they USD registries? No. Foreign 135's can't be so they need to go under 129. They don't have 129 certificates.
0917	Bob Lowin of NBAA called – His office is open today until 5pm. (b)(6) (b)(6). After 5pm, call (b)(6) (b)(6).
0922	AWP – Canadian same handling as US for VFR training inside Class B enhanced - No, US only.
0924	AFSS in AGL re Part 137 – is someone letting the ops know? Tell them when they call AFSS. They will, but most won't call before they go up.
0925	To Brussels re 135 act – they cannot unless Part 129.
0926	Gave security info req on 2 foreign car race flights. Foreign registries.
0930	Paul at Security – VFR from Canada to Alaska. There are no cross border VFR's.
0935	Fire fighters believe the Part 137 notam stops them from dumping. Negative.
0936	Above entry was caused by Flight Standards calling. We will try to get fit stds. Forest Service Julie Stewart (b)(6) (b)(6). She wants us to contact FSDO's and advise them not to shut fire fighters down. We requested that each region contact their fit stds and advise not to shut down the fire fighters as they are public use emergency. Wilco.
1005	Part 91 for at Vegas, wants to fly to PHX to pick up US registry. Nothing authorizes it.
1014	ANM – Notam re 6,000 lbs can go VFR in Enhanced B airspace. ?
1016	To Command Center – need exact number of diversions to Canada – Pres. meeting with Canadian Prime Minister. Looking.
1024	Notam re Brussels questions notam 0359
1025	AEA has nuclear plant info, please fax to us. Wilco.
1027	Command Center – 198 U.S. air carrier diversions to Canada on the 11th. They are asking them about foreign diversions.
1028	AEA – re nuclear plants – Carl Zimmermann was POC.
1029	Brussels off the net.
1030	Good number for Nancy. Provided.
1031	To ANM – need specifics on Part 135 training. Part 135 at 6,000 lbs or less. We think it must be Part 91 if VFR training. Also, re canceling IFR air borne, approved? Yes, per 0348.
1035	Notams 0347/0348 look alike – difference? Distribution.
1036	Transport Canada phone call – Are VFR's allowed to fly from Canada to US under Part 91? Negative – IFR only.
1043	Command Center – Contractor will be coming to fix TSD – Wanda Short employed by Kenrob and arriving at noon. She can't park downstairs. Have her call 73666 when she arrives.

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Time (EDT)	CHRONOLOGY
1045	To ANM – re Part 135 training – answer must be that the only provisions out are under Part 91, unless doing proficiency/currency.
1046	ANM - 147/148 still valid for photo shoots? Yes, per 0359, part 3.
1048	To AEA – Re Charleston, WV Tower - they don't have access to fax machine in mgr's office. AEA will take care of it.
1050	ACE – Notam 0356 restricts sightseeing to IFR only. 0345 permits it outside of enhances class B. Which one? Outside of enhanced class B.
1054	Can Training with instructor op in enhanced Class B? Yes.
1059	Asked AGL ref crop duster w/7700 code flight on Friday. Did info get passed to FBI? No. Please do. Wilco.
1102	Fire in Boston harbor – boat not an airplane.
1107	Told Command Center we are sending them a fax – an expansion on Part 137 notam.
1122	AEA – N90 has inbound to TEB from AGC, Angel flight. N6466N, Centurion. Approved? We have no information on it. Command Center checking it too.
1124	AWP – Part 91 VFR re enhanced Class B, can they operate in the regular part of the class B airspace? Yes, with the exclusion of NY, DC and BOS.
1127	Please have Siewert call. Wilco. Also, Angel flight going to pick up heart patient. He is actually flying under Lifeguard, not Angel. Command Center didn't approve it.
1131	Told N90 to have Lifeguard flight stay clear of NY protected area until they can get more info on it.
1133	Siewert agreed that these flights need to file Lifeguard, and this pilot didn't actually file a lifeguard, he filed an Angel call sign.
1144	N6466N Departed VFR tried to file IFR in the air. Departed AGC
1207	ASO ZME/ TFR around Pine bluff AR. State police want to fly thru it. Who should they call. Ans: Jonesboro AFS coordinating facility. Supposedly they had already called Jonesboro. We'll check. Have him contact Army rep (b)(6) Littlerock Apch coordinating facility.
1217	ASO question about Law enforcement flying thru TFR. ANS: No, unless departing or arriving with ATC approval.
1250	Wendy Short arrived to work on TSD.
1328	JFK received Phone threat at aprox 1315 threat by a male caller to ATCT "American you have til 8 United you have until 10". Male caller called LGA Port Authority also heard " FAA TWR LISTEN CAREFULLY YOU HAVE TIL 4, American you have until 8 and United until 10.
1335	ACE Wants number to talk about military issues in the Region that aren't going right. They will call (b)(2)(H) and talk to Timmerman.
1350	AEA (verifying earlier call) First call went to Port Authority at IAT office. Com center notified no evacuation planned because nothing said about bomb threat.
1445	AAL was queried at Bill P's request about Combination flights (cargo/passengers). AAL called Alaska Airlines said the restriction was lifted on the fourth day. A person in security verified.
1455	ANE/ZBW Problem with Canadian part 91 to JFK and will return as Lifeguard flight. Dan Vaaka to check with security. The aircraft is presently holding in the air. Dan, get verification CFICU will depart as Lifeguard

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Time (EDT)	CHRONOLOGY
1502	ZBW DR Kurchwin is the referring physician (b)(6)
1506	AAL all carriers have been notified that Combination flights are allowed.
1511	CFICU no one knows anything. The only thing they have is a patient going to Ireland
1517	Security has no problem with CFICU. All was verified. A/C on the way to JFK
1528	AGL can SVFR Lifeguard depart ECB . Ans: Yes
1550	AAL two A/C want to depart US back to Canada. Security (Vaaka) had no problem give them both bcn codes
1605	ANE Heads-up Millstone nuclear plant Nuclear Regulatory Commission Concerns about plan for power plant safety. Flights landing Groton CN come close to plant. Nancy K advised that the issue was going to come out tomorrow regarding what TFR's might do for them
1635	Late entry (1545) China Air and Martin Air added to 129 Approved by PSI for Over flights
1645	JAL 17 Van Cover to Narita required to stop in Anchorage. Not allowed to overfly.
1717	DOT 1 LGA to DCA approved military notified.
1735	Effective 2000 local New WOC NUMBER (b)(2)High
1826	FBI requesting a briefing/timeline on NOTAMS concerning Part 137 Agricultural flights for the entire event, advised security to contact ATCSCC/NOTAM office for information.
1904	AEA-DOT-1 departed LGA for DCA, approved for landing at DCA, callsign TRANSPORT 1
2000	DOT/CMC called with an FBI request on information on a/c carrying HAZMAT material
2030	AEA called to check on two inbounds to IAD N195FC and CFNAG to IAD. There was no approval authority on file for either aircraft. ATCSCC checking.
2033	Request from VDOT (Michael Mills) for approval for N1VA (VA governor aircraft to arrive at IAD. No paperwork sent. Advised to send letter to FAA Security similar to N36VA aircraft. Arrival time 1145Z.
2053	Roll Call with all regions, all are on
2055	ASO advises that a twin-engine a/c is dispensing pesticides around Satellite Beach, Fla. ASO attempting to find out origin of flight and a/c owner.
2057	AGL advised that the earlier report of a 7500 beacon code has been identified upon landing at I54. A/c call sign is N5862R, pilot's name is Hank Frazier
2104	ASO questioned whether an a/c departing Sweden can land in Vero Beach, Fla. HQ advised that ATCSCC/Security will need to be coordinated with for approval. Checking with ATCSCC for the correct phone number. Sweden is not on the approved list.
2110	ASO advised to contact FAA security at (b)(2)High in regards to the approval for Sweden a/c. See log entry 2104.
2119	ASO advised by Security that Swedish registered a/c are prohibited from flying into the US from Sweden. See entry 2110.
2138	ATCSCC inquiring about state of Florida a/c Part 137, spraying for mosquitoes, contacting Security for ruling. Security advises that State a/c operating under Part 137 are released for spraying.
2207	HQ to all Regions, no aircraft capable of aerial application is permitted. ATS-1 advises.
2217	ATCSCC inquiry reference N382MC, C421 GSO-IAD on Sept 24 , does a/c have permission to land IAD for a memorial service in DC ? ETA 1000L at IAD.
2222	ATCSCC advises that FDC Notice 1/0405 has been sent with regards to Part 137 spraying, no

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Time (EDT)	CHRONOLOGY
	a/c capable of aerial spraying is permitted.
2224	AEA advises TWA60 inbound to JFK with intermittent transponder, ATC is in comm. with the flight and will advise of the landing time at JFK.
2236	N382MC, C421 flight from GSO to IAD approved by White House (Alecia Davis). Security advised.
2240	ACE advises receiving report of low flying aircraft in vicinity of Wolf Creek Nuclear Facility from Coffee County Sheriff's Department. A/c was not over the facility but near the facility, thought to have landed at a local airport.
2258	From AWP, Japan Air Force 001 ETA JFK 1350; Backup aircraft Japan Air Force 4002 ETA JFK 1725.
2319	ANM advises Weyerhauser had helicopters spraying, ceased operations when made aware of NOTAM, Security advised Weyerhauser if they were capable of fighting forest fires, they could fly. Security was advised of NOTAM interpretation by ATS-1. ANM is advising the facility.
2330	ACE reports that Sheriff's department is concerned about the aircraft flying low near the Wolf Creek Nuclear facility. There appears to be a pattern; same operation occurred night before. Sheriff's department is attempting to locate aircraft and pilot to investigate.
2345	Numerous reports of an aircraft flying over the Tyson's Corner/Vienna Va. Area approx. 1000' AGL. HQ – investigates and it is identified as a Ross Flight.
24 Sep 01	
0005	ACE – military called is no longer concerned about the Wolf Creek facility.
0040	ASW – ZHU had a report of crop dusters near T02. Authorities sent to investigate.
0100	AWP – Reported numerous crop dusters, local authorities sent to investigate.
0420	AWP – Local authorities found nothing. Item closed.
0435	ASW – ZHU reported that local authorities found nothing. Item closed
0440	ZHU – Received a call from the CIC on duty at the PHX TRACON. CIC advises that airport personnel are walking thru the facility unescorted and CIC wasn't sure if that was supposed to be going on. HQ – advises to have the CIC report the incident to morning Supervisor and have them investigate and put a stop to this. The airport personnel shouldn't be walking around with out AT knowledge or approval. AWP RO needs to follow-up on this in morning.
0555	Traffic Count for yesterday, 9/23: IFR departures=42,682, Air Carrier departures=28,280, Total Controller Ops=102,278.
0605	CMC on. ANE on.
0655	AGL on.
0700	ACE on.
0702	AEA – please call – Wilco.
0703	Advised AEA that N2 will be departing today off of DCA.
0705	AEA off line – they are not permitting VFR aerobatics in enhanced Class B airspace throughout region's airspace.
0740	CMC – Requested update on nuclear plants. No change yet.
0741	AGL – Off-line for a moment.
0743	AGL back on.
0747	ZHU off, ASW on.

Draft

Time (EDT)	CHRONOLOGY
0751	Command Center re N264SP, they are holding him west of IAD. He claims to be a FEMA plane. Security checking on it.
0752	Security not familiar with aircraft. AEA will continue to hold plane out. He's a King Air 200.
0753	To AEA, is N264SP a Part 91? Yes. You might want to suggest Manassas. Wilco.
0755	N40DK also wanting to land at IAD. No info on him. N264SP out of Indiana and diverting to Leesburg.
0800	AEA – N40DK is a Lear Jet (LR55) out of AGC, they are holding him outside of DC airspace, too.
0801	ASO – Re 0303 notam, and 0330. They can't find 0330.
0809	AEA re CFBVF to TEB. Anything on the plane? Asked security – Nothing.
0816	ASO re update sheet – mistake on update.
0818	ASO off for 30 minutes.
0820	CFBVF says he is Part 135, Canadian. We're going to have him divert to MMU or CDW or HPN, not TEB.
0839	New listing of Part 129 overflights – faxed to all
0840	Question on Frederick Gliders – checking with military.
0844	Re CFBVF – approval was tentative; do not allow him to go to TEB.
0845	Command Center re future flushes. None scheduled but working on them.
0848	There are no current notams over P40.
0850	AEA – student pilots solo – considered training? If no instructor on board, not considered training within class B.
0855	ZSE – Any word on mega-Notam? Not yet.
0855	ANM on.
0910	ASW – Model rocket launchers? All types? Yes, all are prohibited, but what they were describing was fireworks.
0913	ASO – Page 3 on current update – intent was for Oil rig activities and fish spotters.
0920	Faxing new notice (correction needed for phone number) 7110.263b on reporting suspicious pilot activities. Please disseminate to all. Mary Ellen is sending it electronically to the 500's.
0934	ACE – Canceling document may have wrong date.
0936	Fax update to CMC (b)(2)(H) HQ. Already done.
0939	ASO – re TFR's. Regions can establish TFR's around nuclear plants, correct? Yes.
0940	Russian aircraft Part 91.
0941	ZBW re pipelines operations. Can they operate – Yes, if leaving the class B airspace. They can do pipe line ops within class B if on a discreet code.
0948	Response clarifying re TFR's and nuclear plants – HQ is still handling TFR's on nuclear and military areas. Advised all regions on telcon.
1000	ASO – VFR fish-spotter near Gulf of Mexico and St. Petersburg, wants to operate 3 miles off coast. Will be in enhanced Class B, allowed? No provisions.
1003	AEA – Transponder failed on an acft, and they had him land NAE090, returning to ADW.
1005	Command Center re N477DM, CL64 MKC to IAD, any information? AEA=No.

Draft

Time (EDT)	CHRONOLOGY
	Security=No.
1008	ANM – Can Canadian at Boeing go and do touch and gos? Is it a manuf test? No.
1012	Chattanooga – 2 people have been detained. They are thinking about closing the airport.
1020	ABQ and AOO AFSS are telling ultralights they can't train. Please advise them that they can train. Regions will pass info to AFSS.
1025	ASO – For GA's only for departures, correct? Yes.
1028	Chattanooga – SWAT team and bomb squad still at airport, although airport remains open.
1029	Command Center – Ann Hunt from FBI asked them to shut down Chattanooga airport. We (AT) don't shut it down. Asked Security for assistance.
1031	ASW – Pipeline ops portion, can it be done VFR? Yes.
1032	AEA-N2 has change to go into IAD, not DCA. We'll question the pilot. HQ will make a call, too.
1033	Clarification – Ann Hunt is not requesting airport shut down.
1034	Responded to ASW re pipeline. No change.
1035	AEA – N2 wants to go to IAD.
1036	AGL – 0303 notam canceled TFR's. Having Command Center fax us a copy.
1038	Made sure security copied change in N2 destination.
1039	Command Center – Ann Hunt wanted to determine if Chattanooga was shutting. They advised her that they don't do that. Ann Hunt is an FAA employee assigned to FBI. Also re Somerset reopening, any word? AEA will check.
1040	Security needs airport authority at Chattanooga to call at (b)(6) Command Center will relay.
1042	Command Center re TFR's – faxed to 5456, right? Yes.
1044	AEA – N725RH over BWI, Citation (C50) to ADW, they are saying they are a Navy flight.
1045	Command Center 0303 canceled 9851 (Pentagon TFR).
1046	Asked Command Center to remind all that Army aircraft still need codes even though VFR.
1048	ASW re question re manufacturing/production flight test. Some are foreign registries, and our folks are telling them no. Have them call us. ASO said what about up and back and not leave class B airspace.
1052	Part 91 departing US, they can go anywhere, but can they then return from that non-secure airport? No.
1057	Cropduster up at 30 sw of Madison, Wisconsin. Security has information. AGL is calling authorities up there.
1059	AEA – getting air files. FYI.
1100	ASO – To and From Bahamas, IFR, no VFR? Part 91. Checking.
1101	Part 133 Helio, inside ECB, wants to depart class B – okay IFR.
1102	Answered ASO re Bahamas – no cross border VFR's.
1107	To Command Center – Rob Lowe had list of French manufacturer testing flights from earlier last week. They will check on it.
1120	Part 133 Helio – saying on AOPA website has notam that said training needs instructor. Correct, if below 6,000lbs. This helio is over 6,000 lbs. Negative, no exemption.

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Time (EDT)	CHRONOLOGY
1125	Not provided on telcon. Coast Guard will be flying over NRC (nuclear plants) sites. CG will advise appropriate facility.
1129	AWP - Re guidelines: Proficiency under VFR – what about requiring instructor? Does it contradict the guidance? Checking.
1130	AEA – any info on N1NA, G3 out of DCA. No information. Command Center - it was approved.
1136	ASO – Sports game next week, in a TFR, and Military agreed to do a fly-by. Okay? No, get military liaison in region to chat with them. If they still want to, they need to get special dispensation.
1143	What was FAR on training? 14 CFR 61.16
1150	AWP – Question on proficiency, can the CFI go out of the ECBA?
1200	FBI has 3 suspects in custody at Chattanooga.
1210	ACE requesting is “TFR for sporting events still current? Yes, will remain in place ATTM.
1215	AEA states N1NA ready to depart with appropriate clearances.
1217	Requesting Penny Anderson
1218	CO192 returning to airport, reporting smoke in cockpit.
1220	HDQTR’s Adz’s inside ECBA aircraft under 6000 LBS can do proficiency flying.
1235	ACE requesting are we still looking for traffic count info from AFSS’s daily? Yes, we still need data.
1240	HDQTR’s ADZD ANM P4SWM, MD11, Victorville to Lake Charles is approved.
1244	ANM Adz’s 2 Swiss ACFT request to come from Canada to US. Is that authorized? No.
1249	HDQTR’s Adz’s Louisville AFSS through ASO Military Ops are authorized.
1317	HDQTR’s request AEA to check with CMC to verify status of P40.
1326	CMC requesting final determination on hang-gliders and ultra-lights in ECBA? Can operate out side of ECBA.
1330	AWP requesting are all airports within USA secure airports. Yes, Check with security for specific airports.
1335	CMC asking about Canadian VFR ACFT departing Canada to US. <i>Is it authorized? No.</i>
1345	AWP requesting is SVFR training authorized in ECBA? No.
1416	HDQTR’s Adzed all regions, to verify they understand aircraft under 6000 Lbs. can operate in ECBA.
1440	AEA asked has NOTAM 01/1751 been canceled. Yes.
1443	CMC asking does NOTAM 1/0359 include clipping Canadian airspace. No.
1449	HDQTR’s verifying is CMC getting approvals/ denials from State Department.
1450	Requesting status of N439PW and CGMPI ref request to enter US airspace?
1500	CMC reports US304, B757, LAX-Charlotte, report possible situation developing. Might have to divert to Denver, will keep advised.
1505	Altercation between two passengers on US304. FBI agent on board intervened. Flt proceeding normally.
1520	AEA states Military will not allow Indonesia-One to land at Andrews AFB, which has prior

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Time (EDT)	CHRONOLOGY
	approval from State department. Military personnel here checking with Andrews.
1530	Military personnel have completed necessary coordination for Indonesia-One to land Andrews.
1545	CMC Adz's N439PW APRVD in to DWI.
1615	AWP asking can news helicopters operate in and out of ECBA VFR under part 91. No, they can do IFR outside ECBA.
1628	Muscle and Nighthawk flights, (UH-1/H-60's) have blanket approval to operate in area. Has been coordinated off line and the military don't want that info broadcasted.
1642	ACE adz's TFR FDC NOTAM 1/9933 dropped out of system. Was that a conscious act or an accident? Military is checking.
1642	CMC still show's FDC 01/9933 current.
1650	AWP stated rcvd call from LAS stating CMC says Helicopters could operate VFR within ECBA doing TFC, news and site seeing. HDQTRS will check.
1655	HDQTR's adzed we have not approved any VFR operations for doing TFC, news and site seeing for news helicopters.
1730	CMC adz of Cessna flying through stacks of the Log Cabin Plant in Wyoming.
1749	Security wanted to know if we had unauthorized activity at Bolling AFB. HDQs advised they need more information for a response.
1801	ATCSCC reports NBAA said all Signature FBOs are shutting down services due to a war-risk insurance issue.
1806	ANM update on entry 1730- aircraft has been identified as N126V, a grey/yellow C208, 2 passengers, landed at Coyote, Wyoming and heading southbound, aircraft based in Florida-MaxFly E Inc.
1809	HDQs to ATCSCC - Royal Canadian Mounted Police aircraft IAD - Canada- previously approved will not be able to depart due to WX and approval will be extended till tomorrow at 0900, pilot's cell # (b)(5)(6)
1812	AWP requests clarification - can VFR news media helicopter operate outside the ECB. HDQS - not approved but looking at a clarification of the NOTAM.
1814	ANE reports they are receiving mixed interpretation regarding Signature's announcement that they are closing. AAL/UAL at BDL report they were going to pick up the liability for Signature. HPN reports Signature is not closing. ANE-500 advised that HDQs will not get into an issue regarding the closing of an FBO—not an AT issue.
1854	ANE reports the NRC wants a number to report overflight aircraft. HDQs reports that issue is being worked.
1852	HDQs to ASO - do you have a target northbound near the 30 NE 24 th /25 th parallel? Security advises the aircraft is an MD-11, GCO323, possible fuel problem, jets have been scrambled.
1857	ASO update on GCO323 - aircraft reports a fuel leak, departed MIA and returning to MIA. See entry 1852.
1910	HDQs clarification - See entry 1854 - 40 colleges and university have nuclear reactors on their campus - NCR has instructed the colleges to contact the FAA and get a # that covers there area. The numbers will be given to the NRC - they are collecting the data. More will follow.
1914	ATA-2 Announcement - effective 12 midnight for each local time ban has been lifted for the crop dusters.
1923	ANE reports Speedbird 2142, FL190, flap problems, 50 miles east, presently burning fuel and

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Time (EDT)	CHRONOLOGY
	will divert to BOS. DOD has been notified.
1939	Security to ASO – are you receiving a report of an aircraft flying over the DOJ/Weapons of Mass Destruction Center, Anniston, AL. ASO is checking.
1946	ASO update on the Anniston issue – advises 2 primary targets in the vicinity of Anniston AL. ASO reported no TFR in that location. The ARTCC is tracking the target. See entry 1939
2010	AAL Question – Can Singapore Cargo 7962 depart Hong Kong to Anchorage? Security advised approved and file normal file plan.
2013	ASO update on Anniston issue – could not get tail numbers or track the aircrafts. Seen entry 1946
2028	ANE reports the GON ATCT is being evacuated due to a suspicious package.
2029	ANE update on Speedbird 2142 – aircraft is burning fuel east of the BOS airport over the water.
2033	ATCSCC advised the Tower reports 15R has restrictions at BOS due to security reasons – to close to fuel farm.
2045	Security advised that there is no security reason to close 15R --no restrictions. See entry 2029.
2056	ANE update on BOS Airport 15R – apparently the restriction to RWY 15 R occurred due to 9/22 bomb threat incident. Other restrictions were imposed to as to remain clear of any fuel farms. Security reported all security restrictions on RWYs have been lifted. See entry 2245
2057	ANE update on GON ATCT – all clear. See entry 2028.
2114	ANE update on Speedbird 2142 – landed BOS all clear. See entry 2029.
2117	ASO reports DAL 2348, B737, JFK-FLL, diverting to ORL due to hydraulic problems, ETA 2129
2219	Ops Center relayed info from DFW ARTCC that a caller reported low flying aircraft over Gilbert Airport, north of D'Queen, AK. DFW is working the issue with Air Defense.
2336	AWP - PHX had an emergency loss of Hydraulics landed at 0303z.
2340	Outside line call – Security called they have a charter B747 off Dulles tomorrow with 12 Saudi passengers. Wanted to know if we had any concerns, I told them as long as they fly in accordance with the NOTAMS we are fine. It is a US registered plane.
2353	AEA – Closing for the evening ZNY listening.
25 Sep 01	
0004	CMC – Closed.
0300	AWP – Closed Centers monitoring.
0554	AEA – question on update – last one dated 9/25 at 06:00.
0558	ZHU wants status update (b)(6)
0559	ANE on.
0601	Traffic count for yesterday: IFR Departures=49,739, Air Carrier departures=32,401, Total center controller operations=116,119.
0605	CMC on.
0609	ZHU - Question re pipeline patrol and ECBA. Told that they maintain IFR until dipping down to do work, then again IFR coming back into the ECBA.
0612	CMC – re Sea AFSS German registry flight flying into Cologne to Iceland to Boeing field tomorrow at 3 am. Part 91. DAJAD is call sign. Getting more info.

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Time (EDT)	CHRONOLOGY
0615	Please fax update to ANE – (b)(2)High
0653	ACE on.
0654	AGL on.
0656	AEA – they think P40 went back to normal limits. They will check on it.
0702	To CMC – Advised that Security is not approving DAJAD. They will advise.
0703	CMC – Pipeline complaining about inconsistencies across US. Reiterated that they must maintain IFR until outside ECBA.
0705	Question re crop dusters – yes, released.
0705	AEA - P40 restriction is 3 miles and 5,000ft.
0725	We clarified for all that pipeline ops must maintain IFR ops when in any part of the ECBA area. Asked ASW to advise ZHU of reversal from 0609 this morning. Wilco.
0728	Command Center – Part 137, can they spray within ECBA airspace?
0803	Head of Coast Guard will be flying on the 27 th and 29 th , in and out of DCA. Info passed to AEA.
0826	CGMPI – he says his flight has prior approval. Departing IAD this morning. Had been approved already.
0835	AEA – do we have any info on N225J, C550 to IAD? No.
0836	ASO – question on 298 notam – if airport in TFR, is the airport still supposed to close 2 hours before, to 2 hours after? Advised them to call Reggie directly.
0837	New listing of 34 airlines that are approved for overflights (Part 129's). Advised all that new listing was just faxed to –500's.
0847	N200GS? Yes, approval received.
0848	09095 Notam re closure of DCA – do we have a copy? Checking.
0856	N9868P MIA IFR to Bahamas – got halfway there and then reversed course. Part137 crop-duster. Controllers say he was acting odd, so they called in the authorities who are meeting him.
0902	ASO re status – page 1 reference Part 91. New one leads one to believe that these ops can be done within ECBA.
0904	0303 notam – still can't find it.
0910	N747GM, LR ISP to IAD. Any info? No.
0915	N747GM returning to ISP.
0920	CFAMI, to TEB any info?
0922	Notice 7110.263 page 2, ZJU, should be ZSU.
0923	N9868P was circling, and went to FXE. Pilot is in custody.
0923	CFAMI being offered landing elsewhere, not TEB.
0924	HQ to ASW – ABQ balloon fest has been approved by FBI thru Security. Also, are you aware of Bell helio request? No. Training to take place at Bell, TX airport. It has been approved by security.
0927	Gave info on error in 7110.263 notice to Dave Madison. He's making correction.
0931	AEA – CFAMI refuses to land MMU due to customs. They are trying to get customs to MMU for him. He's holding out now.

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Time (EDT)	CHRONOLOGY
0933	ASW – RE Balloon fest – can we get something in writing? Wilco.
0940	AEA – re CFAMI- is landing HPN.
0944	Approved by Flt Stds. Part 103 ultralights are okay in ECBA but not Class B, and not in BOS, NY and DC areas. All advised on Telcons.
0945	Add not on update on page 2 re BOS exception. Wilco.
0946	AWP Hang-gliders also included? If included in Part 103, then yes, included.
0947	To ANE – Remarks to say what?
0950	Security – have Brussels call them at (5) (b)(6) Wilco.
1003	ANE withdrew their update clarification request.
1008	AGL re Dupage Nuclear plant – Fax it into ATA and Karl will work on it.
1010	ZBW – Part 129 civils Germany to US, approved?
1030	ANM re ZSC – A Part 137 making facility nervous. Suspicious of people on board. US – have Norad go and take a look at aircraft.
1032	ASO – TFR’s ref sporting events this weekend. Need to advise Reggie.
1033	ACE – Australian registry Canada to Alaska – special approval needed to cross borders? Yes.
1052	Re ASO TFR 0298 notam will remain in effect this weekend. Advised ASO.
1053	ANM update - acft departed Provo for fire fighting.
1055	ANM – question re Class B airspace. In ECBA, requires special clearance? Yes.
1102	IAD to Leesburg N3864U, BE58– John Glenn on board.
1103	Late entry – received approval on Omaha76 to DCA from Officer Ledow at SS, with coordination required with NORAD.
1110	Dave approved N3864U.
1112	Dave approved OMAHA76, C12, to DCA.
1113	Advised all that a CFI is required for a flight to be considered training.
1116	Advised AEA to coordinate with NEADS on Omaha76 and N3864U. Wilco. Frank has coordinated both with our military already.
1122	Acft from Germany for permission to enter US – have them call the State dept. Wilco.
1124	Re: Formula 1 fax from Jerry Richard. 1 name changed on entry. As they are getting approved, we (Frank) are sending back info to Brussels and AGL.
1129	DOE flight TY valley auth to pick up DOE official on the 28 th . CHA to IAD and CHA request. N350TV. Security given info. CKV on the 29 th to IAD.
1135	CFI ref ECBA and CBA needed for training. No pattern work approved.
1152	Dave approved N350TV. Advised AEA/ASO to coordinate with NEADS/SEADS.
1205	Security advised that Coast Guard 5132C, C210, requested to fly from Gaithersburg to Frederick
1209	9-25-01 1200L Status Update faxed to all RO’s
1217	Chris Metts relieved Dave Sprague
1232	ASO called to pass on complaints received from VFR pilots who are stuck at airports within Class B airspace and can’t get out to make a living and go on with their lives. HQ advised that no approvals are coming from lower levels, suggest they be advised to contact their Congressmen.

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Time (EDT)	CHRONOLOGY
1235	AEA asked about model rocket launches. The ones that FAA does not regulate can continue to operate. Will try go update the information that model rocket launches are prohibited to reflect that.
1256	HQ faxing out list of facilities from NRC to respond to with areas and phone numbers for supervisors who they can use as contact.
1310	ASO advised that 3 aircraft departing Mexico: Tourjet, Iberian, and LTU, need to divert to overfly south Florida due to weather. Approved, however need to be sure that later departures re-route appropriately.
1335	ACE asked for approval for aircraft skywriting under IFR clearance.
1343	HQ advised that skywriting can only be done outside ECBA, treated like traffic watch, etc.
1354	WOC advised that Secretary of Transportation saw GA aircraft depart DCA and turn towards Washington within the last two minutes. AEA checking. Mil rep advised.
1355	AEA reported it was Omaha76, US Customs aircraft, has approval.
1405	Twin-engine, French registry, in Goose Bay, FOIJS, requested to fly from Canada to Bangor, further US stops and then depart for West Indies. Checking whether he is Part 135 or 91.
1408	Re 1205 entry: Security asked what the status was; 5132C says he is a Coast Guard Auxiliary. Security is getting details from the pilot as to the authorizing organization.
1415	AWP had earlier call of bomb threat as LAS, searched the field and found a dummy hand grenade.
1416	Security advises that 5132C, physician Coast Guard Aux pilot, sending documentation that he is legitimate. Planning flight for tomorrow morning.
1432	AWP advised that CHP has requested to put law enforcement officer on traffic watch helicopter; asked if they could then operate as law enforcement aircraft. HQ advised it was a regional call.
1435	Re 1405 entry: FOIJS would be operating as a Part 91 ferry aircraft. Not approved to enter the US.
1436	AEA called regarding Westwind N10MV, 25 min outside Teeterboro, no approval. HQ has no information.
1439	N10MV now changed call sign to TN10MV and will be landing.
1550	Tom Davidson relieved Chris Metts.
1553	Mil rep advised that Nighthawk, helicopter, departing Anacostia to Quantico at 1900 for maintenance. Approved.
1554	ASO requested approval for Paul133, Part 133 helicopter to operate from Orlando to Lakeland. Considered to be congested area. Disapproved.
1515	ACE advised that mil aircraft will turn off transponders 40 mi behind the aircraft they are scrambling on. Probably a response to problems where TCAS was causing scrambled aircraft to respond to RA and take what appeared to be an evasive maneuver. Question on when the military takes responsibility for separation from other air traffic. HQ mil rep said that military assumes responsibility when they turn their transponders off.
1520	ANM asked about DVFR. HQ advised they can operate DVFR in the Gulf as long as they remain on a discrete code.
1522	ATCSCC advised that Paul 133 will operate as Part 91 and then change to Part 133 when he picks up his load, and remain outside congested areas. Approved.
1525	Chris Metts relieved Tom Davidson.

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Time (EDT)	CHRONOLOGY
1540	ATCSCC had a question from NAVCANADA as to whether we were going to restrict airspace over nuclear power plants. Not yet determined.
1550	AWP asked about parachute jumpers in ECB that were approved prior to Sept 11. No longer approved.
1555	AGL advised that CLE Tower on backup power due to cable cut. No primary radar. Increased security alert.
1556	Part 91 German-registered Challenger wants to fly from Montreal to Indianapolis. Had been approved pending submission of paperwork.
1600	AWP asked about IFR inbound to airport in ECB airspace. Can he cancel IFR in ECB and proceed VFR to airport?
1602	AGL asked for clarification in the status report for 1800, bullet number 7: Could HQ strike the term "proficiency" and only keep "currency"? HQ said that the language was at the request of Flight Standards. Will discuss further.
1608	ZMP investigating a report from a citizen that a very large aircraft was sighted flying very low over Cavalier ND. Thought to be United or Misaba.
1616	ASW had call about an Ameristar aircraft coming from CDG to ORD, estimated arrival time 2313Z, using Ameristar call sign but it is not an Ameristar aircraft. Will call back with tail number. Security checking.
1620	Call sign of aircraft is Amerijet 1150, B767.
1622	Re 1608 entry: Aircraft reported to be flying along the border. NEADS advised.
1623	WOC reported that Amerijet 1150 came from a web page, seen by an Ameristar employee who questioned it. Seemed to be an anomaly.
1625	ASW got further information from FSS: ETA at ORD is 2313L, call sign is Ameristar 1150, contact point is (b)(6) (b)(6) Security aware, and trying to identify whether this is a real flight or a web page anomaly.
1635	All NASCAR Formula 1's foreign-registered aircraft wanting to come into the US have to be approved individually by State Dept.
1636	ASO off; Atlanta Center on.
1652	Tom Davidson advised that ECB is to be treated as CLASS B, per Steve Brown. NSC is tightening up concerns around metropolitan areas. Humanitarian efforts will be individually concerned. ATC is to operate ECB like Class B. Mexico will be treated like Canada for entry.
1656	HQ advised no Part 137 operations in ECB lateral boundaries. RO's advised to expect new NOTAM tomorrow.
1659	HQ advised that Canadian customs has some incorrect information on whether GA can cross the border IFR/VFR. ATCSCC will provide the correct information to Canadian Command Center.
1700	Correction to 1652 entry: Separation and services for Class B NOT to be applied in ECB, per Tom Davidson.
1706	AEA advised that NOAH52, Citation 550, approved to depart Ground Zero on 9/26/01 between 0100-0300L bound for Stewart.
1707	Request for approval of parachute jumps into the TFRs. Done this before, previously approval given by Walter White, SCT. All approvals must be issued by HQ. AWP advised.
1709	ANE asked if there was any relaxing on Boston TFR. Tom Davidson said that it is an NSC issue, and not expected any time soon.

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Time (EDT)	CHRONOLOGY
1733	Command center reports that at ZOA someone broadcast on the frequency that "you are dead....tear gas".. Center is pulling tapes trying to get more information.
1735	ASW, flight restrictions in Class B area the airport that provides normal flight training but cannot conduct operations. They could do their operation in the ECB airspace.
1759	Security advises security issue at BWI is closed out
1836	AWP, can an aircraft in ECB conduct VFR currency or proficiency training? Yes, even without an instructor pilot. See update to status of the system.
1900	ZHU has it for ASW ZSE on for ANM ZKC has it for ACE
1900	AAL, Part 125 from Sitka, AL to Washington state? Response-- IFR only
1905	AAL, Part 135 within Class B VFR? Response—can operate VFR or IFR, must have a discrete beacon code within enhanced class B. Can cancel upon exiting airspace.
1910	Hangar 6 aircraft schedule for September 26 (per AAT-3) Citation N4 DCA P0600 DCA..ISP Return DCA 2000 Lear N2 DCA P0800 DCA..ACY Return DCA 1330
1925	ATCSCC--Part 135 carrier TPA..MCO..BNA..IND Transponder/no mode C? Response-- appvd
1942	ATCSCC Part 91, N700XJ, departed Westchester—IAD wanted to change CS to TN700XJ? 1745 Part 135 cert. Response--Approved
1946	ATCSCC—U.S.registered wants to depart Canada, landing China, overfly Alaska? Appvd.
1957	ZAN for AAL
1957	ANE off for a few
2008	AAL please re-fax 6PM status update
2030	ANE back
2030	ZFW faxed info on requested military base photo mission—military investigating—talked to security at 2130 and asked them to forward to the FBI for investigation
2035	HOP SGT. O'Hanaran wanted opinion on PART 137 activities over troop staging areas— (b) (6) issue closed.
2100	ZSE needs intercept procedures notam. Issue closed.
2117	On status of the NAS, please identify what's domestic and what's international on the notams
2200	ZBW has it for ANE
2237	ATCSCC checking on part 135 rules. A/C airborne requesting conversion to TN.
2240	ZSE—American registry seaplane taxied till it crossed U.S. border, then proceeded IFR to destination and canceled. Issue closed.
2258	AGL shutting down. ROC has it.
2358	CMC Closed, AEA Closed ZNY & ZDC on. ZTL on.
26 Sep 01	
0042	AWP - Civil Air Patrol how are they handled. HQ – covered in Notam.
0155	FBI called on outside line – want to know what was going on reference the photo shoots. HQ – Military passed it on to Pentagon and they are working the issue.

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Time (EDT)	CHRONOLOGY
0230	FBI is going to call DFW to get some numbers for some local towers.
0300	AWP closed. Centers monitoring.
0340	ZDC – Called had an Exec Jet wanted to know if the restriction was lifted or could they get a waiver to get to GAI. Part 135 however due to the fact that GAI doesn't report whether they are not allowed to file IFR to GAI. HQ after reviewing NOTAMS 0347 and the DC TFR we decided that Exec Jet was trying to beat the system and the answer was that if they could not file IFR to GAI then they could not go there. Per the Note: Part 135 Acft are only authorized to conduct operations conducive to arrivals and dept. within this TFR therefore if they cannot file an IFR clearance into GAI then they cant fly there. Exec Jet understood the reasons.
0406	ZDC – Exec Jet called ZDC again said they were able to do this before 9/11 and why cant they do it now. I again stated that the TFR is still in effect and if they cannot file to GAI because they don't report weather they will not be able to fly part 135 to there.
0530	AEA open.
0700	ASO open
0840	ANE-Called to ask if 2 GA aircraft could depart as a flight of 2 from ECB – John Wenzel from flight standards said there were no restrictions on a flight of 2 as long as proper procedures were followed.
0828	AEA reports a fireworks plant explosion 4 miles east of AVP.
0942	ANM open
1037	ASO reports that N225TA departed BNA 2-21/2 hours ago. BNA put him on a 120 heading. When he cleared ECB he canceled and turned north. CEO of the company that owns the aircraft just called and reported the aircraft stolen.
1210	AEA contacted us of line, reported w/blue stripped acft spotted over Newberry Gallery Mall in NYC spraying a brown substance. Local law enforcement and NEADS contacted.
1253	Security adz's found N5TA on ground at CSV (Crossfield, TN). Pilot, Bill Barton and Paul Gebloński. RQG they stay OG UFN.
1322	ASO adzed Secret Service will be out to interview N5TA.
1325	AAL adzed they've been off line for last 20 minutes due to power hit. Back in service ATTM.
1333	AWP Adzes UAL1108 went NORDO twice and came back. Present Psn, o/Lendon CA. Will keep adzed.
1358	ASO adz by MIA TWR the Military is scrambling on a Air Carrier. No other info ATTM.
1406	ASO with more info, Air Carrier being scrambled on, LH462, B747, inbnd to MIA, crew give strange code to their dispatch. ACFT has been turned over ocean.
1416	LH462 60 ENE of MIA holding, originally out of dussuldof.
1419	Everything checked out on LH462. Proceeding normally ATTM.
1443	Brussels adz's they're coming off bridge.
1447	CMC asking is Royal Jordanian 001 approved to land Andrews AFB. Yes.
1642	N5TA was interviewed by Secret Svc and allowed to fly back to BNA.
1722	ASO states NORAD Rprted unidentified Acft 40 miles off coast of MIA. (Con't) Will keep advised.
1725	ASO adzed acft outside of MIA Identified as an American Eagle Flight (350).
1735	AEA has info on FLT over ground zero tomorrow, N738JT. Departing Danbury, CT, Landcare Aviation, at approx 10 am – 12pm, photo mission.

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Time (EDT)	CHRONOLOGY
1814	N738JT approved over Ground Zero on 9/27.
1825	NOTAM FDC1/0527/0528 effective (manufacturer production flights)
1834	NOTAM FDC1/0527/0528 cancelled – it is unclear whether these operations are approved in Enhanced Class B, Boston ECB and the NY/DC TFRs.
1857	ZBW reports low flying A/C over Plymouth Nuclear Powerplant. NORAD aware.
1900	ASW ACE departed Houston ARTCC cover ASW Kansas ARTCC covering ACE
1946	FDC1/0532 effective – this replaces the cancelled NOTAM FDC1/0527
2000	AAL departed, ZAN to cover
2210	ZSE advised that there was a NORDO aircraft in ZOA airspace that NORAD was scrambling on the aircraft
2220	AWP advised that the NORDO aircraft was N616DC, a G4, Olympia-San Jose that came up on sector 10's frequency. The aircraft claimed that they were given a wrong frequency and waited about 10 minutes to make contact. ASE came on the line and said the aircraft had been in the middle of a sector, given a climb clearance and didn't respond.
2300	AGL Down ROC covering
2350	AWP – PHX - N95JM NORDO near Fallon.
2351	DAL 2174 MD80 S of Hancock Emergency Pressurization problem ZBW working going to Plymouth.
27 Sep 01	
0007	AEA Closed ZDC & ZNY on.
0015	Ops Center – called outside line sent us a fax wanted to know if we received it. Copy received however it was unreadable. Ops will bring us a copy.
0020	OPS brought a copy of a Possible Terrorist Attack on Detroit Airport. Intel is trying to track this down. It was received via a US customs in Detroit
0030	HQ called ZOB ask if Detroit was an up down facility and where it was located. Detroit is an up/down not located at the terminal. The new tower which is located at the terminal is not staffed/operational yet.
0040	Rich from ACO watch said they are considering this non-specific at this time.
0105	SEA is talking to N95JM.
0147	AWP – US Customs called want to know is Mexican Police can fly from Hermosia to LA. HQ – when and why?
0153	AWP – ETA 0730 Customs has authorized this activity they will be picking up people for deportation. HQ – approved.
0215	ZNY – BAW2048 31N/48W approx 1,000 E of Bermuda will be diverting to Bermuda estimated arrival 1+50 due to unruly passenger. SVM I to EGKK. Declared an emergency 228 SOB.
0300	AWP – Closed, centers monitoring.
0301	HQ – NOTAMS 0537, 0517, 0534 we requested that ATCSCC remove these from the web site. Also working with DOD and Secrete Service to cancel these NOTAM. These give presidential and V. Presidential movement along with one is a Private Residence. This needs to be worked and consider not posting this type of information.
0415	BAW2048 landed at 0808z. (see 0215)
0545	AEA Open.

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Time (EDT)	CHRONOLOGY
0603	ANE on.
0629	Command Center re status – carrier listing not included? List hasn't changed in two days.
0640	Traffic count from yesterday: IFR departures=55,389, Air Carrier flight departures=34,377, Total Center controller operations=126,024.
0702	ASO on.
0705	Late entry: 0530 Capt. Johnson (DOD) advises the secret service has been advised and secret service said they have our concerns and if they have a problem they will advise us. Capt. Johnson has captured the info on their log.
0710	AEA requests approval info on NW9840 inbound to ADW.
0719	DOD confirms approval for NW9840 into ADW. AEA and ATCSCC notified.
0730	ASO please fax update to (b)(2)High. Wilco.
0738	ASO re a fax they sent yesterday – will send it again for us to act on.
0745	Received a Part 129 update from Security – faxed to all. There are now 37 carriers covered.
0757	ASO – Atta boy for update that includes synopsis of notams. Thanks.
0802	Re N201SC – Region told pilot to go back for another approval if he doesn't fly today.
0810	ANE – Wants ATA to call off-line. Message left for Madison.
0829	Command Center got call from Arlington 911 – For “Whatifs” - for emergencies from aircraft, they offered their number. Okay. Also, we advised security that they should discuss that issue. Wilco.
0835	Security agrees with whatif plan – if something occurs, the Command Center can call them to get them involved.
0840	Command Center re whatifs – phone number to discuss questions (b)(2)High
0846	Rochelle from White House called – does Donald Trump approved flight need to go thru DOD? Checking with military.
0850	ASO – Any further edification re telcon continuing/disbanding? Spoke with Bill P. this am, and telcon will continue for now. They want ability to have centers represent them on weekend days. We will ask question.
0855	AGL is staffing from 6 to 10, with a POC for off-hours.
0855	ZAN is monitoring on mids and weekend.
0907	Advised all (per Bill P.) to have their proposed weekend plans for staffing the telcon, ready for discussion on today's ATSCON.
0912	IFR inside
0918	AWP – Can news reporting go inside ECBA – No. Can helios outside ECBA go – IFR Can student pilots leave ECBA with CFI on board? Yes
0935	Clarified that acft cannot cancel IFR's within ECBA
0938	Reiterated that no news acft within ECBA.
0940	Sheriff's acft N560GB landing JFK – Approved by all, coordinated with military.
0945	Command Center – Canadian Twin Cessna Photo Mission – wants to transit in and out of US airspace. At this time, not allowed.
0950	ASO – 0348 notam airborne cancellation of IFR clearances – you cannot cancel within

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Time (EDT)	CHRONOLOGY
	ECBA.
0955	356 Part 1 clarifies above.
0956	AEA – re Mega NOTAM – make point in mega notam re touch and gos in pattern.
1000	ANM on.
1026	ANE – acft re pipeline flying within BOS ECBA – prohibited? Yes.
1043	Blimps out of ECBA – need a transponder? Yes, and need to be IFR outside.
1045	Okay for towers to issue IFRs? Yes, but can't re-enter ECBA. Pipelines can go VFR now? Yes, beacon codes and not in BOS, NY DC areas.
1054	Security looking for an aircraft - DET office of Kittyhawk is calling about a missing aircraft inbound from Frankfurt – it is a credible threat. Flight was reported to be en route to ATL.
1056	Command Center still looking.
1100	ATCSCC – no international Kittyhawk flights known. 5 domestic Kittyhawk flights currently.
1105	Reiterated to AEA off-line re VFR training in ECBA, and outside CBA, and separation standards.
1108	Security – Kittyhawk flight is just not on a normal call sign. (KHA1735). Command Center said no one has worked the aircraft. Security – airline is checking it out and thinks the call sign was a mistake, and not an actual flight..
1111	Security – Relay message re skydiving over sporting event – only military allowed.
1114	Reiterated to AGL off-line guidance re solo training flights. Threat profile intent only consideration for guidance.
1119	Power plants notam 0531 – confusing. We reiterated intent was to keep threat profile aircraft away.
1215	Status of National Airspace System updated and distributed.
1250	AEA - FEMA flight NOA58 (52?) for WTC (was approved). Wants to change destination to the Pentagon.
1253	If request on Boeing letterhead, flight can be approved by the NOM at the Command Center and us, but fax us a copy (b)(2)High
1254	Security off for 17 minutes.
1303	Part 133, okay in all areas? Notam 0472.
1304	Clarified, Part 103 - no restrictions.
1310	Test flights have been approved.
1315	AEA - CFBLU – TEB to Pewaukee, Canadian equivalent of Part 129. Looks like a Part 91 to them. You need to validate that he's flying under part 129; if he is, released, if not, prohibited.
1318	Command Center re NOA58 – confusion in flight. To AEA – is pilot on ground? If airborne, no one in FEMA knows about it, so denied for Pentagon overflight. If he wants to go, he needs to get it approved. AEA will relay info to pilot.
1323	Received the faxes on the four Boeing flights – advised Command Center all are approved.
1325	AAL123 enroute to HI, is diverting to LA at 1930 for maintenance.
1328	AEA -
	The entry at 1328 hrs was the last entry made in this log.

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