

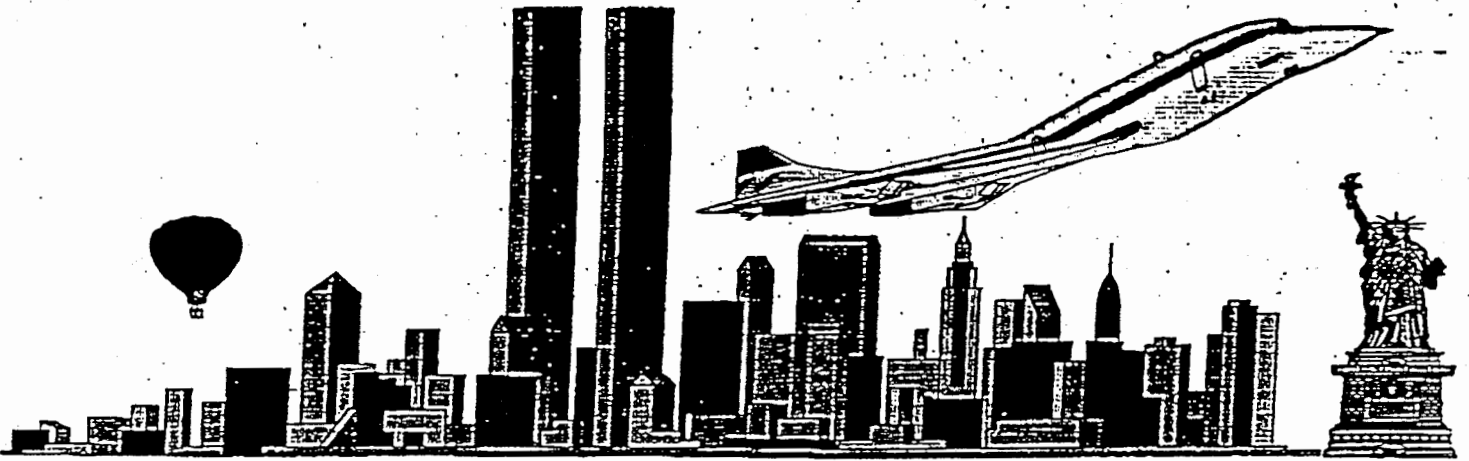
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

FEDERAL AVIATION ADMINISTRATION, 4205 JOHNSON AVENUE, RONKONKOMA, NEW YORK 11779

(b)(2)High

FAX

(b)(2)High



Date: 9/11/01 Number of pages including cover sheet: 8

TO: Doug Connors

PHONE: _____

FAX: (b)(2)High

FROM: Mike McEwanick

PHONE: (b)(2)High

FAX: _____

REMARKS:

Urgent -

For your review

Reply ASAP

Please comment

Draft transcript

01-40349

ZNY 43

DRAFT TRANSCRIPT
SECTOR R42 9/11/01

1235:35	R42	That's perfect yes go ahead
1235:50	Unknown	Control for climb AA693
1235:55	R42	Yea AA693 is your control if you want to climb FDX if your want to turn him too that's fine.
1236:39	USA583	Center USA583 with you at level 350
1236:54	R42	I'm sorry who was that
1237:00	USA583	USA583 checking in at FL350
1237:04	R42	USA583 Roger
1239:20	Unknown	42 - 39 see the 823 FL350 reference that guy on left
1239:20	R42	I gave the FDX turns do what you want reference the FDX
1239:40	R39	310
1239:45	R42	FDX226 contact New York Center on 133.47 good day
1239:47	FDX3226	33.4 FDX3226 heavy
1239:50	UAL457	New York UAL 457
1240:11	Unknown Call	Sector 10 point out west of LRP 712 at FL410
1240:18	R42	Point out approved
1240:32	UAL175	UAL175 at FL310
1240:37	R42	UAL175 New York Center roger
1240:47	R42	USA583 New York do a favor were you asked to look for an aircraft an American flight about 8 or 9 o'clock 10 miles south bound last altitude 290 - no one is sure where he is

1241:07	USA583	Yea we talked about him on the last frequency we spotted him when he was at our 3 o'clock position. He did appear to us to be at 290,000 feet. We're not picking him up on TCAS I'll look again and see if we can spot him at 24.
1240:20	R42	No, it looks like they shut off their transponder that's why the question about it
1241:28	UAL175	New York UAL175 Heavy
1241:07	R42	UAL 175 go ahead
1241:32	UAL175	We figured we'd wait to go to your center. We heard a suspicious transmission on our departure from BOS sounds like someone keyed the mike and said everyone stay in your seats.
1241:51	R42	O.K. I'll pass that along
1241:56	UAL175	It cut out
1242:00	R42	IGN 93 line
1242:01	IGN	Go Ahead
1242:03	R42	UAL175 just came on my frequency and he said he heard a suspicious transmission when they were leaving BOS everybody stay in your seats that's what he heard as the suspicious transmission just to let you know
1242:50	USA583	Center where do you place him in relation to 583 now
1242:55	R42	He's off about 9 o'clock and about 20 miles looks like he's heading southbound but there's no transponder no nothing and no ones talking to him
1243:20	DAL2315	Hello New York good morning DAL2315 passing 239 for 280
1243:28	R42	DAL2315 New York Center roger

1243:32	DAL2433	new york center DAL2433 310
1243:39	R42	DAL2433 new york center roger
1243:57	USA583	center USA583
1244:00	R42	USA583 go ahead
1244:05	USA583	I just picked up an ELT on 121.5 it was brief but it went off
1244:09	R42	OK they said it's confirmed believe it or not as a thing were not sure yet so were still trying going on another aircraft right now and there trying to see what altitude he's at
1244:31	R42	IGN 93 line East Texas
1244:36	IGN	go ahead
1244:38	R42	can you turn that DAL2433 a little bit to the right they got that eagle flight in there the guy at 310 that they wanted to look at this american to see what altitude he is at can you put him on a 290 heading and stop the DAL1489 beneath him
1244:51	ZBW IGN	we just put DAL2433 on you we will call him again if we have him we will put him on a 290
1244:56	R42	I'm not talking to the delta
1244:58	ZBW IGN	OK
1245:00	R42	DAL2433 new york
1245:03	DAL2433	go ahead
1245:05	R42	turn right heading of 290 vectors for traffic
1245:08	DAL2433	DAL2433 at 290 we picked up that ELT too but its very faint
1245:14	R42	OK make it a nice tight turn would help traffic 11 o'clock 10 miles northbound turning east bound at 310

1245:21	DAL2433	OK we'll make it tight
1245:51	R42	DAL2433 thank you for the turn cleared direct SBJ
1245:57	DAL2433	direct SBJ DAL2433
1245:59	R42	Roger
1246:14	DAL1489	new york center DAL1489 heavy out of 290 for 390
1246:18	R42	DAL683 contact new york center on 134.32
1246:26	DAL683	134.32 thank you
1246:28	R42	UAL467 contact new york center on 133.47
1246:31	UAL467	133.47 UAL467
1246:37	DAL1043	good morning new york DAL1043 checking in at FL390
1246:38	R42	DAL1043 new york center roger
1247:16	R42	DAL351 contact new york center on 134.32
1247:21	DAL351	134.32 DAL351
1247:26	R42	DAL1489 are you on the frequency
1247:30	DAL1489	DAL1489 out of 310 for 390
1247:33	R42	DAL1489 new york center roger cleared direct PTW
1247:47	DAL1489	direct PTW DAL1489 heavy
1247:40	R42	roger
1248:50	R42	DAL2315 contact the new york center on 134.6 have a nice day
1248:59	DAL2315	134.6 DAL2315
1249:03	R42	34.6 3 - 4 - point 6

1249:38	USA429	USA429 leveling off at 350
1249:48	R42	I'm sorry who was that
1249:50	USA429	USA429 leveling at 350
1249:51	R42	USA429 new york center roger
1250:14	Unknown	anybody know what that smoke is in lower manhattan
1250:17	R42	I'm sorry say again
1250:19	Unknown	a lot of smoke in lower manhattan
1250:22	R42	a lot of smoke in lower manhattan
1250:24	Unknown	coming out of the top of the world trade center building a major fire
1250:47	R42	and which was the one that just saw the major fire
1250:52	DAL1489	this is DAL1489 we see lower manhattan looks like the world trade center on fire but its hard to tell from here
1251:02	R42	DAL1489 roger
1251:11	DAL1489	let us know if you hear any news down there
1251:15	R42	roger
1251:32	R42	DAL1043 cleared direct PTW
1251:35	DAL1043	direct PTW DAL1043
1251:43	R42	UAL175 recycle transponder squawk code 1470
1251:53	R42	UAL175 new york
1252:09	R42	UAL175 do you read new york
1252:14	R42	DAL1489 do you read new york

1252:16	DAL1489	DAL1489 go ahead
1252:20	R42	OK just wanted to make sure you were reading new york - united - united175 do you read new york
1252:30	R42	IGN on the 93 line kennedy
1252:46	R42	IGN on the 93 line east texas
1252:52	ZBW IGN	IGN
1252:53	R42	do me a favor see if UAL175 went back to your frequency
1252:58	ZBW IGN	UAL175
1253:01	R42	yes
1253:14	ZBW IGN	he's not here east texas
1253:23	R42	10 - do you see that UAL175 anywhere and do me a favor you see that target there on 3321 code at 335 climbing don't know who he is but you got that USA 583 if you need to descend him down you can nobody we may have a hijack we have some problems over here right now
1253:35	R10	oh you do
1253:37	R42	yes that may be real traffic nobody knows I can't get a hold of UAL175 at all right now and I don't know where he went to
1253:51	R42	UAL175 new york
1254:00	UAL583	new york 583
1254:04	R42	USA583 go ahead
1254:10	USA583	yes getting reports over the radio of a commuter hitting the world trade center is that nordo 76 still in the air

Draft

Subject: INFORMATION: Partial Transcript; Aircraft
Accident; AAL11/UAL175; September 11, 2001
UTC

Date: September 11, 2001

From: Boston TRACON

Reply to
Attn. of:

To: Manager Quality Assurance Staff, ANE-505

This transcription covers the Boston TRACON Lincoln position for the time period from September 11, 2001, 1159 UTC, to September 11, 2001, 1225 UTC.

Agencies Making Transmissions

American Airlines 11
Boston TRACON, Lincoln
United Airlines 175

Abbreviations

AAL11
SL
UAL175

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accidents involving AAL11 and UAL175:

Tracie A. Henry
Support Specialist
Boston ATCT

1159
1200
1201
1202
1203
1204

1204:48 AAL11 american eleven heavy with you passing through one zero thousand for one four thousand

AAL11/UAL175

Page 2 of 3

1204:52 SL american eleven heavy boston approach fly heading two seven zero

1204:55 AAL11 two seventy american eleven

1205
1205:14 SL american eleven heavy contact boston center one three three point four two

1205:19 AAL11 thirty three forty two so long american eleven

1206
1207
1208
1209
1210
1211
1212
1213
1214
1215
1216
1217

1217:21 UAL175 boston good morning united one seventy five heavy out of eight thousand

1217:24 SL united one seventy five heavy boston approach fly heading two seven zero

1217:28 UAL175 two seven zero on the heading united one seventy five

1218
1219

1219:09 SL united one seventy five heavy contact boston center one three three point four two

1219:13 UAL175 three three four two united one seventy five heavy good day

1220
1221
1222

AAL11/UAL175

Page 3 of 3

1223

1224


1225

End of Transcript

Bettina M. Peronti

File: 8020.1

(b) (2) high



AAL 77

P95

9/11/01

TAPE
1238-13202

239:26

MORFIELD ON THE 90 STOP AAL 77
AT ~~330~~ 330 PLEASE, I'LL POINT HIM OUT

239:30

~~330~~ 330, TV

239:50

SO WHO WANTS TO TALK TO AAL 77
BOBCATOR ~~FEED~~ HENDERSON

239:55

~~330~~ HENDERSON

HENDERSON

239:57

~~330~~, TV

40:14

CENTER AAL 77 WITH YOU LEVEL ~~330~~ 330

40:16

AAL 77 INDY CENTER ROGER SQUAWK 3743

40:18

3743 AAL 77

43:52

AAL 77 CLIMB AND MAINTAIN FL 350

33 FOR 35

43:54

~~330~~ AAL 77

47:20

AAL 77 TURN 10 ~~DEGREES~~ DEGREES TO THE RIGHT
VECTORS FOR TRAFFIC

47:23

10 RIGHT AAL 77

48:48

AAL 77 CLEARED DIRECT UH ~~330~~ FALMOUTH

2

1250:51 UH DIRECT FALMOUTH AAL 77 THANK YOU

1256:32 AAL 77 INOY

1256:46 AAL 77 INOY

1256:53 AAL 77 AAL INOY

1257:12 AAL 77 AAL ^{INOY} RADIO CHECK HOW DO YOU READ

1257:28 AAL 77 AAL RADIO CHECK HOW DO YOU READ

1257:35 OVER RIDE BEEPING

1257:38 THIS IS UH DALOS

1257:41 THIS IS UH HENDERSON AAL 77 I DO NOT KNOW WHAT HAPPENED TO HIM. I'M TRYING TO REACH SOMEBODY LOOK LIKE HE TOOK A TURN TO THE SOUTH. NOW I'M UH I DON'T KNOW WHAT ALTITUDE HE IS AT OR WHAT HE IS DOING LAST THING I KNEW HE WAS HEADING TO FALMOUTH AT 35

1257:50 WELL JUST LET ME KNOW

③

257:52 OK, I'LL TRY TO GET A HOLD OF HIM, THANKS

258:16 AAL 77 INDIY RADIO CHECK HOW DO YOU READ

258:41 AAL 77 INDIY CENTER HOW DO YOU READ

58:51 AAL 77 INDIY RADIO CHECK HOW DO YOU READ.

259:40 ~~RE~~ OVER RIDE BEEPING

59:43 DACOS

59:44 THIS IS HENDERSON, STILL HAVEN'T GOT AAL 77 UH LAST HE WAS AT 35 GOING TO FALMOUTH SO WE DON'T KNOW WHERE HE IS ANYWHERE YET, SO I'M STILL TRYING TO GET A HOLD OF HIM. WE CONTACT THE COMPANY.

59:55 OK

59:56 OK

59:57 THANKS

300:25

AAL 77 INdy

300:29

CENTER AAL 2493

00:31

AAL 2493 GO AHEAD

00:33

YEA, WE ^{JH} SENT A MESSAGE
TO DISPATCH TO ~~XXXXXXXXXX~~
HAVE HIM COME UP ON 2027
IS THAT WHAT YOU WANT ~~EM~~ EM
TO DO

300:41

YEA, WE HAD THEM ON ~~EM~~
WEST SIDE OF OUR AIRSPACE
AND THEY WENT INTO COAST AND
DON'T HAVE A TRACK ON EM AND
NOW HE'S NOT TALKING TO ME
SO WE DON'T KNOW EXACTLY WHAT
HAPPENED TO HIM. WHERE TRYING TO
GET A HOLD OF HIM, WE ALSO CONTACTED
YOU COMPANY SO THANKS FOR THE
HELP.

300:51

ALRIGHT

303:07

AAL 77 INdy

N90 TMU LOG (CONT'D)

1310Z ALL OPERATIONS INTO NY METRO AIRPORTS SUSPENDED

EWR LRAC

1306Z REQ PA SHUT OFF TWR ROAD. DUE TO WORLD TRADE CENTER SITUATION. TWR OBSERVED ANOTHER ACFT FLY INTO TRADE TOWER.

ZDC

1342Z SHUT ZID OFF FOR WASH METRO ARRIVALS AS WE ARE IN HOLD.

ZNY

1238Z INFORMED OF POSSIBLE HIJACK AAL11 FROM BOS..LAX.

1250Z INFORMED OF ANOTHER POSSIBLE HIJACK UAL175 FRO BOS..LAX WORKING R42.

1250Z ADVISED AIRCRAFT CRASHED INTO WORLD TRADE CENTER.

1304Z ADVISED SECOND AIRCRAFT CRASHED INTO WORLD TRADE CENTER.

ZID E DESK

1300Z INVESTIGATING LOSS OF COMMUNICATION AND RADAR DATA ON AAL77 IN THE VICINITY OF YRK080010.

1700Z REFERENCE 1300 ENTRY AIRCRAFT LOCATED, INFORMATION FORWARDED TO AGL AND AAT20

ZID AREA 3

1258Z LOST ACFT ALL77 B752/E, IAD../LAX AT FL350, LOST RADAR AND FREQ CONTACT EAST OF YRK/CO R95, AP D95/JP

ZOB

1300Z NOTIFICATION OF NUMEROUS ACTS OF TERRORISM IN THE SYSTEM, ACN.

ZOB (CONT'D)

1400Z POSSIBLE ACCIDENT, UAL 93, B757, EWR TO SFO. AGL ROC ADVISED. AIRCRAFT LOCATION 10 NE IHD VOR, UNCONFIRMED.

ZOB TMO LOG

1330Z UAL93 REPORTED TO COMMAND CENTER WAS RTED
EWR..LAX
1335Z UAL93 TURNING SOUTH EAST BOUND.
1358Z UAL93: LOST TRANSPONDER/PRIMARY TARGET ONLY
1404Z UAL93 CONFIRMED 3 HI-JACKERS ON BOARD; 2 BOMBS; BY CF
1409Z UAL93 LOST RADAR/PRIMARY NEAR 2G9; APPEARED TO CONT
SOUTHEAST BOUND
1448Z AAL77: ZID CONFIRMS LOST RADAR AT 1256Z AT YRK080010

A90 (BOSTON TRACON)

NO ENTRIES ABOUT HIJACKED AIRCRAFT

BOS (ATCT)

NO ENTRIES ABOUT HIJACKED AIRCRAFT

ZBW

1220Z AAL11 LOST TRANSPONDER, CAN NOT ESTABLISH
COMMUNICATIONS

1225Z BASED ON COCKPIT COMMUNICATIONS WE HAVE DECLARED
A HIJACK IS IN PROGRESS. ROC, ATCSCC, ZBW-1 NOTIFIED.

Pertinent Entries on Daily Logs

N90, 09/11/01

1245Z N90: RECEIVED CALL FROM ZBW OF POSSIBLE HYJACKING OF AN AAL11.
1250Z N90: RECEIVED CALL OF POSSIBLE AIRCRAFT CRASH INTO WORLD TRADE CENTER.
1305Z N90: RECEIVED CALL OF SECOND AIRCRAFT STRIKING WORLD TRADE CENTER. TRACKED HIM AT TRACON AND PUT TAG ON HIM AS PO58.

PIT ATCT

1345Z ATC ZERO, BUILDING EVACUATED DUE TO POSSIBLE SUICIDE BOMBER 30 NORTHWEST OF PIT.
1640Z ROSS99 LAUNCHING AGC FOR SOMMERSET COUNTY, PA.

IAD ATCT

1330Z GROUND STOP ALL DCA METRO TRAFFIC DUE TOO TWO AIRCRAFT THAT CRASHED INTO THE WORLD TRADE CENTER BUILDINGS. ZNY AND ZBW CLOSED.
1345Z ATCSCC ADVISED THAT A COMMERCIAL AIRCRAFT CRASHED INTO THE PENTAGON BUILDING.
1355Z PCT TMU ADVISED THAT UAL93 (B757) WAS A NORDO PRIMARY TARGET SOUTHEAST OF PIT PROCEEDING SOUTHEAST BOUND.
1437Z ZDC ADVISED THAT THERE WAS AN UNCONFIRMED REPORT THAT UAL 93 CRASHED IN THE VICINITY OF SOMMERSET, PENNSYLVANIA.
2314Z AEA-500 REQUESTED A CDR PLOT ON AAL77. THE DULLES QA STAFF WILL FORWARD A CDR PLOT AS REQUESTED.

DCA ATCT

1402Z TRAFFIC STOPPED IN THE DCA AIRSPACE.

N90 TMU LOG

1304Z ALL DEPARTURES STOPPED AT 1304Z

United Airlines Flight 175

Boston – Los Angeles

All Times UTC

BOS ATCT	1214:00	Flight departed Boston Logan Airport
	1214:44	Flight checks onto Boston TRACON
	1219:09	Boston TRACON advises flight to contact Boston Center
ZBW		No indication received of abnormalities from the flight during normal handling at this facility
ZNY Sector 42	1240:34	Flight checks onto New York Center
	1241:00	Flight cleared on course direct to Sparta navigational aid level at 31,000 feet
	1241:32	Flight announces that "We figured we'd wait to go to your center, we heard a suspicious transmission on our departure out of Boston. Someone keyed the mike (microphone) and said 'everyone stay in your seats'"
	1243:12	Flight turns towards the southwest, without ATC clearance
	12:46:22	Flight changes transponder code from 1470 to 3020
	12:47:02	Flight changes transponder code from 3020 to 3321
	1246:48	New York Center loses flight tag. Transponder no longer being received.
	1251:10	Flight is observed in a left turn, off course and begins an unauthorized climb
	1251:53	Controller asks flight to recycle transponder code to 1470
	1251:53	Controller repeatedly calls flight
	1252:14	New York Center calls Delta Flight 1489 to make sure ATC radios are working
	1252:53	Controller asks previous controller if UAL175 switched back to earlier frequency
	1253:23	Controller asks other sector controllers if they see UAL175 anywhere on the radar. Asks another controller about an unidentified radar target on a transponder code of 3321 at an altitude of 33,500 feet and indicating a climb. Controller states he doesn't know who the target is and states "...we may have a hijack, we have some problems over here right now"
	1253:37	Controller tells other controllers that he can not get a hold of UAL175
	1254:18	Flight is observed in an unauthorized descent
	1257:00	Flight is observed in a left turn towards New York City. Flight stabilizes on a ground direct to the World Trade Center
	1300:02	Last transponder radar target is observed at an altitude of 18,000 feet as the flight is descending at a ground speed of 480 knots

AAT-20

September 13, 2001

9:00am

ZNY-01-S11-7-r42 (map same name UAL175, AAL11A)

Start time 12:37:00Z

Stop time 1251:12 (will start again)

Stops again at 12:51:59Z

12:40:34 UAL175H checks on (sounds normal west bound)
AAL11A is indicating 55 mode C

12:40:42 starts turn to already south bound primary only left SW

12:41:33 *UAL175 - "we'd figure we would wait until we'd go to your center - heard a suspicious transmission on our dept out of Boston. Someone keyed the mike and said "everyone stay in your seat."*

12:43:12 UAL:175 moves further turn 225 or so

12:44:37 UAL175 223 degrees

12:44:05 USA583 picked up ILT, it was brief but it went off.

12:46:35 UAL175 turns 235 degrees (on satori)

12:46:48 last beacon hit / no primary (good primary everywhere else)

12:47:39 UAL175 # symbol (in and out of CST)

12:48:36 tag drops completely

(controller does not question the UAL175 happening yet)

1304:07 yes

1304:08 see if delta twenty four thirty three is on your frequency go over to nine

1304:10 delta twenty four thirty three new york

1304:12 go ahead for delta twenty four thirty three

1304:14 contact new york center one three four point three two

1304:16 three four three two good day

1304:28 chandler five eighty one squawk one five three six

1304:30 one five three six chandler five eighty one

1304:34 u s air four twenty nine contact new york center on one three four point three two

1305:10 chandler five eighty one cleared direct to pottstown

1305:12 direct pottstown chandler five eighty one

1306:00 kingston ninety three line this is east texas

1306:04 modena philly approach fourteen line

1306:12 kingston ninety three line east texas

1306:13 yeah kingston here

1306:14 you wanna start bringing me some traffic just spread it out a little bit for me would you now

1306:16 okay

1306:17 please

1306:21 i only got one south west we routed most of this stuff into uh cleveland so I only have one guy
routed towards you right now

1306:22 okay

1306:23 unintelligible

1306:45 manta mcguire fifty five

1307:40 hey kennedy coyle ninety nine

1307:56 atlantic thirty nine hampton

1307:58 camrn and water kennedy on the six you're in a hold for everybody

1308:15 modena philly departures four line fourteen

1308:18 atlantic thirty nine hampton

1308:26 hey camrn kennedy I will take the

1308:34 kingston on the ninety three line this is east texas

1308:35 atlantic thirty nine

1308:36 this is kingston who you calling

1308:38 I don't know if you knew about it but both those airplanes went into the world trade center

1308:40 yeah we heard

1308:42 uh is this elmira

1308:44 no this is uh east texas

1308:46 yeah we heard, um

1308:48 um okay

1308:52 I don't know what to say

1308:55 I don't know either

1308:57 talk to you later hey I got one southwest coming to you is he alright he's a jet eighty guy

1309:05 hey elmira kingston

1309:22 manta mcquire fifty five

1309:44 dixie philly fourteen

1310:04 kingston on the ninety three line this is east texas

No More Follows



US Department of Transportation
Federal Aviation Administration

Memorandum

UAL175

Subject: INFORMATION: PRELIMINARY Partial Transcript; Aircraft Accident; UAL175; New York, NY; September 11, 2001

Date: September 13, 2001

Reply To
Attn of:

From: Boston ARTCC

To: Investigations Division, AAT-200

This transcription covers the Boston ARTCC Bosox Sector, Sector 47, Radar Position for the time period from September 11, 2001, 1214 UTC to September 11, 2001, 1235 UTC.

Agencies Making Transmissions

Abbreviations

United Airlines Inc. Flight 175
Boston ARTCC Bosox Sector Radar Position
Boston ARTCC Kingston Sector Radar Position

UAL175
47R
20R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:

Robert K. Jones
Support Specialist Quality Assurance
Boston ARTCC

1214
1215
1216
1217
1218
1219

1219:24 UAL175 boston good morning united one seventy five heavy heavy out of eleven seven for one four thousand

1219:42 47R united one seventy five boston center climb and maintain flight level two three zero your cleared direct biggo

UAL175
Page 2 of 3

1219:48	UAL175	direct biggo up to two three zero united one sevety five heavy
1220		
1221		
1222		
1222:06	47R	united one seventy five contact boston center one two seven point eight two
1222:10	UAL175	two seven eight two united one seventy five
1223		
1224		
1225		
1226		
1227		
1227:09	47R	united one seventy five you with me
1227:34	UAL175	boston united ah one sevety five two three o
1227:37	47R	united one seventy five boston center roger climb and maintain flight level three five zero
1227:42	UAL175	up to three five zero we want to request three one zero if its smooth for united one seventy five
1228		
1228:43	UAL175	boston united one sevety five like to request three one o if it's smooth
1228:45	47R	united one seventy nine you say want three one o
1228:49	UAL175	yes sir if its smooth for united one sevety five heavy
1228:52	47R	united one seventy nine maintain ah flight level er correction united one seventy five maintain flight level three one zero

UAL175
Page 3 of 3

1228:58 UAL175 three one zero united one seventy five wed like to keep that as a final

1229:10 20R sector twenty

1229:11 47R boston united one seventy five is climbing to thirty one now

1229:13 20R united one seventy five is climbing to thirty one

1229:15 47R yep that's all he wants

1229:17 20R alright thanks a lot w d

1230:50 47R united one seventy five maintain three one o and contact the boston center on one two five point five seven

1230:56 UAL175 two five five seven well maintain three one o united one sevety five

1231
1232
1233
1234
1235

End of Transcript



U.S. Department of Transportation
Federal Aviation Administration

Memorandum

UAL175

Subject: INFORMATION: PRELIMINARY Partial Transcript; Aircraft Accident; UAL175; New York, NY; September 11, 2001

Date: September 13, 2001

Reply To
Attn of:

From: Boston ARTCC

To: Investigations Division, AAT-200

This transcription covers the Boston ARTCC Boston High Sector, Sector 46, Radar Position for the time period from September 11, 2001, 1217 UTC to September 11, 2001, 1233 UTC.

Agencies Making Transmissions

Abbreviations

United Air Lines Inc. Flight 175
Boston ARTCC Boston Sector Radar Position

UAL175
46R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:

Rusty Baife
Support Specialist, Quality Assurance
Boston ARTCC

1217

1218

1219

1220

1221

1222

1222:33 UAL175 boston morning united one seventy fives out of uh nineteen for two three oh

1222:39 46R united one seventy five boston uh center roger

1223

1224

UAL175
Page 2 of 2

1225

1226

1227

1227:20

46R

united one seventy five contact the uh boston center on one three three point four two

1227:28

UAL175

okay three three four two united one seventy five so long

1228

1229

1230

1231

1232

1233

End of Transcript



US Department of Transportation
Federal Aviation Administration

Memorandum

UAL175

Subject: INFORMATION: PRELIMINARY Partial Transcript; Aircraft Accident; UAL175; New York, NY; September 11, 2001

Date: September 13, 2001

Reply To
Attn of:

From: Boston ARTCC

To: Investigations Division, AAT-200

This transcription covers the Boston ARTCC Kingston Sector 20, Radar Position for the time period from September 11, 2001, 1226 UTC to September 11, 2001, 1245 UTC.

Agencies Making Transmissions

Abbreviations

United Airlines Inc. Flight 175
Boston ARTCC Kingston Sector Radar Position
Delta Airlines Flight 2315
US Airways Flight 583

UAL175
20R
DAL2315
USA583

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:


Karen L. Goff
Quality Assurance Technician
Boston ARTCC

1226
1227
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1229
1230
1231

1231:04 UAL175 boston boeing uniteds one seventy five is out of two eight o for three one o

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1231:08 20R united one seventy five boston center roger good morning
1232
1233
1234
1235
1235:44 DAL2315 hello boston good morning delta twenty three fifteens with you
climbing to seventeen one seven thousand

1235:50 20R delta twenty three fifteen boston center roger---climb and
maintain uh flight level two eight zero

1235:57 DAL2315 up to two eight o delta twenty three fifteen

1236:04 20R u s air five eighty three boston

1236:06 USA583 five eighty three go ahead

1236:08 20R how's your visibility

1236:10 USA583 uh it's unlimited it's clear and no clouds it's great

1236:14 20R i want you to look out your right side maybe your uh three
o'clock and about ten miles we got an american seven six
seven we're uh lost contact with uh i i want to know if you can to
tell me if he's over round roughly twenty nine thousand feet
there were showing him at twenty nine and we can't verify that

1236:33 USA583 okay we're not showing anybody on the uh tcas just a second
we're lookin over there to see if we can spot him

1236:40 20R alright he'll be about right right as you turn right about your uh
three o'clock right now

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1236:52 USA583 uh we can't spot him yet how many miles off to the three o'clock position

1236:56 20R he's about seven miles right now---and he's heading south bound

1237:03 20R united one seventy five boston

1237:06 UAL175 one seventy five go ahead sir

1237:08 20R roger---do you have traffic look at uh your twelve to one o'clock at about uh ten miles south bound see if you can see an american seventy sixty seven out there please

1237:18 UAL175 okay we're lookin negative contact united one seventy five

1237:20 20R u s air five eighty three can you see it

1237:24 USA583 five eighty three we still don't have him yet sir we're lookin

1237:40 USA583 (unintelligible) uh three o'clock approximately twenty nine thousand looks like he's gonna pass uh behind us here just a minute or two

1237:51 20R okay now does he look like he's about roughly twenty nine thousand feet

1237:56 USA583 yes sir that's obviously just an estimate but that looks about right for him

UAL175
Page 4 of 5

1238:00 20R okay united one seventy five do you have him at your twelve o'clock now five ten miles

1238:04 UAL175 affirmative we have him uh he looks uh about twenty yeah about twenty nine twenty eight thousand

1238:11 20R okay thank you---u s air five eighty three contact new york center one two seven point one seven

1238:18 USA583 twenty seven seventeen u s air five eighty three we'll see ya

1238:23 20R united one seventy five turn thirty degrees to the right I *(want to) keep you away from this traffic

1238:28 UAL175 thirty degrees to the right united one seventy five heavy
1239

1239:33 20R united one seventy five clear direct sparta

1239:36 UAL175 direct sparta united one seventy five

1239:40 20R united one seventy five contact new york center one two seven point one seven

1239:44 UAL175 one two seven one seven united one seventy five
1240
1241
1242
1243
1244
1245

End of Transcript

UAL175
Page 5 of 5

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

Fax Transmittal

To: Dan Diggins **From:** Rusty Baird

Fax: (b)(2)High **Date:** September 13, 2001

Pages: 11 (Including This One) **Phone:** (b)(2)High

Re: Partial Transcripts UAL175

•Comments:

Drafts of partial transcripts UAL175. Please call if you need further assistance.
Thank you.



DOT/FAA
 QUALITY ASSURANCE STAFF AEA-505
 Ron Ruggeri QA Manager (b)(2)High
 Arthur Blank-Lead QA Supp..... (b)(2)High
 Art Olsen-QA Spec..... (b)(2)High
 Larry Cunningham-QA Spec..... (b)(2)High
 Maria Siewert-Mng. Analyst..... (b)(2)High
 Freddy Valerio-Mng. Analyst..... (b)(2)High
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MAILING ADDRESS:
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 1 Aviation Plaza
 Jamaica, New York 11434-4809

FREIGHT ADDRESS AND BUILDING LOCATION:
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FAX COVER SHEET

NO. OF PAGES (NOT INCLUDING COVER SHEET)

TO: Tony Mello
 FROM: Ron Ruggeri ☺

(b)(2)High
 (b)(2)High

DATE: 9/13/01

TEXT: ZNY R42 POSITION REF ID: A175

Thank you...

Draft UAL175 R42 1250-1308Z

- 1251:10 delta fourteen eighty nine rodger
- 1251:15 let us know if you hear any news down there
- 1251:17 rodger
- 1251:31 elmira rockdale thirty
- 1251:34 delta ten forty three cleared direct pottstown
- 1251:36 direct pottstown delta ten forty three
- 1251:44 united one seventy recycle your transponder and squak code of one four seven zero
- 1251:54 united one seventy five new york
- 1252:10 united one seventy five do you read new york
- 1252:16 delta fourteen eighty nine do you read new york
- 1252:17 delta fourteen eighty nine go ahead
- 1252:19 okay just wanted to make sure you read new york ah united united one seventy five do you read new york
- 1252:25 kingston on the ninety three line kennedy
- 1252:40 see if they want altitude on that plane altogether
- 1252:48 kingston on the ninety three line east texas
- 1252:53 kingston on the ninety three line east texas
- 1252:55 kingston
- 1252:56 do me a favor see if united one seventy five went back on your frequency
- 1252:58 united one seventy five
- 1252:59 yes
- 1253:15 he is not here er east texas
- 1253:21 ten
- 1253:23 hello
- 1253:24 do you um see that united one seventy five anywhere, and do me a favor see that target there that thirty three twenty one code at thirty three five climbing don't know who he is but you got the u s air five eighty three if you need to descend him down you can, nobody we we have a hijack we have some problems over here right now
- 1253:40 oh you do

1253:41 yes and

1253:42 okay

1253:43 that that may be real traffic nobody knows i can't get a hold of united one seventy five at all right now and i don't know where he went to

1253:48 alright okay i'll see if i have one

1253:49 alright

1253:51 okay

1253:52 united one seventy five new york

1254:01 new york, five eighty three

1254:05 go ahead u s air five eighty three go ahead

1254:07 yeah, getting uh reports on over the radio of uh a commuter plane hitting the world trade center is that uh nordo seven six still in the air

1254:14 don't know but just stand by, delta twenty four thirty three turn left to heading one seven zero now i have traffic i'm not really sure if it's good out of thirty two might be descending might be climbing i'm showing him at thirty one right now

1254:30 heading one uh seven zero delta twenty four thirty three

1254:33 united one seventy five do you read new york

1254:38 delta twenty four thirty three um can you climb to flight level three three zero the traffic looks like he descended back down to thirty one now

1254:47 yeah we can go up

1254:49 okay climb and maintain flight level three three zero delta twenty four thirty three

1254:53 climbing to thirty three delta twenty four thirty three

1255:15 yeah where is the traffic in relation with delta twenty four thirty three

1255:18 about one o'clock and about twelve miles from you he turns he appears to be turning eastbound right now uh are you climbing to flight level right now he is out of twenty nine eight it looks like

1255:29 we're climbing and we got him in sight

1255:51 delta twenty four thirty three turn right now heading two niner five now the traffic looks like he is at twenty uh nine

1255:58 right to twenty nine five delta twenty four thirty three

1256:17 delta twenty four thirty three um don't really know we have a couple of incidents thats going on right now were not really sure whats going with any of these airplanes

1256:25 roger that

1256:47 delta twenty four thirty three that traffic appears to be about twelve o'clock right now and just about three miles from you eastbound he seems to be at twenty nine right now

1256:56 delta twenty four thirty three yeah we're passing right by we'll see if we can get you an idea

1257:04 right now he is at twenty eight he is eleven o'clock and less than a mile

1257:09 looks like a united uh seven six two hundred as far as i can tell

1257:14 okay thank you very much

1257:49 nine

1257:51 go ahead

1257:52 oh i'm sorry i got some hand offs for you we got some incidents seez going over here is delta twenty four thirty three going to be okay at thirty three i had to climb him for traffic i let you united one seventy five just took off out of uh thing might have a hijack over here two of them

1258:04 two okay

1258:05 so delta twenty four thirty yeah okay

1258:06 yeah coming over at thirty three

1258:08 okay and uh the delta fourteen eighty nine is coming to you also

1258:13 okay radar

1258:14 here he is

1258:15 radar

1258:17 delta fourteen eighty nine contact new york center now on one three four point three two

1258:21 delta fourteen eighty nine three four three two

1258:23 delta twenty four thirty three thank you for the help and that united just took off and we are not really sure what he is doing you thought it was united seven sixty seven though

1258:28 that's uh that's what it looked like

1258:33 thank you delta twenty four thirty three fly heading two seven zero join jay seventy five resume own navigation thanks for the climb

1258:40 heading two seven zero and join the jet route delta twenty four thirty three

1258:47 and center five eighty three

1258:52 i'm sorry who is that

1258:55 u s air five eighty three i hate to keep burdering you with this stuff but now we're picking up another c l t on twenty one five

1259:00 u s air five eighty three thanks contact new york center on one three four point three two thirty four thirty two

1259:06 thirty four thirty two for u s air five eighty three good day

1300:36 go ahead sir

1300:37 yeah nine i'm sorry we got a little confused over here

1300:38 whats the matter

1300:39 we got a little bit screwed up over here delta ten forty three going to be okay you can start the

1300:40 yeah

1300:41 delta ten

1300:42 yeah point out

1300:45 four thirty three back down again

1300:47 okay thank you

1300:48 thanks

1300:49 thank you

1300:50 delta ten forty three contact new york center one tree four point tree two good day

1300:53 thirty four thirty two so long

1301:03 elmira kingston ninety three

1301:37 east texas you gonna take that chandler

1302:00 chandler five eight one out of twenty nine three for three five eight

1302:02 chandler five eighty one new york center roger

1302:10 delta ten forty three contact new york center on one tree four point tree two

1302:19 delta fourteen eighty nine new york

1303:10 elmira thirty nine line rockdale

1303:16 u s air four twenty nine contact new york center on one tree four point tree two good day

1303:22 three four three two u s air four twenty nine

1303:42 hey east texas ninety three

1303:45 ninety nine this is sea isle hand off nine one bravo zulu

1303:50 east texas call kingston when you got a moment please

1304:04 forty two nine

1304:05 new york center are you there east texas

1304:07 yes

1304:08 see if delta twenty four thirty three is on your frequency go over to nine

1304:10 delta twenty four thirty three new york

1304:12 go ahead for delta twenty four thirty three

1304:14 contact new york center one three four point three two

1304:16 three four three two good day

1304:28 chandler five eighty one squawk one five three six

1304:30 one five three six chandler five eighty one

1304:34 u s air four twenty nine contact new york center on one three four point three two

1305:10 chandler five eighty one cleared direct to pottstown

1305:12 direct pottstown chandler five eighty one

1306:00 kingston ninety three line this is east texas

1306:04 modena philly approach fourteen line

1306:12 kingston ninety three line east texas

1306:13 yeah kingston here

1306:14 you wanna start bringing me some traffic just spread it out a little bit for me would you now

1306:16 okay

1306:17 please

1306:21 i only got one south west we routed most of this stuff into uh cleveland so I only have one guy routed towards you right now

1306:22 okay

1306:23 unintelligible

1306:45 manta mcguire fifty five

1307:40 hey kennedy coyle ninety nine

1307:56 atlantic thirty nine hampton

1307:58 camrn and water kennedy on the six you're in a hold for everybody

1308:15 modena philly departures four line fourteen

1308:18 atlantic thirty nine hampton

1308:26 hey camrn kennedy I will take the

1308:34 kingston on the ninety three line this is east texas

1308:35 atlantic thirty nine

1308:36 this is kingston who you calling

1308:38 I don't know if you knew about it but both those airplanes went into the world trade center

1308:40 yeah we heard

1308:42 uh is this elmira

1308:44 no this is uh east texas

1308:46 yeah we heard, um

1308:48 um okay

1308:52 I don't know what to say

1308:55 I don't know either

1308:57 talk to you later hey I got one southwest coming to you is he alright he's a jet eighty guy

1309:05 hey elmira kingston

1309:22 manta mcquire fifty five

1309:44 dixie philly fourteen

1310:04 kingston on the ninety three line this is east texas

No More Follows



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; UAL175; September 11, 2001 UTC

Date: September 11, 2001

From: Boston ATCT

Reply to
Attn. of:

To: Aircraft Accident File

This transcription covers the Boston ATCT Local Control West position for the time period from September 11, 2001, 1203 UTC to September 11, 2001, 1214 UTC.

Agencies Making Transmissions

Abbreviations

Boston ATCT, Local Control West
United Airlines 175

LCW
UAL

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:

Allan R. Turmelle
Certified Professional Controller
Boston ATCT

1203

1204

1205

1206

1207

1208

1208:56 LCW united one seventy five heavy boston you up

1208:59 UAL *yes sir uniteds one seventy five heavy

UAL175

Page 2 of 2

1209:00 LCW united one seventy five heavy maintain taxi speed for me I got traffic on about a two mile final cross the numbers of four left at sierra and then monitor one one niner point one nineteen one good rate across

1209:10 UAL nineteen one good rate across at sierra uniteds uh one seventy five heavy

1209:13 LCW thanks

1210

1211

1212

1213

1214

End of Transcript

*This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Partial Transcript; Aircraft
Accident; UAL175; September 11, 2001 UTC

Date: September 11, 2001

From: Boston ATCT

Reply to
Attn. of:

To: Aircraft Accident File

This transcription covers the Boston ATCT Local Control East position for the time period from September 11 2001, 1207 UTC to September 11, 2001, 1220 UTC.

Agencies Making Transmissions

Abbreviations

Boston ATCT, Local Control East
United Airlines 175

LCE
UAL

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:

Allan R. Turmelle
Certified Professional Controller
Boston ATCT

1207
1208
1209
1210
1211
1212

1212:18 LCE united one seventy five heavy taxi into position and hold niner

1212:21 UAL position and hold runway niner uniteds one seventy five heavy

03/13/2001 08:12
UAL175

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1213

1213:26 LCE united one seventy five heavy runway niner cleared for takeoff
traffics holding in position on four right

1213:32 UAL cleared for takeoff runway niner uniteds one seventy five heavy

1214

1214:34 LCE united one seventy five heavy contact departure

1214:36 UAL departure uniteds one seventy five heavy

1215

1216

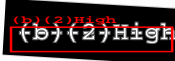
1217

1218

1219

1220

End of Transcript



U.S. Department of Transportation
Federal Aviation Administration

Memorandum

Subject: **INFORMATION:** Partial Transcript;
AAL11/UAL175; September 11, 2001 UTC

Date: September 11, 2001

From: Boston TRACON

Reply to
Attn. of:

To: Manager Quality Assurance Staff, ANE-505

This transcription covers the Boston TRACON Initial Departure position for the time period from September 11, 2001, 1155 UTC, to September 11, 2001, 1223 UTC.

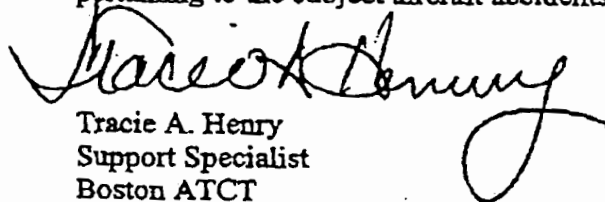
Agencies Making Transmissions

Abbreviations

American Airlines 11
Boston TRACON, Initial Departure
United Airlines 175

AAL11
ID
UAL175

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accidents involving AAL11 and UAL175:


Tracie A. Henry
Support Specialist
Boston ATCT

- 1155
- 1156
- 1157
- 1158
- 1159
- 1200

AAL11/UAL175

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- 1200:30 AAL11 departure good morning american eleven heavy with you
passing through ah two thousand for three thousand

- 1200:36 ID american eleven heavy boston departure radar contact good
morning traffic ten o'clock two miles maneuvering cessna
skylane v f r at three thousand five hundred

- 1200:43 AAL11 we have him in sight american eleven

- 1201
1201:19 ID american eleven heavy climb and maintain eight thousand

- 1201:21 AAL11 eight thousand american eleven heavy

- 1202
1202:14 ID american eleven heavy turn right heading one eight zero

- 1202:16 AAL11 one eighty american eleven heavy

- 1203
1203:03 ID american eleven heavy climb and maintain one four thousand

- 1203:06 AAL11 one four thousand american eleven heavy

- 1203:34 ID american eleven heavy turn right heading two two zero

- 1203:37 AAL11 two zero american eleven

- 1204
1204:27 ID american eleven heavy turn right heading two seven zero contact
boston approach one two seven point two good day

- 1204:32 AAL11 twenty seven two and two seventy american eleven so long
- 1205
- 1206

AAL11/UAL175

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1207

1208

1209

1210

1211

1212

1213

1214

1214:44 UAL175 approach united one seventy five heavy with you out of twelve hundred

1214:46 ID united one seventy five heavy boston departure radar contact climb and maintain one four thousand

1214:51 UAL175 one four thousand united one seventy five heavy

1215

1215:41 ID united one seventy five heavy turn right heading two one zero

1215:45 UAL175 turn two one zero united one seventy five heavy

1216

1216:51 ID united one seventy five heavy turn right heading two seven zero

1216:54 UAL175 turn to two seven zero united one seventy five

1217

1217:09 ID united one seventy five heavy contact boston approach one two seven point two good day

1217:13 UAL175 two seven point two united one seventy five heavy good day

1218

1219

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1221

1222

1223

End of Transcript

(b)(2) High
(b)(2) High

(b)(2) High
(b)(2) High



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Partial Transcript; Aircraft
Accident; AAL11/UAL175; September 11, 2001
UTC

Date: September 11, 2001

From: Boston TRACON

Reply to
Attn. of:

To: Manager Quality Assurance Staff, ANE-505

This transcription covers the Boston TRACON Lincoln position for the time period from
September 11, 2001, 1159 UTC, to September 11, 2001, 1225 UTC.

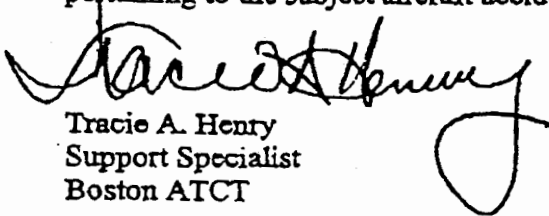
Agencies Making Transmissions

Abbreviations

American Airlines 11
Boston TRACON, Lincoln
United Airlines 175

AAL11
SL
UAL175

I hereby certify that the following is a true transcription of the recorded conversations
pertaining to the subject aircraft accidents involving AAL11 and UAL175:


Tracie A. Henry
Support Specialist
Boston ATCT

1159
1200
1201
1202
1203
1204

1204:48 AAL11 american eleven heavy with you passing through one zero
thousand for one four thousand

AAL11/UAL175

Page 2 of 3

1204:52 SL american eleven heavy boston approach fly heading two seven zero

1204:55 AAL11 two seventy american eleven

1205
1205:14 SL american eleven heavy contact boston center one three three point four two

1205:19 AAL11 thirty three forty two so long american eleven

1206

1207

1208

1209

1210

1211

1212

1213

1214

1215

1216

1217

1217:21 UAL175 boston good morning united one seventy five heavy out of eight thousand

1217:24 SL united one seventy five heavy boston approach fly heading two seven zero

1217:28 UAL175 two seven zero on the heading united one seventy five

1218

1219

1219:09 SL united one seventy five heavy contact boston center one three three point four two

1219:13 UAL175 three three four two united one seventy five heavy good day

1220

1221

1222

SEP-11-2001 TUE 03:42 PM ANE AIR TRAFFIC DIV

FAX NO.

(b)(2)High

P. 07

09/11/2001 15:40

(b)(2)High

PAGE 07

AAL11/UAL175

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1223

1224

1225

End of Transcript