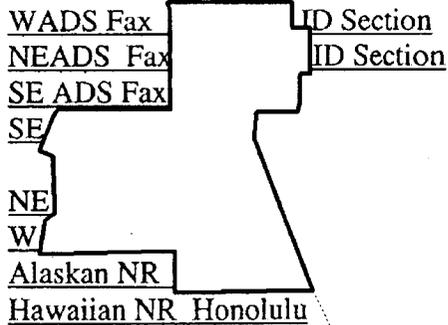


11 Sep 01	Bridges, Cherry, Czabaranak, Woods		<p>Bombing of World Trade Center, Pentagon ATSC activated. NMCC [redacted] NORAD air warning center [redacted] Battlestaff - AF Ops center [redacted] FAA ATCSCC bridge [redacted] NMCC numbers for coordination [redacted]</p> <p>Lt Tracy, Maryland State Police [redacted] looking for release of helicopters into local area Set up procedure for med evac flights to be released Looking for approval for Airline Go Teams Helicopters from TEB to several hospitals - No procedure in place yet NMCC DDO station [redacted] Gen Kermaan - NATO CDR - Navy 50511 - NORAD will run control procedure Asst Director of FBI needs release, the pilot of N172CV (Ike Nakotmo) would like a release to go pick up Cmdr Reheise FEMA ops (202)898-6104 or 6103 NORAD number Navy Atlantic Command Center Cmdr Steve Riley [redacted] needs to know procedure to get Navy aircraft to carriers. Military submit flight plan and go 5 United aircraft inbound from Orient, Anchorage or Fairbanks - inbound from Orient - can not go to Alaska airspace. United is refusing them to go to Vancouver.</p> <p>First call to activate came from Col Litzenberger, AF Ops Center. Called NMCC for Air Forces response. Several calls from White House asking for Fighter support. Col Czabaranek immediately called NORAD and was told F-</p>
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			<p>15's from Langley dispatched to protect White House. Aircraft dispatched to escort Air Force One with tanker support. F-15s launched aircraft from Otis to protect New York city airspace at the request of FAA. White house called ATSC and asked for position of Air Force One</p> <p>FAA stops ground stops all aircraft. Boston ARTCC shuts down and evacuated for a period of time. Then contacted NMCC looking for approval to launch certain flights. They transferred control to NORAD. They worked a/c for a while then we were transferred to Gen Arnold, Continental Region CC. He approved about 20 flights and released he was completely inducted. He made the call that all military flights could be approved via SCANTANA flight plan procedures. NORAD made the decision that all military flights would be filed via SCANTANA procedures. Authority was transferred from Gen Arnold that involved med evac, lifeguard and local law enforcement back to the FAA for flight approval with discreet MODE C capability. All other flight were transferred to 1st Air Force Command Post to include non-military movement to include airline in support of Go Teams, CIA, FBI, FEMA and oil rig evacuations. 1st Air Force coordinates these flights with appropriate Air Defense Sectors. Once approval is obtained then ATSC provides information to Severe Weather unit for broadcast. Issue with intercepts with aircraft that have been provided discreet squawk. Originally if Defense sector desired information about specific aircraft they were to call ARTCC. That did not work so now ARTCC is calling the Sectors with all approved flights and squawks so interregation does not occur.</p> <p>ATCSCC looking for approvals for med evac, go teams, and lifeguard. All flight information coming ATSC coordinated with NMCC DDO station.</p> <p>Blanket procedures for FAA to approve Med Evac, Lifeguard and local law enforcement aircraft. They need to be squacking Mode C.</p> <p>Flights coordinated with NMCC, NORAD to issue</p> <p>0130 CINC JCS due into Norfolk. Coordinating with NORAD.</p> <p>1775 - Major Davis, 1st Air Force now requesting that ATSC coordinated flights directly with the air defense sectors. The big issue here is that flight approval authority changed from NMCC to NORAD to CONR to 1st AF CP to the ADS in the period of about 6 hours..the ATSC kept up with all these transfers of approval authority but it was a major headache. The actual</p>
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		<p>NOCC needs to take ICT, Witchawta ASR-9 radar off the air for 3-4 hours tonight. Requesting that military provide the best time for this.</p> <p>1815 - 1st Air Force wants us to coordinate each approval with individual Air Defense Sectors. ATSC looking for map of area defense sectors to coordinate necessary flights</p> <p>Rick Hostettler requesting blanket approvals for several aircraft immediately. Aircraft received blanket approval from Maj Davis at 1st Air Force.</p> <p>Call signs: N241LA, N242LA, N160AR(6073), N208DG(6072)</p> <p>WADS Fax 382-4302, ID Section, NEADS Fax [redacted] ID Section</p> <p>SE ADS Fax [redacted] SE 523-5207, 5205</p> <p>NE [redacted] W 984-4310, Alaskan NR [redacted] Hawaii NR Honolulu</p> <p>0615-1815 - Authority to approve non-military, non-law enforcement, non-wr has been transferred to the Area Defense Sectors and O-6s now have authority to approve these flights.</p> <p>1830 - LtCol Mahoney - AF Ops Center</p> <p>Recap FAA ATCSCC Advisory, 041</p> <p>Approval for NE ADS is [redacted]</p> <p>Approval for W ADS is commercial [redacted]</p> <p>FAA security wants to personally approve airports before they allow commercial aircraft to depart. Announce which airports are going to be inspected by FAA security. Will take days to get off the ground. Process is slower but requests are down. SE ADS stopped requesting the codes from the ARTCCs.</p> <p>AF Special Ops Command, MSgt Lee called. Disconnect with approval for helicopter to McQuire that filed with wrong call sign. Airborne with squawking code. 12th AF trying to find out information on Colin Powell's return flight from Peru so they can track him. Researching with NMCC.</p> <p>SAM 92 located, arrived ADW</p> <p>Rick Hostettler working afternoon through night.</p> <p>Notes from Woods: 0000Z Tracking of Sec of State, Collin Powell's aircraft, SAM 92 landed ADW 2312Z</p>
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<p><u>DUE TO THE NATURE OF EVENTS AND STAFFING DEMANDS A CHRONOLOGICAL LISTING OF ACTIVITIES WAS MAINTAINED ON A VERY LIMITED BASES FOR APPROXIMATELY A WEEK IN DURATION</u></p>			
<p>11 Sep 01 <u>1700-2400</u></p>	<p>Hunt, Meenan, Rand, Bennett, Trapp</p>	<p>Evening Shift</p>	<p>DUE TO THE NATURE OF EVENTS AND STAFFING DEMANDS A CHRONOLOGICAL LISTING OF ACTIVITIES WAS MAINTAINED ON A VERY LIMITED BASES FOR APPROXIMATELY A WEEK IN DURATION.</p> <p><u>Issue with intercepts with aircraft that have been provided discreet squawk. Originally if Air Defense sector desired information about specific aircraft they were to call ARTCC. That did not work, so now ARTCC is calling the Sectors with all approved flights and squawks so interrogation does not occur.</u></p> <p><u>ATCSCC looking for approvals for med-evac, go teams, and lifeguard. All flight information coming to ATSC coordinated with NMCC DDO station.</u></p> <p><u>Blanket procedures for FAA to approve Med-Evac, Lifeguard and local law</u></p>

		<p><u>enforcement aircraft. They need to be squawking Mode C. Flights coordinated with NMCC, NORAD to issue</u></p> <p><u>0130 CINC JCS due into Norfolk. Coordinating with NORAD.</u></p> <p><u>1745 - Major Davis, 1st Air Force now requesting that ATSC coordinated flights directly with the air defense sectors.</u> <u>NOCC needs to take ICT, Wichita ASR-9 radar off the air for 3-4 hours tonight. Requesting that military provide the best time for this; NOCC advised the time will 02-1000Z</u></p> <p><u>1815 - 1st Air Force wants us to coordinate each approval with individual Air Defense Sectors. ATSC provided map of area defense sectors to coordinate necessary flights</u></p> <p><u>Rick Hostettler requesting blanket approvals for several aircraft immediately. Aircraft received blanket approval from Maj Davis at 1st Air Force.</u></p> <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <p><u>WADS Fax</u></p> <p><u>NEADS Fax</u></p> <p><u>SE ADS Fax</u></p> <p><u>SE</u></p> <p><u>NE</u></p> <p><u>W</u></p> <p><u>Alaskan NR</u></p> <p><u>Hawaiian NR Honolulu</u></p> </div>  <div style="margin-left: 10px;"> <p><u>ID Section</u></p> <p><u>ID Section</u></p> </div> </div> <p><u>1815 EDT- Authority to approve non-military, non-law enforcement, non-wn has been transferred to the Area Defense Sectors and O-6s now have authority to approve these flights.</u></p> <p><u>1830 - LtCol Mahony - AF Ops Center</u> <u>Recap FAA ATCSCC Advisory, 041</u></p>
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SUPPLEMENTED with missing entries on 22 MAR 02 (Trapp)

			<p><u>Approval for NE ADS is [redacted]</u> <u>Approval for W ADS is commercial [redacted]</u></p> <p><u>FAA security wants to personally approve airports before they allow commercial aircraft to depart. Announce which airports are going to be inspected by FAA security. Will take days to get off the ground. Process is slower but requests are down. SE ADS stopped requesting the codes from the ARTCCs.</u></p> <p><u>Message from MAJ Fister - stuck out on a trip [redacted] at New Orleans</u></p> <p><u>Phone call from SFO FBO to check on the process to get a flight approval</u></p> <p><u>LTC Taylor of CAP in Atlanta called to see about flight approval</u></p> <p><u>Gretchen Bronson (Office of Emergency Preparedness; [redacted] office; [redacted] pin-[redacted] [pager]) called to request approvals for three separate flights to move mortuary personnel to DC & NYC; one flight VNY-FAT-SNA-SDL-MAF-BNA-ADW & return (Chrysler Aviation/Citation 560/N45DD/needs PPR for ADW); second flight SUS-DMO-DAY-SWF & return (Aero Charter/Sabreliner 65/265M); third flight VPC-4R4-MCO-MYR-CLT-OAJ-SWF & return (Phoenix Air/Lear 35/N524PA); ADW approved PPR for N54DD (#091209/Sgt Clark @ BOPS); Chrysler Aviation Citation 560 cannot stay at ADW because of Threatcom Delta, so the operator is going to go ADW-CRW and crew-rest for 12 hours before returning to VNY via SLN (for fuel); ADW BOPS will make sure the passengers get to the Main Gate at ADW to catch cabs; all requests FAX'ed to AD Sectors</u></p> <p><u>COL Bearden called from OSI Headquarters; asked us to help find the status of two commercial flights (CO-57 has landed at CDG France; & AC-65 never existed -- from each airline AOC) and to substantiate a rumor regarding the World Trade Center aircraft collisions; unable to confirm (or deny) the rumor and passed all information to Ms. Klein at [redacted]</u></p>
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