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| Date: August 17, 2004 | No. of Pages including fax cover sheet: 5 |
| From: Desmond T. Barry, Jr., Esq. | Facsimile Operator: Robin Todd |
| Facsimile No.: (212) 370-4453 | |

| | RECIPIENT | COMPANY | FAX NO. |
|----|------------------|---|----------------|
| 1. | Mr. John Raidt | National Commission on Terrorist Attacks Upon the United States | (202) 296-5545 |

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Re: National Commission on the Terrorist Attacks Upon the United States
American Airlines' SOC Notifications
C & F Ref.: DTB/CRC/28079

CONDON & FORSYTH LLP

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August 17, 2004

VIA FAX AND E-MAIL

Mr. John Raidt
National Commission on Terrorist
Attacks Upon the United States
301 7th Street SW, Room 5125
Washington, DC 20407

Re: National Commission on the Terrorist Attacks Upon the United States
American Airlines' SOC Notifications
C & F Ref.: DTB/CRC/28079

Dear Mr. Raidt:

Further to our letter of August 9, 2004, this is American Airlines' supplemental response regarding the notification sent by American's System Operations Control ("SOC") personnel to American Airlines flights on the morning of September 11, 2001.

Attached please find an excerpt from the Dispatch Environmental Control/Weekly Flight Summary ("DEC") record for American Flight 861 on September 11, 2001. The DEC record for Flight 861 contains the following ACARS message sent from SOC dispatcher Scott Piner at 13:22 Zulu Time (9:22 a.m. Eastern):

"DUE TO EVENTS IN NYC ENSURE ALL CREW MEMBERS MAINTAIN EXTREME VIGILANCE ON THEIR FLTS. USA TODAY REPORTING ACFT BEING FLOWN INTO THE WORLD TRADE CTR. UNCONFIRMED AA ACFT."

As we have noted previously concerning other ACARS messages sent on September 11, 2001, the ACARS message above is simply another example of the type of message sent by American SOC dispatchers on September 11, 2001.

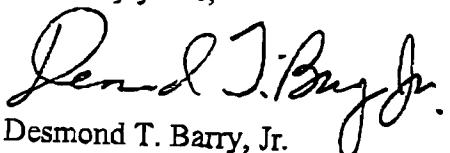
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Mr. John Raidt
August 17, 2004
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American Airlines also notes that the Air Carrier Standard Security Plan ("ACSSP") in effect on September 11, 2001 required air carriers to ensure that their employees who obtain details of an on-going act of air piracy "do not divulge to persons other than those with an operational need to know . . . any information about the incident or efforts to resolve the incident." See ACSSP, § XI, p. 110. Thus, the FAA-mandated procedure for responding to reports of an aircraft hijacking (on September 11, 2001) required the air carrier to limit the disclosure of information to those persons with an operational need to know. This would not normally include pilots of other aircraft. As with other aspects of the nation's response to the September 11th terrorist attacks, the air carriers were forced to improvise in notifying other American Airlines aircraft. The FAA countermeasures in place did not address or contemplate the simultaneous multiple hijack threat.

Please do not hesitate to contact us if you have additional questions or comments.

Sincerely yours,



Desmond T. Barry, Jr.

DTB/rlt
Enclosures

REPORT : FT4153 00

FLIGHT #016

DATE 016-09-1000 016-09-1000

ACT-EXP ACT-EXP

From CONDON & FORSYTH LLP

+12123704487

T-934 P.004/005 F-530

Page N 05 e

DISPATCH ENVIRONMENTAL CONTROL WEEKLY FLIGHT SUMMARY

PAGE 1493

PER RPT

FLIGHT

HMTY PI

HMTY H

HMTY H

HMTY H

| FLIGHT | MANAGER | PILOT | ROUTE | DEPARTURE | ARRIVAL | DISP | SIN | SHD | DISP | DATE | NO | ORD | ACT-EXP-ABR-SVN | TUI ORD |
|---|---------|--------|-----------|-----------|-------------|------|------|------|------|------|------|------|-----------------|---------|
| | | | | | | | | | | | | | | |
| 016 | 160 | 152209 | 130208 | 19280 | SC011 PINEK | DISP | | | | | | | | |
| POINT | B129 | PF10 | ACTL | DISP | ACTL | DISP | ACTL | DISP | ACTL | DISP | ACTL | DISP | ACTL | DISP |
| SDS | F029 | 1319 | 1311 | 1219 | 1315 | 1412 | 1227 | 1235 | 1324 | 1400 | 160 | 137 | 82 | 80 |
| WELLS | F029 | 1314 | 1312 | 1306 | 1305 | 1007 | 1207 | 1210 | 1210 | 1200 | 160 | 160 | 160 | 160 |
| BALV | F029 | 1323 | 1321 | 1321 | 99 | 101 | 0 | 310 | 0 | 310 | 0 | 310 | 0 | 310 |
| | | | | | | | | | | | | | | |
| 22 | 1626 | 1626C7 | | | | | | | | | | | | |
| 160-1616X 016-11SEP TUI ORD | | | CONT'D | | | | | | | | | | | |
| 22 2001 060000 | | | 100000000 | | | | | | | | | | | |
| 160-1616X 016-11SEP TUI ORD ORD SID-09SEP | | | 090032 | | | | | | | | | | | |
| 24 1251 2700B6 | | | | | | | | | | | | | | |
| F14-AVTRNU016 160 1017 2014 10SEP | | | | | | | | | | | | | | |
| 03 1759 05 105 | | | | | | | | | | | | | | |
| 160-16REFU016-11SEP TUI ORD | | | 00 | | | | | | | | | | | |
| 04 1229 063416 | | | | | | | | | | | | | | |
| 160-17085 1601017 TUI | | | 00 | | | | | | | | | | | |
| 05 1702 060316 | | | | | | | | | | | | | | |
| H010A11 070116 080316 | | | 00 | | | | | | | | | | | |
| 05 1702 060316 | | | | | | | | | | | | | | |
| H010A11 070116 080316 | | | 00 | | | | | | | | | | | |
| 014EDAD0008/AA GREENFIELD | | | | | | | | | | | | | | |
| A-0016V11SEPT01016R001 | | | | | | | | | | | | | | |
| SSR T01 AA SS/ PS ALB | | | | | | | | | | | | | | |
| SSR SEAI AA INVITR DRD8111SEP-N | | | | | | | | | | | | | | |
| QSI AA SEQUENCE NM 31027/10 POS VM | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 16 1233 064600 | | | | | | | | | | | | | | |
| - AM16 11SEP 1106 TUI SAN ORD | | | | | | | | | | | | | | |
| 16 1251 FB0000 | | | | | | | | | | | | | | |
| 160-16REFU016-11SEP TUI | | | | | | | | | | | | | | |
| 20 10 1 0 0 | | | | | | | | | | | | | | |
| 0 0 0 1 0 | | | | | | | | | | | | | | |
| 0 0 6 0 1 | | | | | | | | | | | | | | |
| 114 76 0 6 1 | | | | | | | | | | | | | | |

RE-CTRG

16 1251 FB0000

160-16REFU016-11SEP TUI

0 0 1

DATE : 17

DELETES

REPORT : FTALIS ::
 FLIGHT 0016 SEP 1, 2011

PAGE 14566

| | | | | |
|--------------------------------|---------------------------|--|--------|--|
| CANT-D | | | | |
| FINAL TUN/TIME | 0124 0722 | 016135R14AT1 | CONT'D | |
| ACTUAL OFF-TIME | 0125 0735 | 00 0 0 05.6 05.7 10.0 11.1615373 2321 2317 | 00.7 | |
| FINAL PASS COUNT - RES | 0126 0716 | 00.46224400394(-.550.320.050.42 3195) 0.120.140.110.01 69 401191 | | |
| RADIO COUNTER MDL - OPEN CHUFF | 0021 0720 | 0 LADY | | |
| DOCKOUT - AUTO | 0122A 0728 | 016408F020 0 | | |
| DOCKOUT - AUTO | 0123 0735 | 001108243.6462.3457.77444537.7744 92.3168W 92.9348 20 113260 | 0 4.8 | |
| BT T254 000160 | 110806 10160 | | | |
| NO-DAHAN | | | | |
| TIMER IN PROG ADV 0016 11 000 | | | | |
| D1 1500 F30068 | | | | |
| NO-DAAPC | | | | |
| D1 7000A | | | | |
| DT TULDAA | | | | |
| D1612KA 111101 | | | | |
| PAI | | | | |
| F1 44015/AW 0012AK | | | | |
| DT DDL STL 111801 150A | | | | |
| T12/1240URG7612 | | | | |
| DL 1510 F30410 | | | | |
| NO-DAAPR | | | | |
| PAI | 024 N012AN 0016 TUL 01SEP | | | |
| KOR027612 | | | | |
| LANKHN SKI/IM? | | | | |
| DT TULDAA | | | | |
| D1612KA 111101 | | | | |
| PAI | | | | |
| F1 44016/AW K912AN | | | | |
| DT DDL STL 111801 CSA | | | | |
| - T12/1240URG7612 | | | | |
| DL 1309 F30000 | | | | |
| NO-DAAPC | | | | |
| DU TULDAA | | | | |
| D1612KA 111101 | | | | |
| PAI | | | | |
| F1 44016/AW K912AN | | | | |
| DT DDL STL 111803 DIBA | | | | |
| - T12/1240URG7612PTV | | | | |
| DL 1316.2511209 | | | | |
| ACB 011711 000700000 | | | | |
| ACB 011711 000700000 | | | | |
| D1 1522 708708 | | | | |
| F1W-00P00 | | | | |
| ACB 011711 000700000 | | | | |
| D1 1522 000660 | | | | |
| QV DD XETIA | | | | |
| -TULDAA 111122 FROM FD21 | | | | |
| W40 | | | | |
| AN 131124/ETI STI | | | | |

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August 9, 2004

Mr. John Raidt
National Commission on Terrorist
Attacks Upon the United States
301 7th Street SW, Room 5125
Washington, DC 20407

Re: National Commission on the Terrorist Attacks on the United States
American Airlines' SOC Notifications
C & F Ref.: DTB/CRC/28079

Dear Mr. Raidt:

The following is American Airlines' supplemental response regarding the notifications sent by American's System Operations Control ("SOC") personnel to American Airlines flights on the morning of September 11, 2001. The "Final Report of the National Commission on Terrorist Attacks Upon the United States" (the "9/11 Commission Report") states that it "... found no evidence . . . that American Airlines sent any cockpit warnings to its aircraft on 9/11." See 9/11 Commission Report at p. 11. This statement is not accurate. After American learned that multiple aircraft had been hijacked, American's SOC dispatchers sent numerous warnings to the flight crews.

On November 19, 2003, American SOC personnel briefed Commission staff members regarding the events that took place on September 11th in the SOC. During this briefing, Michael Mulcahy, Manager of SOC Policy and Procedures, provided the Commission staff with copies of Dispatch Environmental Control/Weekly Flight Summary ("DEC") records with respect to American Flights 23, 27, 33, 41 and 541. The DEC records for these flights were given to the staff as examples of the types of ACARS messages that were sent by SOC dispatchers to advise their respective flights about the need to guard the cockpit and to divert to the nearest suitable airport.

For example, at 13:34 Zulu Time (9:34 a.m. Eastern) SOC dispatcher Ron Pencek sent the following ACARS message to American Flight 41:

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Mr. John Raidt
August 9, 2004
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"HAVE NO DETAILS. 2 ACFT – PSBL AMERICAN AIRLINES – HAVE HIT THE WORLD TRADE CENTER. THAT IS ALL WE HAVE HERE." FD15 – RON PENCEK "PLZ ACK MSG."

SOC dispatcher Mick Hovsepian sent the following message to American Flight 541 at 13:36 Zulu Time (9:36 a.m. Eastern):

"TO ALL CAPTAINS AND CREW. SECURITY MUST BE AT TOP OF THE LIST. ALL NEW YORK AIR SPACE IS CLOSED. AAL AIRCRAFT HAVE BEEN HI-JACKED THIS MORNING AND MAY HAVE BEEN FORCED DOWN. WE HAVE UNCONFIRMED REPORTS THAT UAL IS HAVING THE SAME PROBLEM. WE ARE STOPPING ALL TRAFFIC TO THE NEW YORK AREA. CNN SAYS THEY HAVE REPORTS FROM AIR CANADA ALSO HAS A PROBLEM. 2 ACFT HAVE BEEN FLOWN INTO THE WORLD TRADE CENTER . . . PLEASE ALL OF YOU BE ON HI ALERT . . . KEEP US POSTED ON YOUR SITUATION . . . AND GOD BLESS YOU. THERE IS WORD THAT THE ENTIRE ATC SYSTEM MAY BE SHUT DOWN."

The DEC records for these flights were provided to the Commission as representative samples of the type of notifications provided by American's dispatchers to its other flight crews after American learned that multiple hijackings of aircraft were underway. (Enclosed please find replacement copies of the DEC records for Flights 23, 27, 33, 41 and 541, attached as composite Exhibit "A" hereto.)

As we discussed with the Commission staff on November 19, 2003, American has a complete set of DEC records (stored on microfiche) for all American flights scheduled for September 11, 2001. For your reference, we have located additional representative SOC dispatch notifications sent to other American aircraft on the morning of September 11, 2001. (Enclosed please find additional DEC records for American Flights 578, 596, 1242, 1274, 1417, 1462, and 1543, attached as composite Exhibit "B" hereto.) For example, SOC dispatcher Chris Waltenburg sent an ACARS message to Flight 1462 at 13:16 Zulu Time (9:16 a.m. Eastern): "DIVERT TO SYR NOW. FD06 CHRIS WALTBURG: PLZ ACK MSG." Flight 1462 had departed from Chicago's O'Hare Airport (ORD) with an intended destination of Newark Airport (EWR), but it was diverted to Syracuse, New York. We also note that dispatcher Mick Hovsepian sent the same ACARS message (quoted above with respect to Flight 541) to all of his flights and included the ACARS message to Flight 1274, a copy of which is included in composite Exhibit "B."

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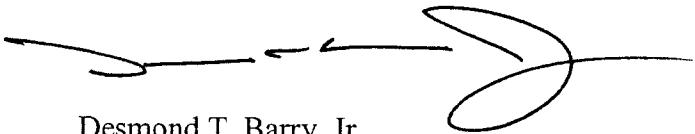
Mr. John Raidt
August 9, 2004
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American is unable to determine the precise time when its dispatchers started to contact other American flights to advise them about the terrorist attacks and instruct them to divert to the nearest airport. SOC Center Manager Craig Marquis instructed all SOC dispatchers to divert all airborne American flights by SOC intercom (via ACARS messages and/or "selcal" communications with the flight crews). Mr. Marquis's intercom message was made between 13:10 and 13:25 Zulu Time (9:10-9:25 a.m. Eastern) on September 11, 2001.

In addition to the SOC notifications provided by ACARS messages, American flight crews received information about the terrorist attacks from ATC communications while en route. For example, Captain Jerry Mumfrey (on American Flight 596) was advised of the crashes into the World Trade Center by ATC personnel via radio communications at approximately 9:15 a.m. Eastern time while his flight was en route from Miami to Boston. (Flight 596 diverted to Atlantic City.)

Please do not hesitate to contact us if you have additional questions or comments.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Desmond T. Barry, Jr.", is written over a stylized, open-loop flourish.

Desmond T. Barry, Jr.

DTB/rjt
Enclosures



*** HI 02 ***

REPORT : FTAK63 **

FLIGHT 6023 SEP11,2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

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| CONT'D | | | CONT'D WHEN TIEH INITIATED - AUTO FPR AND TIEARR | | |
|--|--------------------------------------|-------------|---|------------|-------------------------------|
| TRAIL | ROUTE | TIME | TRAIL | ROUTE | TIME |
| 10 CL. FX... 00287 ORD | ORD | DFT 11023AA | 11 0152 | 000000 | |
| 09 DD. FX... 00498 ORD | ORD | DFT 7136AA | | | |
| 10 ED. FX... 00186 ORD | ORD | DFT 4634AA | 11 0152 | 000000 | |
| 11 FD. FX... 00617 ORD | ORD | DFT 4615AA | | | |
| 12 GL. MLW 00273 ORD | ORD | DFT 0436AA | | | |
| 13 AB. BL11 00395 ORD | ORD | LOOSE BAGS | | | |
| 14 AS. C5... 00126 ORD | ORD | CUST SVCS | 11 0151 | FJ0000 | |
| 15 AS. C5... 00126 ORD | ORD | CDNP MAIL | | NO-AAAAM | |
| D/B AB-00425 AC-02615 FC-15705 7-08715 | | | 11 0151 | FJ0000 | TIMER IN PROG FPR 0023 11 ORD |
| | | | 11 0152 | 000000 | |
| | | | | NO DDLXKA | |
| | | | | TUDDDAA | |
| | | | | 11052 FROM | |
| | | | | H46 | |
| 10-XX AN | LOAD PLANNING QUALITY CONTROL RECORD | | AN MSSAA | | |
| 0623 11 BRK ACTUAL OUT TIME | ACT 0653 CDT LOCAL | | -FLT 0023 BRK-ORD 300 ARR 1316L | | |
| PLANNED OFF TIME - REVISED | - | - 0947 1047 | 01508 | 0150 | 1104 |
| FINAL PEAR COUNT - REV | - | - 0127 1027 | 0170A | 0152 | 1103 |
| FINAL CONTAINER UPD - CREW CHIEF | BHR | 0137 1037 | 0129F | 0155 | 1101 |
| RADIO CLOSEOUT - AUTO | -- | 0937 1037 | 0020F | 0156 | 1097 |
| LOCKOUT - AUTO | -- | 0946 1046 | 0020I | 0156 | 1095 |
| EIN | | | NTNDU | 0156 | 1095 |
| 11 0152 F31108 | | | TNT | 1006 | 1079 |
| NO-AAAIC | | | POL | 1005 | 1055 |
| NO TUDDDAA | | | RTTBL | 1036 | 1023 |
| DLTXKA 110127 | | | SHAPP | 1010 | 1020 |
| D/P | | | HAROG | 1012 | 1017 |
| FT AAC/AN H453AA | | | QDH | 1025 | 0992 |
| OT DUL BRK 110917 DFLA | | | VBN | 1043 | 0951 |
| -EDA/E400,19B,09F,915,17266B,180189,1801AF,1801BB,1801,013564BF,092F08 | | | 5916N | 1059 | 0925 |
| E2101 SCITF 1400370,14791026,453,7039MA6,10B,10C,10E,10F,10G,10H,10I,10J,10K,10L,10M,10N,10O,10P,10Q,10R,10S,10T,10U,10V,10W,10X,10Y,10Z | | | 6210N | 1142 | 0842 |
| 11 0152 F30000 | | | L221 | 1221 | 0746 |
| NO-AAAPR | | | 624DN | 1240 | 0676 |
| DU TUDDDAA | | | 0115DN | 1346 | 0615 |
| -DRLXKA 110127 | | | 5916DN | 1454 | 0530 |
| DEP | | | LAKES | 1451 | 0501 |
| FT AAC/AN H453AA/DIA BHX/OF 0947/DS ORD | | | KREKE | 1512 | 0465 |
| DT DUL BRK 110447 H70K | | | MEHSU | 1600 | 0303 |
| | | | GRAMP | 1656 | 0321 |
| | | | LORKE | 1646 | 0303 |
| | | | SSN | 1713 | 0263 |
| | | | FDC | 1729 | 0259 |
| | | | PN | 1749 | 0216 |
| | | | PILOT | 1759 | 0208 |
| | | | PAPPI | 1804 | 0204 |
| | | | ORD | 1805 | 0201 |
| | | | ON | 1806 | 0201 |
| 11 0152 F30000 | | | IN | 1816 | 0157 |
| NO-AAAAM | | | | | |

REPRT : FTA163 **
FLIGHT 8023

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY
SEP11, 2001

PAGE 2153

CCN'D

ILS Rwy 9R APCH. VISUAL APPROX 3L.
LAND AND HOLD SHORT OPERATIONS ARE IN
EFFECT. ACFT LUS RAY 4 RIGHT DONTRN
FLY Q UNLESS INSTRUCTED TO DO SO. RHY
IN ARR PLAN TO H/S OF TWO S, 1 THRD S
NO FT AVBL. READBACK ALL RAY HOLD
SPORT INSTRUCTIONS. DERS EXP RAYS 4L,
PL, 32L PARK T16, 2840 FT ABL.
NOTAMS... RAY 1B, 34 CLEO. PILOTS USE
CTN FOR BIRD ACTIVITY IN THE VICINITY
OF THE ARPT. WHEN READY TO TAXI
CONTACT GND METEING ON GREY 121-67.
...ADVS YOU HAVE INFO F.

WAK 1

11 1434 49A806

FTW-AAPR
ACR 21/711 ORD FTW/ACK
APPEARS COORDINATED TERRORIST ATTACKS
AGAINST THE U.S. 2 ACFT HAVE HIT THE
WORLD TRADE CENTER. APPEARS THE ACFT ARE
HAL. HAL HAS LOST AN ACFT. ATC HAS GROUND
STOPPED ALL TRAFFIC. DO NOT ADMIT ANYONE
INTO COCKPIT UNTIL LANDED. PLAN TO LAND ORD.
FDS RON PENCEK

11 1434 09001

NO DDLXCKA
TULDEAA 111436 FRDN FB15
K40

11 1434A/01 VIP

- /
APPEARS COORDINATED TERRORIST ATTACKS
AGAINST THE U.S. 2 ACFT HAVE HIT THE
WORLD TRADE CENTER. APPEARS THE ACFT ARE
HAL. HAL HAS LOST AN ACFT. ATC HAS GROUND
STOPPED ALL TRAFFIC. DO NOT ADMIT ANYONE
INTO COCKPIT UNTIL LANDED. PLAN TO LAND ORD.
FDS RON PENCEK
PLZ ACK MSG NO. 3656

END

11 1434A/01 VIP

- /

ORD ATTS TINFO 11352. OUTLOOK TORN
FEN250 19/12 A5031 (THREE ZERO THREE
ONE). ARR EXP VECTORS ILS RMY 4R APCH,
T13 RMY 9R APCH, VISUAL APCH RAY 9L.
LAND AND HOLD SHORT OPERATIONS ARE IN
EFFECT. ACFT LUS RMY 4 RIGHT DONTRN
TIN Q UNLESS INSTRUCTED TO DO SO, RHY
9R ARR PLAN TO H/S OF TIN S, 9 THSD S

CONT'D

VIS

FT AA25/AN N533AA

01 DBL YWP 111437 N533AA

- 03 BRO 7/TISORD

DUPE MSG

11 1437 F30000

NO-AAASY

QU TULDEAA

DOLXCKA 111437

SVC

- NO ACK

ADDRESSEE: N533AA

311

QU DDLXCKA

TULDEAA 111436 FRDN FB15

K40

AN N533AA/GL YWP

- /
APPEARS COORDINATED TERRORIST ATTACKS
AGAINST THE U.S. 2 ACFT HAVE HIT THE
WORLD TRADE CENTER. APPEARS THE ACFT ARE
HAL. HAL HAS LOST AN ACFT. ATC HAS GROUND
STOPPED ALL TRAFFIC. DO NOT ADMIT ANYONE
INTO COCKPIT UNTIL LANDED. PLAN TO LAND ORD.
FDS RON PENCEK
PLZ ACK MSG NO. 3656

END

VWP 1

11 1438 F30000

NO-AAASY

QU TULDEAA

DOLXCKA 111438

SVC

- NO ACK

ADDRESSEE: N533AA

311

QU DDLXCKA

TULDEAA 111436

ASH

AN N533AA

- ORD ATTS TINFO 11352. OUTLOOK TORN
FEN250 19/12 A5031 (THREE ZERO THREE
ONE). ARR EXP VECTORS ILS RMY 4R APCH,
T13 RMY 9R APCH, VISUAL APCH RAY 9L.
LAND AND HOLD SHORT OPERATIONS ARE IN
EFFECT. ACFT LUS RMY 4 RIGHT DONTRN
TIN Q UNLESS INSTRUCTED TO DO SO, RHY
9R ARR PLAN TO H/S OF TIN S, 9 THSD S

11 1438 F30001

- /

NO-AAPR

QU TULDEAA

DOLXCKA 111437

AA KEAN COMM 008799

REPORT : FTAL63 ■■■
FLIGHT 0823 SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 2456

CONT'D

CONT'D

ACR 23/11 ORD FTI ACK?

VY2 IS GOOD, THEN KNOW YOU ARE COMING.
FD15 RON PERCEK

FPL
FT AL63 AN MSSAA
DT DDL YVP 111554 F55A
AFM 573654H06424301455374H4119055MANT, SOMEWHERE, ELSE

11 1456 F30000
NO-AAAN
ERROR WITH CFE
PRESENT TO DISPATCHER#
- AEP 0823/11 WAK
- AFM 573654H06424301455374H4119055MANT
FL 370 TEMP H22 WIND 199055
TIME OF REPORT 1455 GMT
REMARKS - GOING TO VY2, UNLESS, YOU

11 1456 F30000
NO-AAAPR
QU TULDDAA
- DDLXCHA 111457
AGH
FI AA23/AN MSSAA
DT DDL YVP 111457 F55A
MAC HISTORY ACK NO. 5640
- DS 08D 74CR5740

11 1456 F30000
NO-AAAPR
PR
AGH ACK MSSAA 0023 DDL 11SEP
5660
OK

PRESENT TO DISPATCHER#

- AEP 0823/11 DDL

573654H06424301455374H4119055MANT, SOMEWHERE, ELSE

TIS

FI AA23/AN MSSAA
DT DDL YVP 111554 F55A
- DS 08D 74CR5740 F55A

FIH-AAVPR

| REPORT : FTA133 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2457 |
|--|------------|---|--|-----------|
| FLIGHT 0623 | SEP11,2001 | | | |
| CONT'D | | | | |
| 11 1459 F10000 NO-AAAPR | | 11 1509 F30000 NO-4AAPR | 11 1509 F30000 NO-AAAPR | |
| PT TIS N353AA 0023 BMX 11SEP QU TULDDAA TIS TIS N353AA 0023 BMX 11SEP QU TULDDAA DOLXGKA 111500 TIS FI AAO/AN MSSAA DT DBL YNP 111500 TESPA 08 CRD /T15VY2 | | 023/11 BMX NEAREST PTN HCKEE N35312 W0170518 FL 370 TEMP H38 WIND 197033 TIME OF REPORT 1510 0817 REMARKS - ETQ.WY2.1723 | "SENT TO DISPATCHER" - AEP 023/11 BMX N35312 W0170518 NEAREST PTN HCKEE FL 370 TEMP H38 WIND 197033 TIME OF REPORT 1510 0817 REMARKS - ETQ.WY2.1723 | |
| 11 1508 F10000 NO-AAAJC | | 11 1514 47A816 | 11 1514 47A816 | |
| QU TULDDAA DOLXGKA 111508 DFD | | PTA-AFAC 23/11 BMX OV YYZ 13330 200 OPNL-U CML 930 ACCT EVENTS IN U.S. FTNDP RON PEREZ | PTA-AFAC 23/11 BMX OV YYZ 13330 200 OPNL-U CML 930 ACCT EVENTS IN U.S. FTNDP RON PEREZ | |
| FI AAO/AN MSSAA DT DBL YNP 111500 D636A EDA/E1484,4QE,320,FEED,SD2E6,27A284,032033,13 F134,1 B09F,000009,10001649,36A,0D4014,0004,0101,1,SE5479,0F0806 | | 11 1517 F30000 NO-AAAPR QU TULDDAA DOLXGKA 111517 FHL | 11 1517 F30000 NO-AAAPR QU TULDDAA DOLXGKA 111517 FHL FI AAO/AN MSSAA DT DBL YNP 111517 F45A - AFRESE101W2601541517370H37280044PL3.GIVE.ALT.INFO.YXU | |
| 11 1509 F30000 NO-AAAPR QU TULDDAA DOLXGKA 111509 FHL | | 11 1517 F30000 NO-AAAM ERROR WITH CFE | 11 1517 F30000 NO-AAAPR NO POINT MATCH "SENT TO DISPATCHER" - AEP 023/11 BMX N55516 W0650154 NO POINT MATCH FL 370 TEMP H37 WIND 230042 TIME OF REPORT 1517 0817 REMARKS - PLS.GIVE.ALT.INFO.YXU | |
| 11 1509 F30000 NO-AAAPR 023/11 BMX OV HCKEE 1510 370 N/A 353 ETO.YY2.1723 | | 11 1517 F30000 NO-AAAPR | 11 1517 F30000 NO-AAAPR | |

| REPORT : FTA163 | DISPATCH ENVIRONMENTAL CONTROL/METEOROLOGICAL FLIGHT SUMMARY | PAGE 2458 |
|---|---|-----------|
| FLIGHT 0023 | SEP11,2001 | |
| CONT'D | COAST'D | |
| QU TULDDAA DOLXCHA 111517 FM | DT DDL YTP 111522 FM - AEPNLS1800H06841401323370M372040418ETTER, NAME, ALT, YCH | |
| FT AA07AN 11153AA DT DDL YTP 111517 F66A AEPNLS462H068045415168704372150458C, MHT, YCH, MHT, YCH, MHT, YCH | 11 1522 F30000 NO-AAAPR ERACH WITH CFE | |
| 11 1517 F30000 NO-AAAPR EROR WITH CFE | 11 1522 F30000 NO-AAAPR WNSENT TO DISPATCHER - AEP 6023/11 BMK WEST000 W0784148 NO POINT MATCH FL 370 TEMP H37 WIND H37 TIME OF REPORT 1523 GM REMARKS - BETTER, NAME, ALT, YCH | |
| 11 1517 F30000 NO-AAAPR ERSEN TO DISPATCHER - AEP 023711 BMK H554042 N0680456 NO POINT MATCH FL 370 TEMP H37 WIND 205045 TIME OF REPORT 1518 GM REMARKS - OR, MHT, YCH, MHT, YCH, MHT, YCH | 11 1512 F30000 NO-AAAPR QU TULDDAA - DDLCXMA 111612 TIS PI AAZ23/AN H353AA DT DDL YTP 111612 H73A - DS YTP /TISY2 | |
| 11 1521 690006 FM-ATVPR ACR 23/11 Y12 FM/ NO ALTN REQUIRED. LAND Y12. FD13 RON PERCEK | 11 1512 F30000 NO-AAAPR TIS TIS H353AA 0023 BMK 11SEP V2 UNKNOWN SHI/1H1 QU TULDDAA - DDLCXMA 111612 TIS PI AAZ23/AN H353AA DT DDL YTP 111612 H73A - DS YTP /TISY2 | |
| 11 1521 690006 QU TULDDAA 111521 FROM FD13 H10 NO MSSPATYL YTP - / NO ALTN REQUIRED. LAND Y12. FD13 RON PERCEK EKA | 11 1522 F30000 NO-AAAPR QU TULDDAA DDLCXMA 111522 FM PI AA07AN MSSMA | |
| | 11 1512 F30000 NO-AAAPR QU TULDDAA | |

** REPORT : FTA163 **

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 2459

FLIGHT 0123 SEP11, 2001

CONT'D

.DOLXCKA 111612
AGH
PI AA23/AN N353AA
DT DDL YMT 111612 H7SA
- OS YYZ /FPR

11 1612 000000

QU DDLXCKA

.TULDDAA 111612 FROM
H40
AN N353AA

- FLT 0023 BHK-YYZ SKD ARR 0541L

PLN 1330L

| | | |
|-------|------|------|
| MEMSO | 1558 | 0372 |
| GRAMP | 1634 | 0310 |
| LORNE | 1646 | 0292 |
| SHM | 1711 | 0252 |
| TVC | 1727 | 0228 |
| PMM | 1747 | 0205 |
| PIVOT | 1757 | 0197 |
| PAPPY | 1802 | 0198 |
| ORD | 1806 | 0190 |
| ON | 1722 | 0204 |
| IN | 1730 | 0200 |

CONT'D

.TULDDAA 111615 FROM

H40
AN N353AA
- - /FLT 0023 BHK-YYZ
YYZ CVYZ 111615
111607

METAR CVYZ 111600Z 33004KT 15SM SCT045 21/16 A3023 RAK CLU4 SLP

237

END DATA

11 1615 F30000

NO-AAAPR

PR

WXO HXR N353AA 0023 BHK 11SEP
YYZ

OK

11 1615 F30000

NO-AAAPR

PR

HXO HCO N353AA 0023 BHK 11SEP
12N75A16123155

OK

11 1615 F30000

NO-AAAPR

QU TULDDAA

.DOLXCKA 111615

TIS

PI AA23/AN N353AA
DT DDL YMT 111615 H7SA
- OS YYZ /T115VVZ

11 1612 F30000

NO-AAAPR

PR

AGH FPR N353AA 0023 BHK 11SEP

OK

11 1615 F30000

NO-AAAPR

QU TULDDAA

.DOLXCKA 111615

HXR

PI AA23/AN N353AA

DT DDL YMT 111615 H7SA

- OS YYZ /NARYYZ/NCO02M75A16123155

11 1610 F30000

NO-AAAPR

PR

TIS TIS N353AA 0023 BHK 11SEP

YYZ

UNKNOWN SPX/TMI

QU TULDDAA

.DOLXCKA 111615

TIS

11 1615 000000

QU DOLXCKA

MMW H 03 0000

| REPORT : FTAL63 AN | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2 of 9 |
|--|---------------|---|--|-------------|
| FLIGHT 0023 | SEPT 11, 2001 | | | |
| | | CONT'D | | |
| F1 AA23/DAN MSSJAA DT DDL YHZ 0023 BRK DS YYZ /11SEPYZ | | 'TULDAAA 111635 FROM YYZ H40 AN MSSJAA/GL ESC FLT 23/11 BRK-YYZ | | |
| | | GATE | | |
| F1 1651 F30000 NO-AAAPR PR TULDAAA DS DDL YHZ 111635 DS YYZ /FQV31660 | | NO PAX CRX CREW CORRECTING GATE INFO CREW SEAT FLT DEST GATE TIME NO CREW CRX END | | |
| | | | | |
| F1 1651 F30000 NO-AAAPR PR DS FQY MSSJAA 0023 BRK 11SEP DS6009 PR | | 11 1703 F30000 NO-AAAPR QU TULDAAA DPLXCKA 111703 ASK FT1 AA23/AN MSSJAA DT DDL YHZ 111703 HZIA - DS YYZ /ALT00401728 | | |
| | | | | |
| F1 1655 F31000 NO-AAAPR PR TULDAAA DS DPLXCKA 111755 ASK F1 AA23/AN MSSJAA DT DDL YHZ 111755 HZIA DS YYZ /ALT00901724 | | 11 1703 00000 QU DPLXCKA .TULDAAA 111755 FROM H40 AN MSSJAA/GL ESC VERIFY REQUEST FOR 0023/11 BRK-YYZ | | |
| | | | | |
| F1 1655 F30000 NO-AAAPR PR ALT MSSJAA 0023 BRK 11SEP DS0001724 PR | | 11 1703 F30000 NO-AAAPR QU TULDAAA .DPLXCKA 111703 HCR FT1 AA23/AN MSSJAA DT DDL YHZ 111703 HZIA - DS YYZ /ALT00401728 | | |
| | | | | |
| F1 1655 F30000 NO-AAAPR PR DS DPLXCKA YYZ0000A | | 11 1703 00000 QU DPLXCKA | | |

REPORT : FTAK163 ■■■
FLIGHT #023 SEP11,2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

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CONT'D
TULDDAA 111703 FROM
M60
AN HESSAA/GC ESC
VERIFY REQUEST FOR 0133/11 BH7/YMM

11 1733 F30000
NO-AAAPR
TU TULDDAA
DOLXCKA 111733
H10
FT AA23/AN HESSAA
DT DDL YMM 111733 M98A
CS YMM /F9YU1550
11 1733 000000
DOLXCKA
TULDDAA 111733 FROM
M60
AN HESSAA/GC ESC
VERIFY REQUEST FOR 0023/11 BH7/YMM

CONT'D
TULDDAA 111735 FROM FDTS
M60
AN HESSAA/AP YYZ
- /
UNDERSTAND YOU HAVE BEEN DIVERTED TO YMM.
IS THAT CORRECT. FDTS RON PERCEK
PLZ ACK PDS NO. 3505
END

11 1735 F30000
NO-AAAPR
QU TULDDAA
DOLXCKA 111735
AGH
FT AA23/AN HESSAA
DT DDL YMM 111735 M98A
US YMM /ACR35D37AC007H97A17333TES17323680
-
11 1735 F30000
QU DDL XCHA
TULDDAA 111735 FROM
M60
AN HESSAA/AP YYZ
VERIFY REQUEST FOR 0133/11 BH7/YMM

11 1733 F30000
NO-AAAPR
TU TULDDAA
DOLXCKA 111733
H10
FT AA23/AN HESSAA/AD YMM/IN 1730
DT DDL YMM 111733 M97A
11 1733 F30000
NO-AAAPR
TU TULDDAA
DOLXCKA 111733
H10
FT AA23/AN HESSAA/AD YMM/IN 1736
DT DDL YMM 111732 M92A
- CS YMM /OPN0313/NC062X99A17343155

11 1733 000000
FH-AAPPR
ACR 23/11 YYZ FTN/ACK/
UNDERSTAND YOU HAVE BEEN DIVERTED TO YMM.
IS THAT CORRECT. FDTS RON PERCEK
11 1735 000000
FH-DOLXCKA

11 1735 F30000
NO-AAAPR
QU TULDDAA
DOLXCKA 111735
ARR
FT AA23/AN HESSAA/AD YMM/IN 1736
DT DDL YMM 111732 M92A
- CS YMM /OPN0313/NC062X99A17343155
11 1735 F30000
NO-AAAPR
QU DOLXCKA
TULDDAA 111732 FROM
M60
AN HESSAA/AP YYZ
VERIFY REQUEST FOR 0023/11 BH7/YMM

FLIGHT 0023 SEP 11 2001

| | | | |
|---|---|--|--|
| 01 1744 49A866 FTW-AWPR ACR 23/11 YYZ FTW/CLAYTON/ACK/ ARE YOU IN YHM . FD15 RON PERCER END | 11 1752 49A866 NO-AAVAN CFE-DIVERTED QU TULDDAA FDLXCKA 111626 AGM FM NSS3AA/AP YYZ - /CLAYTON/ACK/ ARE YOU IN YHM . FD15 RON PERCER END | 11 1826 F30000 NO-AAAPR QU TULDDAA FDLXCKA 111626 AGM FM AAZ5/AP NSS3AA 0123 BHK 11SEP PX - 03 /H26 | 11 1826 F30000 NO-AAAPR PR AGM H26 NSS3AA 0123 BHK 11SEP PX |
| 01 1747 F30000 NO-AAAPR 20 TULDDAA FDLXCKA 111727 AGA FM AAZ5/AP NSS3AA/AD YHM/FB 230/1A 1 DT DDL YHM 111747 H05A | 11 1833 F30000 NO-AAAPR QU TULDDAA .FDLXCKA 111833 AGM | 11 1833 F30000 NO-AAAPR QU TULDDAA .FDLXCKA 111833 FROM 1055 H40 FM AAZ5/AP NSS3AA UT DDL YHM 111833 H07A - 03 /LIF | 11 1833 F30000 NO-AAAPR QU TULDDAA .FDLXCKA 111833 FROM 1055 H40 FM AAZ5/AP NSS3AA - LOAD CLOSEOUT RVSH 10 1057L TON SS4252 FOB 11051A |
| 01 1750 49A821 HDO-DROJUS2/11 BHK UNF FROM DISP/75 | 11 1751 49A806 FTW-AWPR 233711 BHK UW YHM 1330 2310 OPAU-U CHL 350 ACCT EVENTS IN U.S. FTNDP RON PERCER | 11 1833 49A806 QU DDLXCKA .TULDDAA 111833 FROM 1055 AG AN NSS3AA/AP YAH - LOAD CLOSEOUT RVSH 10 1057L TON SS4252 FOB 11051A | 11 1833 49A806 ZFM 233012 STAB 3-4 TG 25, 6 PCT PSGR 161 NO XG PSGR HGT 27692 CGO MGT 8795 EOH 201315 SECOK |
| 01 1752 49A866 FTW-AWPR 23/11 BHK OUT 1047 | 01 1752 49A866 FTW-AWPR 23/11 BHK OUT 1047 | | |

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DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

REPORT #: FTA163 M

FLIGHT #027 SEP11,2001

CONT'D

ACTUAL OUT TIME : 1145 0741
 FINAL CONTAINER UPD - CREW CHIEF : 1158 0150
 FINAL PLGR COUNT - DEL : 1132 0132
 FINAL CONTAINER UPD - CREW CHIEF : 1139 0131
 RADIO CLOSEOUT - AUTO : 1139 0139
 CLOSEOUT - AUTO : 1201 0801

11 1202 F30000
 NO-AAAII
 OTHER IN PRCS FPR 1027 11 82A

11 1202 000040
 FU DELVEXA
 TUDDA 111202 FROM
 N40

PR RSTNM/01 HIA
 -PLT 0127 HIA-SEA SD ARR 1105L
 PLN 1054L

SHP 1202 0705
 VINGO 1210 0673
 LIV 1214 0651
 ZLA 1223 0621
 KONEL 1229 0611
 SZN 1252 0575
 TOS 1331 0513
 FOS 1422 0432
 POM 1549 0301
 PTT 1713 0176
 BRUCK 1722 0169
 VHN 1729 0153
 ON 1749 0143
 IN 1754 0146

11 1202 000040
 TUDDA 111202 FROM
 N40

PR RSTNM/01 HIA
 -PLT 0127 HIA-SEA SD ARR 1105L
 PLN 1054L

SHP 1202 0705
 VINGO 1210 0673
 LIV 1214 0651
 ZLA 1223 0621
 KONEL 1229 0611
 SZN 1252 0575
 TOS 1331 0513
 FOS 1422 0432
 POM 1549 0301
 PTT 1713 0176
 BRUCK 1722 0169
 VHN 1729 0153
 ON 1749 0143
 IN 1754 0146

CONT'D

ABR FPR RSTNM/0127 HIA 11SEP

OK

11 1212 000040
 QU BOLKHA
 -TUDDA 111202 FROM
 N49
 AN M359AN/GL HIA
 - - /FPL 0027 HIA-SEA
 SEA KSEA 111202
 111159
 111157 020051T 1028 CLR 13710 A3013 RER 002 31P169
 T01350101 10172 20126 \$1007
 END DATA

11 1202 F30000
 NO-AAAII
 PR
 MR HIA RSTNM/0027 HIA 11SEP
 SEA
 OK

11 1202 F30000
 NO-AAAII
 PR
 MR HIA RSTNM/0027 HIA 11SEP
 SEA
 OK

| REPORT : FTIA43 .4 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2521 |
|---|------------|--|--|-----------|
| FLIGHT 0027 | SEP11,2001 | | | |
| CONT'D | | CONT'D | | |
| QU TULDDAA -DUXKA 111227 RAI FT AA27/AN NS91AN DT DDL RSM 111227 L13A -T12/024KSEABCS | | ,005CABA4 | | |
| 11 1217 F30000 NO-AAAPR | | 11 1224 F30000 NO-AAJAN PRZ 0027/11 SEA OVR LAL 1226 590 0615 319 | | |
| PAI D26 NS91AN 0027 NIA 11SEP KSEABCS | | 11 1226 F30000 NO-AAAPRZ 0027/11 SEA OVR LAL 1226 590 0615 319 | | |
| INDOM SH1/JM1 DU TUR DDAA -DUXKA 111227 RAI FT AA27/AN NS91AN DT DDL RSM 111227 L13A -T12/024KSEABCS | | 11 1226 F30000 NO-AAAPR PRZ 0027/11 SEA EST LA153 1231 N/A N/A 319 \$INVALID EART PATS | | |
| 11 1223 001010 NO-AAJAN | | 11 1226 F30000 NO-AAAPR \$INVALID EART PATS | | |
| PIPER IN PROG ADV 0027 11 SEA | | 11 1226 F30000 NO-AAAPR \$INVALID EART PATS | | |
| 11 1227 F30000 NO-AAJC QU TULDDAA -DUXKA 111226 DPL | | - POS 0027/11 NIA N2827.6 W0827.3 NEAREST PNT LAL FL 590 TEMP H44 MHD 313027 NEXT POINT: LA55 AT 1231 GMT FOLLOWING: BLRS4 TIME OF REPORT 1226 GMT REMARKS - | | |
| FT AA27/AN NS91AN DT DDL RSM 111226 DATA EDA/E14C2,SEC6,324,E4F,5E35D7,401697,555532,27A262,036127,10 217,2 2700,02056,1043107,382,1E3IE7,,013,000,0,47744C,1ETAF | | 11 1225 F30000 NO-AAAPR QU TULDDAA -DUXKA 111226 FTL | | |
| 11 1226 F30000 NO-AAAPR QU TULDDAA -DUXKA 111226 FTL | | 11 1227 AN NS91AN DT DDL RSM 111225 F53A NO-AAAPR - RECALL/AAN2037H06310,27,KHIA,NSEA,NIASEA53313F | | |
| FT AA27/AN NS91AN DT DDL RSM 111225 F52A POSN2827/H062235,IRRS2,122456,590,LAL53,12314,BLRS4,NG6,313 27,615 | | 11 1225 F30000 NO-AAAPR | | |

| REPORT : FT163 ** | | DISPATCH ENVIR /ENTRAL CONTROL /WEEKLY FLIGHT SUMMARY | | PAGE 2522 |
|---|--|---|--|-----------|
| FLIGHT 0027 | | SEP11, 2001 | | |
| CONT'D | | | | CONT'D |
| QU TULDDAA .DOLXCKA 111235 PR | | RAI F1 AA227/AN N599AN DT DDL MUV 011357 L14A - T127024KLITAT700 | | |
| FT AA227/AN NJ37AN DT DDL RSV 111235 F55A REGAL7/AAN21637H00360,27,KMIA,KSZA,MIAEAS31EF | | | | |
| SIMLD INR CODES | | 11 1357 F30000 NO-AAAPR PR | | |
| 11 1356 F30001 NO-AAAPR QU TULDDAA .DOLXCKA 111356 PR | | RAI 022 N339AN 0122 RIA 11SEP KLTATD60 UNKNOMN 3M1/1M QU TULDDAA .DOLXCKA 111357 RAI | | |
| FT AA227/AN N599AN DT DDL RSV 111356 MIAA GS KSFA /H55KLIT, S1 1356 000900 PR DOLXCKA | | F1 AA227/AN N599AN DT DDL MUV 112357 L14A - T12/124KLITAT700 | | |
| QU TULDDAA 111356 PRCH M60 FT NJ39AN/GL JHH - /FL1 0027 RIA-SEA LIT KLT 111356 S1 1357 | | 11 1409 F30000 NO-AAAPR QU TULDDAA .DOLXCKA 111410 AIG | | |
| TAF KLT 111302 111212 01000KT P6SM SKC FM1609 06060KT P6SM SKC TEMPO 1022 SCT040 FM0106 06060KT P6SM SK END DATA | | F1 AA227/AN N599AN DT DDL L1T 111410 RIA - OS KSEA /P7M FLT27 LANDNG L1T | | |
| 11 1356 F30000 NO-AAAPR PR QU TULDDAA 0027 RIA 11SEP KLT OK | | 11 1409 F30000 NO-AAAPR PR QU TULDDAA .DOLXCKA 111410 OK | | |
| 11 1357 F30001 NO-AAAPR QU TULDDAA .DOLXCKA 111357 | | 11 1409 F30000 NO-AAAPR QU TULDDAA .DOLXCKA 111410 | | |

| REPORT : FTI143 NO FLIGHT 8027 | | DISPATCH ENVIRONMENTAL CONTROL/NEARLY FLIGHT SUMMARY SEP11,2001 | |
|--|--------------------------------------|--|--|
| | | PAGE 2523 | |
| CONT'D | | ARTS/PR LINKAGE PROCESS | |
| ACN | | CONT'D | |
| FTI | AA27/AN N399AN | | |
| DT | DDL TLT 111410 NASA | 11 1541 000000 | |
| 03 | KSEA /FTN | NO-AAAPR | |
| FLT27 | LANDING LIT | AIR UPDATED | |
| | | | |
| 11 | 1410 FA0000 | 11 1541 7008766 | |
| NO-AAAN | | NO-AAAT | |
| ERROR WITH CPE | | | |
| 11 | 1410 FS0000 | FLT 27/11 IN LIT 0922/11 | |
| NO-AAAPR | | ORD FA10 CAMPBELL BL 321664 CONTINUITY ERROR SEQ 31246/09 | |
| PR | | RT-3 P-47A618 | |
| ACN FTN N399AN 8027 MIA 11SEP | | | |
| DK | | 11 1541 49A618 | |
| | | -BAQAT | |
| | | | |
| 11 | 1213 F30000 | FLT 27/11 IN LIT 0922/11 | |
| NO-AAAPR | | ORD FA10 CAMPBELL BL 321664 CONTINUITY ERROR SEQ 31246/09 | |
| PY | TULDBAA | RT-5 P-6CM41E | |
| DOYCKA 111413 | | | |
| ACN | | | |
| FTI | AA27/AN N399AN/DA KHM1AD KREMON 1619 | 11 1541 1C641E | |
| DT | DDL TLT 111415 NASA | -BS4AT | |
| 03 | KSEA /FTN | | |
| FLT27 | 0427/11 SEA ON 1410 A/ 395 | | |
| | SDFZ: OVR 30 MIN FN PLN | | |
| | | | |
| 11 | 1426 7008766 | | |
| FTN-075DC | | | |
| 0427/11 MIA ON LIT 0910 1240 0910-0911 350 | | | |
| | | | |
| 11 | 1540 7008766 | | |
| FTN-075PRX | 22/11 MIA IN 1422 | | |
| | | | |
| 11 | 1541 700906 | | |
| NO-AAAPR | | | |
| | | | |
| 11 | 1541 0000000 | | |
| NO-AAAPR | | | |

N 09 N

| DISPATCH ENVIRONMENTAL CONTROL/NECKY FLIGHT SUMMARY | | | | | | | | | | | | PAGE 2556 | | | | | |
|--|---------|--------------|-----------|--|--------|-----|-----|-------------------------------------|------------------------|------|------|-----------------------------------|------|------|------|-----------------|---------|
| FLIGHT 0933 | | | | DATE PTY-NO LEG SDF-EQP ACT-EQP SEP11-1981 | | | | DEPARTURE STN DSTN GATE-NB STN SHED | | | | ARRIVAL STN DISP GATE-NB STN SHED | | | | ACT-DEP-ARR-STN | |
| 23 1 | | OVER LAN | | JFK | | T26 | | JFK | | L26 | | FD24 | | LAX | | 1356 | |
| MIN/FUEL | MANTUOI | PILOT/WEIGHT | PLANE/PAY | ACT/PAY | DISPLZ | | | | | | | | | | | | JFK IND |
| DISPZ | | | | | | | | | | | | | | | | | |
| POINT | DISP | PLN | RVD | ACTL | ACTL | PLN | RVD | ACTL | POINT | DISP | PLN | RVD | ACTL | PLN | RVD | ACTL | |
| REV | FD24 | 1234 | 1235 | 694 | 691 | 691 | 691 | 691 | SAXES | FD24 | 1436 | 1431 | 1431 | 1433 | 1432 | 1432 | |
| COPES | FD24 | 1234 | 1235 | 694 | 661 | 661 | 661 | 661 | HCI | FD24 | 1446 | 1441 | 1441 | 1447 | 1446 | 1446 | |
| BVRD | FD24 | 1242 | 1241 | 694 | 656 | 656 | 656 | 656 | JUDGE | FD24 | 1509 | 1555 | 1555 | 1524 | 423 | 423 | |
| SAAME | FD24 | 1241 | 1243 | 694 | 646 | 647 | 647 | 647 | BLN | FD24 | 1505 | 1510 | 1510 | 1516 | 415 | 415 | |
| LACRI | FD24 | 1252 | 1251 | 694 | 639 | 638 | 638 | 638 | SYLIE | FD24 | 1534 | 1529 | 1529 | 1519 | 369 | 369 | |
| AIR | FD24 | 1514 | 1515 | 694 | 698 | 699 | 699 | 699 | LA | FD24 | 1546 | 1535 | 1535 | 1511 | 360 | 360 | |
| APE21 | FD24 | 1322 | 1321 | 694 | 595 | 595 | 595 | 595 | AL3 | FD24 | 1602 | 1557 | 1557 | 1525 | 324 | 324 | |
| EMPTY | FD24 | 1330 | 1329 | 694 | 574 | 573 | 573 | 573 | FIM | FD24 | 1619 | 1614 | 1614 | 1600 | 278 | 278 | |
| FVLLS | FD24 | 1339 | 1338 | 1334 | 559 | 557 | 557 | 557 | TIC | FD24 | 1641 | 1635 | 1635 | 1636 | 250 | 250 | |
| 4TP | FD24 | 1350 | 1345 | 694 | 519 | 519 | 519 | 519 | PES | FD24 | 1656 | 1653 | 1653 | 1657 | 236 | 236 | |
| GORDO | FD24 | 1404 | 1359 | 694 | 516 | 515 | 515 | 515 | RUSTT | FD24 | 1732 | 1727 | 1727 | 1726 | 195 | 195 | |
| CAP | FD24 | 1412 | 1407 | 694 | 503 | 502 | 502 | 502 | CIVET | FD24 | 1733 | 1726 | 1726 | 194 | 195 | 195 | |
| THAIN | FD24 | 1424 | 1419 | 694 | 493 | 492 | 492 | 492 | | | | | | | | 165 | |
| 22 1428 7826CJ | | | | | | | | | 09 1456 F31900 | | | | | | | | |
| NO-DC1D0N 53 11SEP 11SEP JFX ERIL | | | | | | | | | NO-MACG | | | | | | | | |
| 22 2042 010011 | | | | | | | | | QD FD24 | | | | | | | | |
| NO-4AAAN B03/11SEP JFK CRIG LAX STD-03SEP | | | | | | | | | MDQXIAA 092233 MDG0/AA | | | | | | | | |
| 22 2129 010010 | | | | | | | | | GD/01CEN | | | | | | | | |
| NO-DOPERN/103W/11SEP/0600/11SEP/JFX/PERI | | | | | | | | | MDQXIAA 090932 MDG0/AA | | | | | | | | |
| 24 1722 799224 | | | | | | | | | MDQXIAA 092233 MDG0/AA | | | | | | | | |
| NO-49700K/C/BS/11SEP JFK LAX/GH100PH/LCS/PCS/FM1500/FM1000 | | | | | | | | | GD/01CEN | | | | | | | | |
| 29 1529 200AES | | | | | | | | | MDQXIAA 090932 MDG0/AA | | | | | | | | |
| NO-4440700K/C/BS/11SEP JFK LAX/GH100PH/LCS/PCS/FM1500/FM1000 | | | | | | | | | MDQXIAA 090932 MDG0/AA | | | | | | | | |
| 30 1758 435105 | | | | | | | | | MDQXIAA 090932 MDG0/AA | | | | | | | | |
| NO-4CT4RF/0133/11SEP JFK HF | | | | | | | | | MDQXIAA 090932 MDG0/AA | | | | | | | | |

AA KEAN COMM 008812

MM REPORT : FTA163 MM

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 2593

FLIGHT 0033

SEP11, 2001

CONT'D
CFE-DEACTIVATED

11 1228 F30800

NO-AAAH

TIMER IN PROG FPR 0033 11 LAK

01 1228 111228

QU DOLXCKA
.TULDDAA 111228 FROM

H40

IN H376AN/OL JFK

- FLT 0033 JFK-LAX SKD ARR 1055L

PLN 1049L

OUT 1155

OFF 1224

REV 1233

COPIES 1238

BYRDO 1241

SAAME 1245

LARRI 1251

ATR 1313

APE26 1321

EMPTY 1329

FVLLS 1358

VHP 1369

GORDO 1403

CAP 1411

TMRAIN 1423

SAADS 1435

MC1 1445

JUDGE 1459

SLN 1504

RYLIE 1533

LAA 1539

ALS 1601

SAADS 1618

MC1 1640

JUDGE 1657

SLN 1657

RYLIE 1731

LAA 1732

ALS 1742

FVN 1749

TBC 1648

PGS 1657

RUSTT 1731

CIVET 1732

ON 1742

IN 1749

11 1228 F30800

NO-AAAPR

PR

AGW FPR H376AN 0033 JFK 11SEP

OK

CONT'D

- FLT 0033 JFK-LAX SKD ARR 1055L
PLN 1049L

OUT 1155 0742

OFF 1224 0728

REV 1233 0691

COPIES 1238 0660

BYRDO 1241 0655

SAAME 1245 0647

LARRI 1251 0636

AIR 1313 0599

APE26 1321 0585

EMPTY 1329 0573

FVLLS 1358 0557

VHP 1369 0538

GORDO 1403 0515

CAP 1411 0502

TMRAIN 1423 0482

SAADS 1435 0462

MC1 1445 0446

JUDGE 1459 0423

SLN 1504 0415

RYLIE 1533 0369

LAA 1539 0360

ALS 1601 0324

FVN 1618 0298

TBC 1640 0262

PGS 1657 0236

RUSTT 1731 0195

CIVET 1732 0193

ON 1742 0183

IN 1749 0179

11 1228 F30800

NO-AAAPR

PR

AGW FPR H376AN 0033 JFK 11SEP

OK

11 1228 00000

QU DOLXCKA

.TULDDAA 111228 FROM

| FLIGHT 0035 SEP 11, 2001 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 254 |
|--|--|---|--|----------|
| CONT'D | | CONT'D | | |
| H40 NW N376AN/OL JFK - /FLT 9035 JFK-LAX NW KJLX 111226 111155 111159Z 0900ZKT 1SM WEN014 16/16 A2991 JFK A02 SLP124 END DATA | | 11 1300 F30000 NO-AAA/PR QU TULDOAA DPL/XCMA 111200 TIS FI A333/AN N376AN DT DDL IAD 111300 ME2A - OS LAX /T1SLAX | | |
| 11 1226 F30000 NO-AAA/PR PR NW HHR N376AN 0013 JFK 113EP AX CK | | 11 1300 F30000 NO-AAA/PR PR TIS V73 2357ZAN 0013 JFK 113EP LAX UNKNWNN SHI/1MI QU TULDOAA DPL/XCMA 111300 TIS FI A333/AN N376AN DT DDL IAD 111300 ME2A - OS LAX /T1SLAX | | |
| J1 1226 F30000 NO-AAA/PR QU TULDOAA DPL/XCMA 111244 TIS FI A33/AN N376AN DT DDL ICA 111244 M79A - OS LAX 7PQ73600 TIS NO-AAA/PR PR 11 1246 F30000 NO-AAA/PR NW 0010 CK | | 11 1321 708706 FTN-07SPR ACR 35/11 LAX FTN/ACK/ CALL RE'Brien Aile.....FTN/SP YCH SWARZON H6 AN N376AN/SL FUA - / CALL ME WHEN ABLE.....FTN/SP TOM SMARSHAN PLZ ACK MSG NO. 2403 END | | |
| J1 1246 F30000 NO-AAA/PR QU TULDOAA DPL/XCMA 111244 TIS FI AAO/AN N376AN DT DDL ICA 111244 D866A EDK/TE1JC1,443,31F,TEDD,5ASSAT,68860B,53A5539,72F2D1,039036,54 0645:0 E61EF,1F058,1E09143,5C1,9E20E1,016,000,0,4C34F7,0CE2E1 | | 11 1324 000000 QU DDL/XCMA TULDOAA 111326 FROM FD24 H6 AN N376AN/SL FUA - / CALL ME WHEN ABLE.....FTN/SP TOM SMARSHAN PLZ ACK MSG NO. 2403 END | | |

| REPORT : FTIA163 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 255 |
|---------------------------------------|--|--|--|----------|
| FLIGHT 053 | | SEP11-2001 | | |
| CONT'D | | CONT'D | | |
| INDICATE 111329 | | DT DDL DTW 111329 NO9A | | |
| F1 AARS/AM N576AN | | - CS LAX /T1SLAX | | |
| DT DDL PTY 111329 NO9A | | | | |
| - CS LAX /ACK2609/NCC0123166A12216112 | | | | |
| 11 1333 F30000 | | 11 1333 F30000 | | |
| NO-AAAPR | | NO-AAAPR | | |
| GU TULDAA | | GU TULDAA | | |
| •DOLCEZA 111353 | | •DOLCEZA 111353 | | |
| FRL | | FRL | | |
| F1 MAV/AN N576AN | | F1 MAV/AN N576AN | | |
| DT DDL CGC 111353 F94A | | DT DDL CGC 111353 F94A | | |
| NO-AAAPR | | - AEPH335555CH041113341713333416.CRN.130.25 | | |
| KGH ACK N576AN 0033 JFK 11SEP | | | | |
| 2611 | | | | |
| JK | | | | |
| 11 1326 F30000 | | 11 1326 F30000 | | |
| NO-AAAPR | | NO-AAAPR | | |
| GU TULDAA | | GU TULDAA | | |
| •DOLCEZA 111329 | | •DOLCEZA 111329 | | |
| FIS | | FIS | | |
| F1 AARS/AM N576AN | | F1 AARS/AM N576AN | | |
| DT DDL DTW 111329 NO9A | | DT DDL DTW 111329 NO9A | | |
| - CS LAX /T1SLAX | | - CS LAX /T1SLAX | | |
| 11 1326 F30000 | | 11 1326 F30000 | | |
| NO-AAAPR | | NO-AAAPR | | |
| GU TULDAA | | GU TULDAA | | |
| •DOLCEZA 111329 | | •DOLCEZA 111329 | | |
| FIS | | FIS | | |
| F1 AARS/AM N576AN | | F1 AARS/AM N576AN | | |
| DT DDL DTW 111329 NO9A | | DT DDL DTW 111329 NO9A | | |
| - CS LAX /T1SLAX | | - CS LAX /T1SLAX | | |
| 11 1326 F30000 | | 11 1326 F30000 | | |
| NO-AAAPR | | NO-AAAPR | | |
| GU TULDAA | | GU TULDAA | | |
| •DOLCEZA 111329 | | •DOLCEZA 111329 | | |
| FIS | | FIS | | |
| F1 AARS/AM N576AN | | F1 AARS/AM N576AN | | |
| DT DDL DTW 111329 F94A | | DT DDL DTW 111329 F94A | | |

WWS I 12 NO

| REPORT : FT1A163 W FLIGHT 0913 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2596 |
|---|--|---|---|-----------|
| CONT'D | AEPN1951JHASSSTV13421TR4129103CHAYE.JOYCE.NM NO-AAAPR ERROR WITH CPE | CONT'D | AN H376AN/G1 IND NO-JAXSU QU TULDDAA •DOLNCKA 111547 SVC | |
| 11 1342 FJ8000 NO-AAAPR 00133711 LAX OVR FYLL3 1342 310 N/A 376 WHATS.GOING.ON | 11 1347 F3 0000 PRZ 0013/11 LAX OVR FYLL3 1342 310 N/A 376 WHATS.GOING.ON STIMES ALREADY REPORTED3 | JOYCE GO TO ORD NIGHT NOW PLZ ACK MSG NO. 4016 END | JOYCE NOW.....FTMDP TOM SHANSON - / | |
| 11 1342 FJ8000 NO-AAAPR 00133711 LAX OVR FYLL3 1342 310 N/A 376 WHATS.GOING.ON | 11 1347 F3 0000 PRZ 0013/11 LAX OVR FYLL3 1342 310 N/A 376 WHATS.GOING.ON STIMES ALREADY REPORTED3 | ADRESSEE: H376AN QU DOLNCKA •TULDDAA 111546 FROM FD24 M46 AN H376AN/G1 IND - / | ADRESSEE: H376AN QU DOLNCKA •TULDDAA 111546 FROM FD24 M46 AN H376AN/G1 IND - / | |
| 11 1342 FJ8040 NO-AAAPR PRESENT TO DISPATCHER!! FACP 0035/11 JFK NS15139 W0053609 NEAREST PTM FULLS FL 319 TEMP 741 WIND 2046136 THE OF REPORT 1342 G47 REMARKS - WHATS.GOING.ON | 11 1347 F3 0000 PRZ 0013/11 LAX OVR FYLL3 1342 310 N/A 376 WHATS.GOING.ON STIMES ALREADY REPORTED3 | JOYCE GO TO ORD NIGHT NOW PLZ ACK MSG NO. 4016 END | JOYCE NOW.....FTMDP TOM SHANSON - / | |
| 11 1342 FJ8006 NO-HAC/PRI-Q3337133EP JFK PR SEED PD243 PRZ 0013/11 LAX OVR FYLL3 1342 310 N/A 376 WHATS.GOING.ON | 11 1351 7D98706 PTH-373PR ACR 33/11 LAX PTH/ACK/ JOYCE CALL NOW.....FTMDP TOM SHANSON - / | 11 1351 00000 QU DOLNCKA •TULDDAA 111551 FROM FD24 M46 AN H376AN/G1 IND - / | 11 1351 00000 QU DOLNCKA •TULDDAA 111551 FROM FD24 M46 AN H376AN/G1 IND - / | |
| 11 1346 7D98706 ACR 33/11 LAX PTH/ACK/ JOYCE GO TO ORD NIGHT NOW -- | 11 1351 F3 0000 TULDDAA 111546 FROM FD24 M46 | JOYCE CALL NOW.....FTMDP TOM SHANSON - / | JOYCE CALL NOW.....FTMDP TOM SHANSON - / | |
| 11 1346 010000 QU DOLNCKA •TULDDAA 111546 FROM FD24 M46 | 11 1351 F3 0000 NO-AAAPR QU TULDDAA •DOLNCKA 111551 TIS | PLZ ACK MSG NO. 5104 END | PLZ ACK MSG NO. 5104 END | |

| FLIGHT 4033 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | |
|--|----------------|---|----------------|
| REPORT : FTA143 ■■■ | | PAGE 2598 | |
| FLIGHT 4033 | | SEPI 1, 2001 | |
| CONT'D | | CONT'D | |
| TO TULDDAA NO-MAPR SVC | 03 LAX 7/13/01 | TO TULDDAA NO-MAPR PR | 03 LAX 7/13/01 |
| TO ACK ADDRESSEE: N376AN SU DPKXCA ATMXXA 111356 | 11 1357 FT000 | YIS YIS RYAN 0355 JFK 11SEP IND UNKNOMN SHI/IMI QU TULDAA JUL XCHA 111357 | 11 1357 FT000 |
| AN N376AN TO ATIS INFO & 1235Z. 050045T 11SH PLR 17/16 45131 STREVE ZERO THREE ANE. PARL HIS RAY 23R AND 23L APPROACHES IN USE. NOTAYS... RIVYS 14 AND 32 CLSD. TRY J CSD 8TH TRY K AND TRY N : TRY C CLEO 8TH TRY G2 AND TRY TRY 8 C3D 8TH TRY 14 AND TRY N 1 TRY MI : H2 1 H3 1 NS 1 CSD. NMAS. ADGT DEPARTING RAY 23L ETC TOWER ON 2017.. ACBT DEPARTING RAY 23R ETC TOWER ON 127. A2... ...ADVS YOU HAVE INFO E. | 11 1357 FT000 | FI AA33/AN N376AN DT DEL CGV 111357 NO3A - OS LAX /FTS/IND | 11 1357 FT000 |
| FROM: I | | REMARKS FMNDP TOM SWANSON | 11 1357 FT000 |
| DT 1316 FT000 | 11 1437 FF0001 | HDQ-HACPR 33/11SEP JFK PR SEND FD248 | 11 1357 FT000 |
| NO-MAPR | 11 1437 FF0001 | QU TULDAA DIR XCHA 111437 | 11 1357 FT000 |
| SU TULDAA | | ARR | |
| ATMXXA 111356 | | FI AA33/AN N376AN/AD LAX/TIN 1434 | |
| 110 | | DT DEL IND 111437 NO1A - OS LAX /OPN0215 | |
| FI AA33/AN N376AN DT DEL CGV 111356 04220 | 11 1356 FT0006 | | |
| - 05 LAX /FT03556 | 11 1437 FF0006 | HDQ-HACPR 33/11SEP JFK PR | |
| PR | | SEND FD248 | |
| 140 RAY N376AN 0933 JFK 11SEP S1559 | 11 1356 FT0006 | QU TULDAA DIR XCHA 111437 | |
| SK | | AIR | |
| 11 1357 FT0009 | 11 1357 FT0009 | FI AA33/AN N376AN/AD LAX/FB 502/LA 1 | |
| NO-MAPR | | DT ODE IND 111437 NO2A | |
| SU TULDAA | | | |
| ATMXXA 111357 | | | |
| 11556 | | 11 1357 FT0006 | |
| FI AA33/AN N376AN | | FTW-07SPRX 33/11 JFK ON 1425 | |
| DT DEL CGV 111357 NO3A | | | |

*** REPORT : FTA163 ***

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

FLIGHT 0041 SEP11 2001
 DATE PLT-N0 LEG SKD-EQP ACT-EQP SELCAL ACFT-N0 ROUTE STN SKED DISP GATE-N0 STN SKED DISP GATE-N0 ACT-DEP-ARR-STN
 SEP11 41 1 APJR 373 5 CGD 1250 FD15 ORD 2205 FD15 CGD CGD
 AIR INTERRUPT

| MIN/FUEL | MAX/FUEL | PLN/HEIGHT | ACT/HEIGHT | PLN/PAY | ACT/PAY | DISP1 | DISP2 |
|----------|----------|------------|------------|---------|---------|------------|-------|
| 1190 | 1190 | 371900 | -569700 | 474000 | 440000 | RON PENCEK | |

| -----PLANNED----- | | | -----REVISED----- | | | -----ACTUAL----- | | | -----PLANNED FUEL----- | | | -----REVISED FUEL----- | | | -----ACTUAL FUEL----- | | | | | | | | |
|-------------------|------|------|-------------------|------|------|------------------|------|------|------------------------|------|------|------------------------|------|-----|-----------------------|------|------|-----|-----|------|---|---|---|
| OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | | | | |
| 1250 | 1315 | 2219 | 2229 | 1250 | 1312 | 1700 | 1714 | 1247 | 1307 | 1700 | 1705 | 1190 | 1177 | 159 | 154 | 1190 | 1190 | 915 | 900 | 1190 | 0 | 0 | 0 |

| POINT | DISP | PLN | RVSD | ACTL | PLN | RVSD | ACTL | PLN | RVSD | ACTL | PLN | RVSD | ACTL | PLN | RVSD | ACTL | PLN | ACTL | |
|-------|------|------|------|------|------|------|------|-----|------|-------|------|------|------|------|------|------|-----|------|---|
| P0000 | FD15 | 1319 | 1311 | 0000 | 1172 | 1175 | 0 | 70 | 0 | 6120N | FD15 | 1551 | 1540 | 0000 | 823 | 826 | 0 | 340 | 0 |
| PB004 | FD15 | 1322 | 1314 | 0000 | 1167 | 1170 | 0 | 125 | 0 | 6330N | FD15 | 1650 | 1619 | 0000 | 746 | 749 | 0 | 340 | 0 |
| AMOGA | FD15 | 1329 | 1321 | 0000 | 1123 | 1126 | 0 | 270 | 0 | 6440N | FD15 | 1709 | 1658 | 0000 | 672 | 675 | 0 | 340 | 0 |
| VEGAN | FD15 | 1334 | 1326 | 0000 | 1097 | 1100 | 0 | 320 | 0 | 6350N | FD15 | 1752 | 1741 | 0000 | 592 | 595 | 0 | 340 | 0 |
| RATUK | FD15 | 1337 | 1329 | 0000 | 1090 | 1093 | 0 | 320 | 0 | 6160N | FD15 | 1839 | 1826 | 0000 | 506 | 511 | 0 | 340 | 0 |
| SOVAT | FD15 | 1339 | 1331 | 0000 | 1087 | 1090 | 0 | 320 | 0 | ROBO | FD15 | 1902 | 1851 | 0000 | 466 | 471 | 0 | 350 | 0 |
| SANDY | FD15 | 1342 | 1334 | 1088 | 1083 | 0 | 320 | 340 | SEMO | FD15 | 1912 | 1901 | 0000 | 449 | 452 | 0 | 350 | 0 | |
| DET | FD15 | 1345 | 1339 | 0000 | 1073 | 1076 | 0 | 320 | 0 | VEPTU | FD15 | 2001 | 1950 | 0000 | 363 | 366 | 0 | 350 | 0 |
| STOAT | FD15 | 1353 | 1347 | 0000 | 1059 | 1062 | 0 | 320 | 0 | PEMLU | FD15 | 2039 | 2026 | 0000 | 298 | 301 | 0 | 350 | 0 |
| XOGLY | FD15 | 1355 | 1349 | 0000 | 1053 | 1056 | 0 | 320 | 0 | SSH | FD15 | 2125 | 2112 | 0000 | 224 | 227 | 0 | 350 | 0 |
| HALIF | FD15 | 1409 | 1403 | 1058 | 1025 | 1028 | 0 | 320 | 340 | TVC | FD15 | 2140 | 2129 | 0000 | 193 | 202 | 0 | 350 | 0 |
| TLA | FD15 | 1426 | 1415 | 0000 | 990 | 993 | 0 | 320 | 0 | PHM | FD15 | 2200 | 2149 | 0000 | 173 | 178 | 0 | 295 | 0 |
| NEVIS | FD15 | 1437 | 1426 | 0000 | 960 | 971 | 0 | 320 | 0 | PIVOT | FD15 | 2289 | 2158 | 0000 | 167 | 170 | 0 | 250 | 0 |
| STN | FD15 | 1451 | 1449 | 0000 | 941 | 944 | 0 | 320 | 0 | PAPPI | FD15 | 2214 | 2203 | 0000 | 163 | 166 | 0 | 75 | 0 |
| 591TH | FD15 | 1508 | 1457 | 0000 | 907 | 910 | 0 | 320 | 0 | ORD | FD15 | 2219 | 2208 | 0000 | 159 | 162 | 0 | 5 | 0 |

22 2442 000000
 NO-AAAAN 0041/11SEP CGD ORIG ORD SKD-09SEP
 07 1207 E9DD14
 CGD-XVAQ02BOOK/C/41/11SEP/CDGORD/RH0/RV0/RC0/GW10500/GV60/GC11/F
 NO/FV0/
 FC0/GH108PH

24 1723 7DBBZ0
 FTH-A97MKYU41 CGD L018 JIAUG 30SEP

25 0124 288AEY
 HQD-K2308BOOK/C/41/11SEP/ORDSAN/FW42000/FV2680/FC14/OM100PC/LC1
 2
 09 1059 F36000
 NO-AAAGB
 QD HQDQCFRA
 .HQDXRAA 090932
 GG AA0041/11SEPORDNAI K7 7STSI

38 1750 6SF105
 HQD-HCIMBEFU0041/11SEP CGD ME 1

04 1254 000000
 NO-AAAAM
 HCAP-17328 HVOL-43464 INIT

10 1251 000000
 - AN0041 11SEP 0000 CGD 373 ORD

10 1251 F36000
 NO-AAAABAU0041/11SEP CGD 6
 10 7 0 0 0

06 1213 E9DD14
 CGD-XVAQ02BOOK/C/41/11SEP/CDGORD/RH0/RV0/RC0/GW10500/GV60/GC11/F
 NO/FV0/
 FC4/GH108PH

0 0 0 0 0
 26 24 0 0 0
 156 52 0 0 0
 0 0 0 0 0

10 1530 E9DD14
 CGD-AAE02BOOK/C/41/11SEP/CDGORD/RH0/RV0/RC0/GW10500/GV60/GC12/F

REPORT : FT1A63 W
FLIGHT 0841
SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

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CONT'D

GEN'D

| | | | | |
|--|-------|--------|-------|------|
| 00 TULDEAA | | SOVAT | 1331 | 1090 |
| 00 TULDEAA 111307 | | SANDY | 1334 | 1083 |
| 0FB | | DET | 1337 | 1076 |
| FT AX07AN NS73AA | | STOAT | 1345 | 1062 |
| FT DDL CG0 111507 009A | | HOGLI | 1347 | 1056 |
| ED1/EG007,1193,093,009,4635676,474699,2A9162,149035,48 | | MALIF | 1401 | 1026 |
| STAF | | TLA | 1410 | 0953 |
| STDA, UF005D, 104B1043,400,083072,010,010,0,3F34C0, 0D0631 | | NEVS | 1421 | 0971 |
| | | STN | 1443 | 0944 |
| 01 1306 F30000 | | SATION | 1500 | 0970 |
| NO-AAAAPR | | 6120N | 1543 | 0826 |
| 00 TULDEAA | | 6330N | 1622 | 0749 |
| 00LXCA 111307 | | 6440N | 1701 | 0675 |
| 0EP | | 6350N | 1744 | 0595 |
| FT AX07AN NS73AA/DA CR07GF 1307/03 ORD | | 6160N | 1831 | 0511 |
| FT DDL CG0 111307 MIA | | R000 | 1834 | 0471 |
| | | SEMO | 1904 | 0452 |
| 01 1306 F30000 | | VEPTU | 1953 | 0366 |
| NO-AAAAPRZ 0141/11 CME OFF 1307 | 378 | PEALU | 2031 | 0391 |
| | | SSM | 2115 | 0227 |
| | | TUC | 2132 | 0292 |
| | | PRH | 2152 | 0176 |
| 01 1306 F30000 | | PIVOT | 2201 | 0170 |
| NO-AAAAN | | PAPP1 | 2206 | 0166 |
| TICKER T7EN INITIATED - AUTO FPR AND PASSAR | | ORD | 2211 | 0162 |
| 01 1306 00000 | | ON | 2211 | 0162 |
| NO-AAAAN | | IN | 2221 | 0157 |
| FPE-DEACTIVATED | | | | |
| 01 1311 F30000 | | | | |
| NO-AAAAN | | | | |
| OTHER IN PROG FPR 0041 11 ORD | | | | |
| 01 1311 00000 | | | | |
| 00 TULDEAA | | | | |
| TULDEAA 111311 PACH | | | | |
| K61 | | | | |
| 00 NS73AA | | | | |
| - FLT 0041 CDE-001 SKD AER 1705L | | | | |
| FLT 0041 CDE-001 SKD AER 1705L | | | | |
| PLN | 1721L | PLN | 1721L | |
| PLN | 1721 | PLN | 1721 | |
| PLN | 1720 | PLN | 1720 | |
| AMOGA | 1321 | AMOGA | 1321 | |
| YEVAN | 1322 | YEVAN | 1322 | |
| ZATUK | 1323 | ZATUK | 1323 | |
| SOVAT | 1331 | SOVAT | 1331 | 1090 |
| SANDY | 1334 | SANDY | 1334 | 1085 |
| DET | 1337 | DET | 1337 | 1076 |
| STOAT | 1345 | STOAT | 1345 | 1062 |
| HOGLI | 1347 | HOGLI | 1347 | 1056 |
| MALIF | 1401 | MALIF | 1401 | 1026 |

| REPORT : FT1A163 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2179 |
|---|---|--|--------------------------------|---|
| FLIGHT 0011 | | SEP11, 2001 | | |
| CONT'D | CONT'D | PR | ASH C | ASH C N373AA 0041 CGS 11 SEP |
| 11 1324 F00109 NO-AAAPR QU TULDDAA ·DOLXCAA 111324 FNL | | C235 OK | | |
| F1 AAO/AN N373AA DT DOL LHR 111324 F234 PTD A373QDET TLA REVISITEN STATION 120103Z 033000Z 440403Z 034000Z 034000Z SORENT DVEPTVPERLUSK TIC JANSNBLTR | | PR | ASH H26 N373AA 0041 CGS 11 SEP | |
| 11 1324 090009 QU DOLXCAA ·TULDDAA 111324 FROM FNL | XAT N373AA | | | 11 1332 090009 NO-AAAPR |
| | PMD/ERDET 3610547LA 52902PMEST 18290016STN 2390265110M212049 6120021204135001020440NS31101463250626010204616001 037820102323500203103279PERLUSK 2821097VIC 270079JUN 237003817TR270062171E | | | TIMER IN PROG ADW 0043 11 ORD |
| | | | | 11 1334 47AB05 FTH-AYNPR ACR 41/11 GRD FTM/ACK, HAVE NO DETAILS. 2 ACFT--POSL AMERICAN AIRLINES-- HAVE HIT THE WORLD TRADE CENTER. THAT IS ALL WE HAVE HERE. FDLS RON PENCEK |
| | | | | 11 1334 090009 QU DOLXCAA ·TULDDAA 111324 FROM F015 FNL |
| | | | | H40 AN N373AA/01 LHM - - / |
| | | | | HAVE NO DETAILS. 2 ACFT--POSL AMERICAN AIRLINES-- HAVE HIT THE WORLD TRADE CENTER. THAT IS ALL WE HAVE HERE. FDLS RON PENCEK PLZ ACK MSG NO. 3431 |
| | | | | END |
| 11 1330 091000 NO-AAAPR QU TULDDAA ·DOLXCAA 111331 FNL | | | | |
| F1 AAO/AN N373AA DT DOL LHR 111331 M27A - 03 GRD 7C235/F234 | | | | 11 1335 F31001 NO-AAAPR QU TULDDAA ·DOLXCAA 111335 FNL F1 AAO/AN N373AA DT DOL LHR 111335 F234 - AFN512336E0029361531360451346165907 .FDLS |
| 11 1336 F31000 NO-AAAPR | | | | |

REPORT : F7A656
 FLIGHT 6041
 SEPI 1, 2001

PAGE 2780

| DISPATCH ENVIRONMENTAL CONTROL/WEELY FLIGHT SUMMARY | | | |
|---|--------|---|--|
| CONT'D | CONT'D | OK | |
| 11 1335 F30000 NO-AAAH ERROR WITH CFE | - | 11 1335 F30000 NO-AAAPR QU TULDAA .DOLICKA 111335 FNC | |
| 11 1335 F30000 NO-AAAPR 1141/11 ORD OVR SANDY 1336 349 N/A 373 NOT.FUNNY | - | 11 1335 F30000 FI AA0/AN N375MA DT DDL LHR 111335 F31A - AEPN512724E00020001536349151346065 | |
| 11 1335 F30000 NO-AAAPRZ 0641/7/11 ORD OVR SANDY 1336 340 N/A 373 NOT.FUNNY | - | 11 1335 F30000 NO-AAAMH EEFOR WITH CFE | |
| 11 1335 F30000 NO-AAAPR MESSAGE TO DISPATCHER!! AEP 0641/7/11 CGO | - | 11 1335 F30000 NO-AAAPR 8941/11 CBO OVR SANDY 1336 340 N/A 373 - AEP 0941/11 CGO | |
| X5 12536 E0001356 NEAREST PNT SANDY FL 340 TEMP HS1 HIND 34065 TYPE OF REPORT 1336 GHT REMARKS - NOT.FUNNY | - | 11 1335 F30000 NO-AAAPRZ 0641/11 CBO OVR SANDY 1336 340 N/A 373 | |
| 11 1335 F30000 NO-AAAPR QU TULDAA .DOLICKA 111335 FNC | - | 11 1335 F30000 NO-AAAPR MESSAGE TO DISPATCHER!! AEP 0941/11 CGO NEST 12724 E0002800 NEAREST PTNT SANDY FL 340 TEMP HS1 HIND 346065 TIME OF REPORT 1336 GHT REMARKS - | |
| F1 AA0/AN N375AA DT DDL LHR 111335 F30A - OS ORD 7ACRCS36 | - | 11 1335 F30000 NO-AAAPR QU TULDAA .DOLICKA 111335 DFD | |
| KG ACK N375AA 0641 C00 11SEP EAE | - | FT AA0/AN N375AA DT DDL LHR 111336 D32A - EVA/E1426-676,334,EAE, SF75FC, 113612,50857A,35353C, N3037, UD 9226,2 | |

■■ REPORT : FTA163 ■■

FLIGHT 0941 SEP17, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 2781

CONT'D
F014F, 71650AT, 11080146, 45F, 00000E, 010, 001, 1, 4334AD, 111332
111337 F30000
NO-AAAPR
DU TULDBAA
DU TULDBAA
DELXCHA 111337
TIS
PI AAK1/AN N373AA
DT DDL LMR 111337 N33A
OS ORD /T1S16A
NO-AAAPR
MAC HISTORY ACK HD. 8729
111337 F30000
NO-AAAPR
PR
111337 N373AA 1041 CDS 11SEP
GA
PROGRESS SPN/TIN
DU TULDBAA
DELXCHA 111337
TIS
F1 AAK1/AN N373AA
DT DDL LMR 111337 N33A
OS ORD /T1S16A
NO-AAAPR
ACK 41711 ORD F1074EX7
IT WAS NOT MEANT TO BE FUNNY.
2 ACFT HAVE HIT THE WORLD TRADE CENTER.
THEY APPEAR TO BE AIL. FD15 RDN PERSEC
111337 000000
DU DELXCHA
DU TULDBAA 111337 FROM FD15
PR
AN N373AA761 LSH
/

IT WAS NOT MEANT TO BE FUNNY.
2 ACFT HAVE HIT THE WORLD TRADE CENTER.
THEY APPEAR TO BE AIL. FD15 RDN PERSEC
PLZ ACK MSG NO. 3729
END

111338 F30000
NO-AAAPR
DU TULDBAA
DELXCHA 111338
F1 AAG1/AM N373AA
DT DDL LMR 111339 N33A
- OS ORD /ACK3729
MAC HISTORY ACK HD. 8729
111338 F30000
NO-AAAPR
PR
111338 N373AA 0041 CDS 11SEP
3729
OK
111340 F30000
NO-AAAPR
DU TULDBAA
DELXCHA 111340
AGH
F1 AAG1/AM N373AA
DT DDL LMR 111340 N33A
- OS ORD /FTMPL3 KP PSTB
ERROR WITH CFE
111340 F30000
NO-AAAPR
PR
AGH FTN N373AA 0041 CDS 11SEP
OK

111341 F30000
NO-AAAPR
DU TULDBAA
DELXCHA 111341

| REPORT : FTA165 # FLIGHT 8861 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY SEP11, 2011 | |
|--|---|---|---|
| GCRN'D | | CONT'D | |
| TIS | QD TULDDAA -DOLXCKA 111557 FNL | FT AA07/AN N373AA DT DDL LHR 111342 K37A GS ORD 7113ER | FT AA07/AN N373AA DT DDL STN 111357 F48A - AFREP34312K00154001358340051349045 |
| TT 1541 FT0600 | | | |
| PR | | | |
| TIS TIS N373AA 0641 CGD 11SEP | | 11 1557 F30010 NO-AAAAPR | |
| FMR | | ERROR WITH CCE | |
| JAKOBIAH SHI/INTL | | | |
| FU TULDDAA | | 11 1557 F30100 NO-AAAAPR | |
| -DOLXCKA 111342 | | 0641/11 GRD OVA HALIF 1358 540 N/A 373 | |
| TIS | | | |
| FT AA07/AN N373AA DT DDL LHR 111342 K37A GS ORD 7113ER | | 11 1557 F30000 NO-AAAAPR2 0641/11 GRD OVA HALIF 1358 340 N/A 373 | |
| TT 1542 F30101 | | 11 1557 F30100 NO-AAAAPR | |
| PR | TULDDAA | REPT TO DISPATCHER# - REP 0641/11 CGD | |
| -DOLXCKA 111342 | | N53412 M001340 NEAREST PT MALIF FL 340 TEMP 851 HIND 341045 | |
| TIS | FT AA41/AN N373AA DT DDL LHR 111342 K37A GS ORD 7113.FK | TIME OF REPORT 1358 GRD REMARKS - | |
| TT 1542 F30101 NO-AAAAPR | | 11 1558 49AB006 FTN-AWPR | |
| PR | TULDDAA | ACR 41/11 GRD FTN/ACK / ACCOUNT EVENTS IN USA--RETURN TO CGC: HILL ADVISE CGD OF YOUR RETURN. FOTS RON PERCEK | |
| -DOLXCKA 111342 | | | |
| TIS | FT AA41/AN N373AA DT DDL LHR 111342 K37A GS ORD 7113.FK | 11 1559 000000 NO-AAAAPR | |
| TT 1557 F10000 | | 11 1559 000000 TULDDAA 111358 FROM FD15 K48 AN N373AA/701 PAN - / ACCOUNT EVENTS IN USA--RETURN TO CGC. HILL ADVISE CGD OF YOUR RETURN. FOTS RON PERCEK | |
| NO-AAAAPR | | | |

BBB B 07 000

| REPORT : FTAA163 on FLIGHT 1141 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2783 |
|--|-----|--|----------------|-----------|
| FLY 11, 2001 | | | | |
| CONT'D | | CONT'D | ERROR WITH CFE | |
| FLZ ACK PRG NO. 5A00 | END | | | |
| | | 11 1351 F30010 | | |
| | | NO-AAPR | | |
| | | 0041/11 ORD DVR HALIF 1359 340 N/A | | |
| | | 373 CONFIRM/RTB/CDG | | |
| 11 1359 FT0000 | | 11 1359 FT0000 | | |
| NO-AAAPR | | NO-AAAPR | | |
| PU TULDRA | | PR2 1141/11 ORD DVR HALIF 1359 340 N/A | | |
| DDLXCKA 111350 | | 373 CONFIRM/RTB/CDG | | |
| F1 AA41/AH NJ73AA | | | | |
| DT DDL LIR 111350 M49A | | | | |
| - 03 ORD /RTB/CDG | | | | |
| | | 11 1359 FT0000 | | |
| | | NO-AAAPR | | |
| | | REBENT TO DISPATCHER | | |
| | | - AEP 0412/11 CDG | | |
| | | HS25336 NO014600 NEAREST PNT HALIF | | |
| | | PL 341 TEMP NSI WIND 34/04 | | |
| | | PR 0041/11 ORD DVR HALIF 1359 340 N/A | | |
| | | 373 CONFIRM/RTB/CDG | | |
| | | TIME OF REPORT 1359 GBT | | |
| | | STIMES ALREADY REPORTED | | |
| | | | | |
| 11 1358 FT0000 | | 11 1359 FT0000 | | |
| NO-AAAPN | | HDQ-MACPR 0412/11 SEP CGS PR | | |
| HAC HISTORY ACK NO. 5A00 | | SPND FD155 | | |
| | | PR 0041/11 ORD DVR HALIF 1359 340 N/A | | |
| 11 1358 FT0000 | | 373 CONFIRM/RTB/CDG | | |
| NO-AAAPR | | | | |
| PR | | | | |
| ACH ACK HS73AA 0041 CGS 11SEP | | | | |
| SK | | | | |
| | | 11 1359 FT0000 | | |
| | | NO-AAAPR | | |
| | | TBLCKA 111402 | | |
| | | TIS | | |
| | | FI AA41/AH NJ73AA | | |
| | | DT DDL LIR 111402 WESTA | | |
| | | - 03 ORD /TISCDG | | |
| | | | | |
| 11 1359 FT0000 | | 11 1401 FT0000 | | |
| NO-AAAPR | | NO-AAAPR | | |
| PU TULDRA | | PR | | |
| DDLXCKA 111350 | | TIS TIS NJ73AA 0041 CGS 11SEP | | |
| F1 AAO/AH NJ73AA | | CGS | | |
| DT DDL LIR 111350 F504 | | UNKNOWN SHUT/TIN | | |
| AEPA5334061C440135940NS134046CONFIRM/RTB/CDG | | | | |
| | | | | |
| 11 1351 FT0000 | | | | |
| NO-AAAM | | | | |

| REPORT : FTA163 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2784 |
|--|------------|--|----|-----------|
| FLIGHT 8091 | SEP11,2001 | | | |
| CONT'D | | CONT'D | OK | |
| FU TULDAA 111402 | | | | |
| F1 1415 001010 | | 11 1405 49A006 FTW-AAPRZ 41/11 CDS DV CPD 1710 100 OPAL-U PLW 1750 EVENTS IN U.S.A. FTMDP RON PENCEK | | |
| F1 1415 49A015 | | 11 1417 F30100 NO-AAJC QU TULDAA DOLXZKA 111417 | | |
| FTW-AAPR ACK 41/11 SBD FTW/ACK / AFFIRMATIVE. RETURN TO CDS. | | F1 AA97AN M573AA DT DUL LHR 111417 USA - EDA/21407,48B,530,E/C,,500509,60A604,530573,314510,050037,94 | | |
| F015 RON PENCEK | | DOL DOLXZKA 111417 | | |
| F1 1415 001010 | | 71412 E0296,14F027,10481748,421,085405,010,001,0,76244AC,0E1110 | | |
| QU DOLXZKA | | | | |
| FU TULDAA 111405 FROM FDIS | | | | |
| F1 1415 001010 | | | | |
| FM H573AA/GL MAN | | | | |
| - / | | | | |
| AFFIRMATIVE. RETURN TO CDS. | | 11 1435 F30000 NO-AAAPR QU TULDAA DOLXZKA 111433 | | |
| F015 RON PENCEK | | AGH F1 AA97AN M573AA DT DUL LHR 111433 USA - 08 CDS /ALT08001515 | | |
| F1 1415 ACK HSD NO. 0521 | | | | |
| END | | | | |
| F1 1415 F30000 | | | | |
| NO-AAAPR | | 11 1435 000000 QU DOLXZKA DOLXZKA 111433 FROM H50 AN M573AA/GL SYV | | |
| FU TULDAA | | | | |
| F1 1415 001010 | | | | |
| FTW-AAPRZ | | | | |
| FTW-AAPRZ H573AA | | | | |
| DT DUL LHR 111406 H544 | | | | |
| OS WRD /ACK0521 | | | | |
| F1 1415 F30000 | | | | |
| NO-AAAPR | | | | |
| WC HISTORY ACK NO. 4521 | | 11 1435 F30000 NO-AAAPR | | |
| F1 1415 F30000 | | QU TULDAA DOLXZKA 111433 | | |
| NO-AAAPR | | | | |
| F1 1415 ACK H573AA 0121 CDS 113EF | | ETA F1 AA97AN M573AA CDS 15457FA 754 | | |
| H521 | | DT DUL LHR 111433 H594 | | |

REPORT : FTA165 11
FLIGHT 1011
SEP11, 2401

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DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

| CONT'D | CONT'D |
|--|--|
| | DDUXKA 111521 ARR FI AA41/AN NS73AA/AD CGS/IN 1510 DT DDL CRV 111521 RACK - CG CGG /OPN0237 |
| | 11 1521 000000 QU DDUXKA TULDDA 111521 FROM M40 AN NS73AA/GL KEF VERIFY REQUEST FOR 0041/11 CGS/CGS |
| 11 1436 F30000 NO-AAAPR QU TULDDA DDUXKA 111437 CGS FI AA41/AN NS73AA DT DDL CRV 111437 NS604 - CG CGS /ALT00001565 | 11 1521 F30000 HO-AAAPR QU TULDDA DDUXKA 111521 ARR FI AA41/AN NS73AA/AD CGS/IN 1510 DT DDL CG 111521 R/A - CG CGS /MCO0236/M15213692 |
| 11 1434 000000 QU DDUXKA TULDDA 111436 FROM M40 AN NS73AA/GL SYV VERIFY REQUEST FOR 0041/11 CGS/CGS | 11 1521 000000 QU DDUXKA TULDDA 111521 FROM M40 AN NS73AA/GL KEF VERIFY REQUEST FOR 0041/11 CGS/CGS |
| 11 1512 F30000 NO-AAAPR QU TULDDA DDUXKA 111512 CGS FI AA41/AN NS73AA/AD CGS/IN 1512 DT DDL CG 111512 NS65A | 11 1521 000000 QU DDUXKA TULDDA 111521 FROM M40 AN NS73AA/GL KEF VERIFY REQUEST FOR 0041/11 CGS/CGS |
| 11 1522 F30000 NO-AAAPR QU TULDDA | 11 1553 378204 PTA-EZKBRU4T7171447 CGS |
| | 11 1553 378204 PTA-EZKBRU4T7171447 CGS-CGS 373 /15532 PSGN CNT STATION CHILD P P C Y ADJ F P C Y PSGR WEIGHT |
| | LCL E7 E0 E10 E75 E0 E0 TARU E0 E0 E0 E0 E0 E0 PSGN CNT STATION CHILD P P C Y ADJ F P C Y |

AA K 07 44

** REPORT : PTA163 **

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 16324

| FLIGHT 0541 | | FLIGHT 0542 | | FLIGHT 0543 | | FLIGHT 0544 | | FLIGHT 0545 | | FLIGHT 0546 | | FLIGHT 0547 | | FLIGHT 0548 | | FLIGHT 0549 | | FLIGHT 0550 | | FLIGHT 0551 | | |
|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|--------|
| DATE | PTD-AW | DATE |
| SEP 11 | 541 | SEP 11 | 542 | SEP 11 | 543 | SEP 11 | 544 | SEP 11 | 545 | SEP 11 | 546 | SEP 11 | 547 | SEP 11 | 548 | SEP 11 | 549 | SEP 11 | 550 | SEP 11 | 551 | SEP 11 |
| 1250 | 1305 | 1341 | 1355 | 1250 | 1342 | 1344 | 1500 | 1247 | 1306 | 1341 | 1533 | 1335 | 1247 | 1321 | 1336 | 1247 | 1321 | 1336 | 1247 | 1321 | 1336 | 1247 |
| 1305 | 1355 | 1355 | 1355 | 1305 | 1355 | 1355 | 1355 | 1305 | 1355 | 1355 | 1355 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 |

| PLANNED | | REVISED | | ACTUAL | | PLANNED FUEL | | REVISED FUEL | | ACTUAL FUEL | |
|---------|------|---------|------|--------|------|--------------|------|--------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|--|
| OUT | OFF | IN | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | |
| 1250 | 1305 | 1341 | 1355 | 1250 | 1342 | 1344 | 1500 | 1247 | 1306 | 1341 | 1533 | 1335 | 1247 | 1321 | 1336 | 1247 | 1321 | 1336 | 1247 | 1321 | 1336 | 1247 | |
| 1305 | 1355 | 1355 | 1355 | 1305 | 1355 | 1355 | 1355 | 1305 | 1355 | 1355 | 1355 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | 1305 | |

| POINT | RVD | PLN |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| CSX | F0509 | F3060 | F0508 | F3061 | F0507 | F3062 | F0506 | F3063 | F0505 | F3064 | F0504 | F3065 | F0503 | F3066 | F0502 | F3067 | F0501 | F3068 | F0500 | F3069 | F0501 | F3060 |
| CAP | F04 | F3108 | F04 | F3109 | F04 | F3110 | F04 | F3111 | F04 | F3112 | F04 | F3113 | F04 | F3114 | F04 | F3115 | F04 | F3116 | F04 | F3117 | F04 | F3118 |

22 1428 782167
FDQ-TCFERN 541 11SEP-11SEP STL CRY

22 2030 000000
HQ-XXXXXX 0521/11SEP STL 0015 0015 0015 0015 0015 0015

24 1741 700829
FTV-A170RNU541 STL LINE 3116 3116 3116 3116 3116 3116

29 1159 63F105
FDQ-TCFNEF051 11SEP STL 0015 0015 0015 0015 0015 0015

34 1254 600000
NO-AAAHH
FCAP-63335 PROL-11167 INIT

39 1059 F308000
NO-AAAEG
FDQF5A

50 A054111SEP09H13 H13 0 1313

11 0054 301121
STL-AE160541/11 STL D GALE

10 1251 100000
- A054111SEP10H13 H13 0 1313

10 1252 F30100
NO-AXANDAU541/11SEP 3116

11 0519 301120
STL-2RDDEB-541 GEN 11

11 0519 000000
- G10541PLANE-STL113

11 0519 100000
NO-ADADRAU541/11SEP STL R

11 0519 000000
- G10541PLANE-STL113

11 0519 000000
- G10541PLANE-STL113

11 0519 000000
- G10541PLANE-STL113

11 0519 000000
CONT'D

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AA KEAN COMM 008827

REPORT : FTA163 ■■■

FLIGHT 0541 SEP11,2011

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 10346

11 1312 060010

CONT'D

- DR " " OFF LOAD SNET " " ARNL 0653 DATE HIS
171022

IN LOC COMTY WEIGHT CFT PCTY UNIT ID REARWS

| | | | | | | |
|--------------|----------|----------|----------|----------|----------|--------------------------------|
| 01 FL. | BLJ | 00025 | CRD | | SECURITY | - |
| 02 FL. | BLI | 00125 | CRD | | ESCVRT | FLT 0541 STL-CRD SKD ARR 0903L |
| 03 MI. | BLJ | 00225 | CRD | | | PLN 0955L |
| 04 MI. | BX2 | 00051 | CRD | | | |
| 05 MI. | B024 | 00610 | CRD | | | CSK 1301 0125 |
| D/B A2-00040 | AI-00610 | 02-10275 | F2-01000 | F1-00050 | 7-00075 | CAP 1813 0059 |
| | | | | | | PNT 1324 0089 |
| | | | | | | PLANO 1356 0082 |
| | | | | | | QH 1344 0076 |
| | | | | | | IN 1355 0072 |

NO-AAA LOAD PLANTINS QUALITY CONTROL RECORD ■■■

| | | | | | | |
|-----------------------------------|---------|------|-----------|--|--|-------------------------------|
| 0541 11 STL | ACF1250 | CRD | EMT LOCAL | | | |
| ACTUAL OUT TIME | " | 1247 | 0747 | | | |
| ACTUAL OFF TIME | " | 1309 | 0606 | | | 11 1306 F30000 |
| FINAL PAPER COUNT - RES | " | 1247 | 0747 | | | NO-AAA/P |
| FINAL CONTAINER U/D - GREEN CRATE | STL | 1247 | 0747 | | | |
| RADIO CLOSEOUT - AUTO | " | 1247 | 0747 | | | |
| LOCKOUT - AUTO | " | 1302 | 0802 | | | AGM FPR N258AA 0541 STL 11SEP |
| END | | | | | | OK |

11 1304 F30000

NO-AAA/H
TIME IN PROG FPR 0541 11 QRD
END

11 1304 090000

NO-POLCKA
TUDDAA 111304 FROM
AGM

N258AA

FLT 0541 STL-CRD SKD ARR 0903L
PLN 0055L

END DATA

11 01540117

NO-AAA

- /FLT 0541 STL-CRD

QRD RND 111304

111256

111256Z 090000R ASM CLR 16/12 AS031 HMK AG2 SLP262

PR
WDR HMK N258AA 0541 STL 11SEP
CRD
OK

*** G 09 ***

REPORT : FTA143

FLIGHT 0541

SEPT 11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 10350

CONT'D

TO TULDEKA

ENG
AUGUSTAN WEEKA
DOLXCHA 111315

COM18

TULDEKA 111335 FROM DS19

AGH
AN H25B/HY/ORD

DT COL OHD 111315 1528
EDATE/4A1608045000A90352C419910CFTFBM/0273238C5746E65073
231123
434CAST025100070044644

TO ALL CAPTAINS AND CREW SECURITY MUST
BE AT TOP OF THE LIST ALL NEW YORK AIR
SPACE IS CLOSED. ALL ACFT HAVE BE
HI-JACKED THIS MORNING AND MAY HAVE
BEEN FORCED DOWN. WE HAVE UNCONFIRMED

REPORTS THAT UAL IS HAVING THE SAME
PROBLEM. WE ARE STOPPING ALL TRAFFIC TO
THE NEW YORK AREA. CNN SAYS THEY HAVE
REPORTS FROM AIR CANADA ALSO HAS A
PROBLM. TWO ACFT HAVE BEEN FLOWN INTO THE
WORLD TRADE CENTER... PLEASE ALL OF YOU
BE ON HI ALERT.. KEEP US POSTED ON YOU
SITUATION. AND GOD BLESS YOU. THERE IS
WORD THAT THE INTL ATC SYSTEM MAY BE
SHUT DOWN.

11 1521 F30000
FM TULDEKA
DOLXCHA 111321
ENG
F1 AA5477AN R23A1
DT DDL OHD 111321 2154
EDA/EI 4BD508D64900C015921400505D010DE73F50119373C18138973975
231723
933C91YF02305007004444646

11 1322 010000
NO-AAAM
1TER IN FRCG ACT 1541 11 OHD

11 1334 6C5528
FTC-POWER

ACR H25B FTR/ACK

TO ALL CAPTAINS AND CREW SECURITY MUST
BE AT TOP OF THE LIST ALL NEW YORK AIR
SPACE IS CLOSED. ALL ACFT HAVE BE
HI-JACKED THIS MORNING AND MAY HAVE
BEEN FORCED DOWN. WE HAVE UNCONFIRMED

REPORTS THAT UAL IS HAVING THE SAME
PROBLEM. WE ARE STOPPING ALL TRAFFIC TO

THE NEW YORK AREA. CNN SAYS THEY HAVE
REPORTS FROM AIR CANADA ALSO HAS A
PROBLM. TWO ACFT HAVE BEEN FLOWN INTO THE
WORLD TRADE CENTER... PLEASE ALL OF YOU
BE ON HI ALERT.. KEEP US POSTED ON YOU
SITUATION. AND GOD BLESS YOU. THERE IS
WORD THAT THE INTL ATC SYSTEM MAY BE
SHUT DOWN.

F1019 MICK WOLSEYAN

END

11 1337 F30000

NO-AAA/P

QU-TUTUMA

DOLXCHA 111339

AGH

F1 AA5477AN H25A1

DT DDL OHD 111346 3607

- US GRU /ACKS/19

11 1337 F30000

NO-AAA/P

MAC HISTORY ACK NO. 3649

11 1337 F30000

NO-AAA/P

PR

AGH KEK H25BAA 0541 31C 11SEP

3649

OK

11 1336 001000

NO-DOLXCHA

11 1331 F30000

NO-AAA/P



EXHIBIT B

** REPORT : F7A165 **

DISPATCH ENVIRONMENTAL CONTROL WEEKLY FLIGHT SUMMARY

PAGE 10910

FLIGHT 1578 SEP 11 2011
DATE FLT-NR LEG SBD-EQF ACT-EQF SEUCL ACFT-NR ROUTE STR SKED DISP GATE-TO STN SKED GATE-TO ACT-DEP-AIR-STN
SEP11 516 1 SP00 SP81 FJB P 475 & APP 1245 FD22 ORD 1414 FD22 ABQ ICT
ABOVER ORD *

| MIN/FUEL | MAX/FUEL | PLN/WEIGHT | ACT/WEIGHT | PLN/PAY | ACT/PAY | DISP1 | DISP2 |
|--|---------------------|---------------------|------------|---------|-------------|-------------|-------------|
| 226 | 226 | 117000 | 116900 | 11100 | 10900 | WILLIAMS 15 | |
| -----PLANNED----- REVISSED ----- ACTUAL ----- PLANNED FUEL ----- REVISSED FUEL ----- ACTUAL FUEL ----- | | | | | | | |
| OUT OFF | ON IN | OUT OFF | ON IN | OUT OFF | ON IN | OUT OFF | ON IN |
| 1245 1251 1513 1516 | 1245 1249 1452 1415 | 1238 1251 1408 1415 | 226 221 84 | 77 | 226 221 123 | 120 | 229 4 0 151 |

POINT DISP PLN RVSD ACTL PLN RVSD ACTL POINT DISP PLN RVSD ACTL PLN RVSD ACTL PLN ACTL

LVS FD22 1310 1305 1305 1305 119 119 0 321 0 IRK FD22 1433 1433 1433 113 113 0 316 0

DRANK FD22 1338 1331 1331 1331 162 165 0 376 6 LOANY FD22 1450 1453 1453 105 106 0 314 0

BCK FD22 1342 1337 1337 1337 156 159 0 370 0 BDF FD22 1455 1458 1458 94 94 0 225 0

SLN FD22 1402 1357 1357 1357 130 131 0 370 0 BENNY FD22 1504 1504 1504 85 85 0 115 0

AGENT FD22 1419 1414 1414 1414 122 125 0 370 0 NERK FD22 1505 1505 1505 85 85 0 95 0

22 1428 7B24C7 10 1253 F30000

FDO-DCTEKRN 578 11SEP-11SEP ABQ CRTL

NB-AAAAB 0578 7/1SEP ABQ CRTG ORD SBD-01SEP

14 8 0 0 0

0 0 4 0 0

22 2055 000014 0 0 0 0

0 0 0 0 0

26 1745 7DBB26 10 1053 STAG 3/SEP

115 45 0 0 0

0 0 0 0 0

FTH-A97FAVNS76 ABQ 1053 STAG 3/SEP

10 1053 F30000

NO-KAMBAU 0578 7/1SEP ABQ 6

14 7 0 0 0

0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

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0 0 0 0 0

0 0 0 0 0

0 0 0 0 0

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0 0 0 0 0

52

AA KEAN COMM 008830

** REPORT : FTAL61 **
 FLIGHT 0518 SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL MEETLY FLIGHT SUMMARY

PAGE 11014

| CONT'D | CID | CLC | 4133 | E- | FI AAS76/AN N475AA DT DBL AMA 111520 2051 DS ORD /N26 | CAPT FLY E10 AVID AVID AIS SJC END |
|--------------------|----------|--|--|--------|---|---|
| 111305 1305 000000 | NO-AAAPK | ABC ADL | 11/0535 N35X 029 AA | 1722 / | 11 1520 F30000 NO-KLAPR PR AGM K26 N475AA 0518 ABQ 11SEP OK | 13 |
| 111316 000000 | NO-AAAPK | ABC ADL | 11/0535 N35X 029 AA | 1722 / | 11 1346 7DA604 FTW-SJBPR ACR N475FTW/ACK / LAND OKS NOW ... SECURITY BREACH ... TMR FD22 | 13 |
| 111305 000000 | NO-AAAPK | ABC ORD | 11/0535 N35X 029 | 0 | 11 1348 000000 QU TULDAA TULDAA 111546 FROM FD22 END | 13 |
| 111316 000000 | NO-AAAPK | ABC ORD | 11/0535 N35X 029 | 0 | 11 1352 000000 NO-KLAPR PR AGM K26 N475AA 0518 ABQ 11SEP OK | 13 |
| 111326 000000 | NO-AAAPK | ABC TOL | 11/0535 N35X 029 | 0 | 11 1357 7DA604 FTW-SJBPR ACR N475FTW/ACK / GOING TO ICT ... THANKS TOM | 13 |
| 111312 030000 | NO-AAAPK | QU TULDAA | 111312 | END | 11 1357 000000 QU TULDAA TULDAA 111557 FROM FD22 END | 13 |
| 111320 030000 | NO-KLAPR | PR AGM K26 N475AA 0518 ABQ 11SEP OK | 11 1357 000000 NO-KLAPR PR AGM K26 N475AA 0518 ABQ 11SEP OK | 13 | | |
| 111320 030000 | NO-KLAPR | PR AGM K26 N475AA 0518 ABQ 11SEP OK | 11 1400 F30000 NO-AAAPK | END | 14 | |

*** N 17 ***

REPORT : FTA163 .W
FLIGHT 1578 SEP11,2001

PAGE 11015

FLT

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

CONT'D
DU TULLDA
DDLXCHA 111400
IGM
FT AAS78/AN N475AA 111400 00224
DT DDL ICT 111400 00224
C: ORD / ACKS23

11 1408 F30000
NO-AAAPR
MAC HISTORY ACK ND. 5743

11 1208 F30000
NO-AAAPR
PR
AIGH ACK N475AA 11578 ABQ 11SEP
5743
OK

11 1408 F30000
NO-AAAPR
DU TULLDA
DDLXCHA 111400

FRR
F1 AAS78/AN N475AA/KAD ORD/DN 1408
D1 DDL ICT 111400 0053

11 1408 F30000
NO-AAAPR
PR2 0578/11 ORD DN 1408 N/A 475

11 1419 F30000
NO-AAAPR
PR2 0578/11 ORD IN 1415 N/A 475
SERTS DN 31 MIN PW PW

11 1419 F30000
NO-AAAPR
PR2 0578/11 ORD IN 1415 N/A 475
SERTS DN 31 MIN PW PW

11 1456 7DA644
FW SJBBC
0578/11 ABO DV 1CT 0151 120 OPNL -U PLN 143C
REMARKS
FTRP JOHNSON

11 1457 7DA644
FW SJBBC 578.11 ABO IN 143C/1435

11 1457 7DA644
FW SJBBC 578.11 ABO IN 143C/1435

11 1419 F31004
NO-AAAPR

DU TULLDA
DDLXCHA 111419
PR
F1 AAS78/AM N475AA/KAD ORD/DN 1415/FD 131/CA 1
DT DDL ICT 111419 1946
D5 ORD 70PW0430
NO-AAAPR
ADK UPDATED
11 1414 6C6216
ABP-2ACEL
CIR
F0578/11/ABO/ICT/220/6

REPORT : FTA165 **

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

FLIGHT 0516 SEP 11/2011 DEPARTURE STN SHED 11SEP GATE-NO STN SKED DISP GATE-NO ACT-DEP-ARR-STA
 DATE FLT-NR LEG SKD-EQP ACT-ENP SECAL ACFT-NR ROUTE 054 1 STA 1130 FD20 1412 FD20
 SEP 11 596 1 1130 FD20 1412 FD20
 *OVER BOS *

DISP2

| MIX/FUEL | MAX/FUEL | PLN/WEIGHT | ACT/WEIGHT | PLN/PAY | ACT/PAY | DISP |
|----------------|-----------|---------------|---------------|----------------|---------------|----------------|
| | 475 | 281000 | 287601 | 25910 | 25200 | MARSHALL HALLA |
| OUT OFF | ON IN | OUT OFF ON IN | OUT OFF ON IN | OUT OFF ON IN | OUT OFF ON IN | OUT OFF ON IN |
| 1130 1143 1743 | 1751 1715 | 1124 1354 | 1336 | 1134 1157 1336 | 1201 | 475 475 121 |
| POINT | DISP | PLN | RVD | ACTL | PLN | ACTL |
| POINT | DISP | PLN | RVD | ACTL | PLN | ACTL |
| DRY | FD20 | 115 | 1152 | 662 | 65 | 0 |
| BRIK | FD20 | 1155 | 1156 | 448 | 451 | 0 |
| PK | FD20 | 1201 | 1282 | 418 | 421 | 0 |
| ORL | FD20 | 1215 | 1216 | 380 | 383 | 0 |
| BARB | FD20 | 1221 | 1222 | 348 | 371 | 0 |
| CBS | FD20 | 1250 | 1251 | 352 | 355 | 0 |
| VIVAP | FD20 | 1237 | 1238 | 339 | 342 | 0 |
| SAV | FD20 | 1244 | 1245 | 325 | 326 | 0 |
| CHS | FD20 | 1253 | 1254 | 309 | 312 | 0 |
| JOINT | FD20 | 1302 | 1303 | 293 | 295 | 0 |
| MULLS | FD20 | 1305 | 1306 | 286 | 289 | 0 |

21 1128 1626C7

FD3-DCTERN 597 11SEP MIA CRTL
22 2028 010000
RD-AAAR 05167711SEP MIA DRG BOS SKD-D3SEP

| POINT | DISP | PLN | RVD | ACTL | PLN | ACTL | POINT | DISP | PLN | RVD | ACTL | PLN | ACTL |
|-------|------|------|------|------|-----|------|-------|------|------|------|------|-----|------|
| VILL | FD20 | 1350 | 1351 | 0 | 0 | 0 | WNA | FD20 | 1321 | 1321 | 0 | 0 | 0 |
| JOANH | FD20 | 1359 | 1400 | 0 | 0 | 0 | KOTS | FD20 | 1327 | 1328 | 0 | 0 | 0 |
| JFK | FD20 | 1403 | 1404 | 0 | 0 | 0 | EEW | FD20 | 1351 | 1351 | 0 | 0 | 0 |
| RAALF | FD20 | 1411 | 1412 | 0 | 0 | 0 | EEW | FD20 | 1344 | 1344 | 0 | 0 | 0 |
| ORN | FD20 | 1416 | 1417 | 0 | 0 | 0 | EEW | FD20 | 1359 | 1360 | 0 | 0 | 0 |
| PDS | FD20 | 1422 | 1423 | 0 | 0 | 0 | EEW | FD20 | 1351 | 1352 | 0 | 0 | 0 |
| INADY | FD20 | 1425 | 1426 | 0 | 0 | 0 | EEW | FD20 | 1321 | 1321 | 0 | 0 | 0 |

CONT'D

01 HDOXFAA

.HD2009 010932

66 AD059611SEPPOSE2

B

1

10 1116 000600 AND576 T1SEPA000 NIA 056 BDS

10 1156 F30060 AND576 T1SEPA000 NIA 6

16 1156 F30060 NO-AAABAUSET711SEP MIA 6

16 1159 0 0 0

0 0 0 0

0 0 0 1

0 0 0 0

235 16 0 0 1

0 0 0 1

0 0 0 0

REG COUNTS71-1

17-1.

10 1137 F30060 NO-AAABAUSET711SEP MIA 6

16 14 0 1

0 0 0 0

0 0 0 0

235 16 1 0 1

0 0 0 1

0 0 0 0

REG COUNTS71-1

17-1.

REG K 14 200

** REPORT : FT1163 MM
FLIGHT 0596 SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

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CONT'D
ERROR WITH CFE

11 1359 FT0901

NO-AAAR

PR

RICK FTW NI14056 0596 MIA 11SEP

OK

11 1342 FT1163
FTW-622PR
ACR 596/11 BOS FTM/
HALLO AND GOOD MORNING..

THERE HAS BEEN A BREACH IN
SECURITY...PLS KEEP COCKPIT
DOORS LOCKED AND UNDER NO CONDITION
OPEN TIL ON THE GROUND...AGAIN
WITHIN MY AREA DEF SECURITY BREACH
XPC TIES AROUND THIS AREA
KOK-KIYSTV

11 1342 00000
QU DIA KCKA

.TULDBAA 111352 FROM FD19

AGH

AN NI4056/GL DCA

/

HALLO AND GOOD MORNING..
THERE HAS BEEN A BREACH IN
SECURITY...PLS KEEP COCKPIT
DOORS LOCKED AND UNDER NO CONDITION
OPEN TIL ON THE GROUND...AGAIN
WITHIN MY AREA DEF SECURITY BREACH
XPC TIES AROUND THIS AREA
KOK-KIYSTV

END

11 1342 F38600
NO-AAAR
QU TULDBAA
DISTRIK 111342
AGH

F1 AAS96/AN NI4056

ST DIA TGA 111342 MIA

OS BOS /FTAND ME NEED ALTEATE

11 1344 F38600
NO-AAAR
ERROR WITH CFE
11 1344 F38600
NO-AAAR
PR
AGH FTW NI24556 0596 MIA 11SEP
OK

11 1351 49481A
FTW 023PR
ACR 596/11 BOS FTM/
ALL AIRPORTS WEA WISE CLEAR
SUGGEST U PUT ON GROUND
AWAY FROM NV AND WASH AREA
KOK-M

11 1351 49481A
QU DIA KCKA
.TULDBAA 111351 FROM FD19

AGH

AN NI4056/GL ACY
/

ALL AIRPORTS WEA WISE CLEAR
SUGGEST U PUT ON GROUND
AWAY FROM NV AND WASH AREA
KOK-M

END

11 1351 49481A
FTW-RRPR
ACR 596/11 BOS FTM
ARE YOU DIA TO PHL WALLA

11 1407 49481A
QU DIA KCKA
.TULDBAA 111351 FROM FD20
AGH

AN NI4056/GN JFR

REPORT : FT1A163
FLIGHT 0596 SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 11266

CONT'D
ARE YU DURG TO PHL WALLA
END

CONT'D

0516/11 RIA OV BRS 1715 1719 OPNL-U CHL 956

RWS NONE

FTNDP WALLA

11 1415 49B50A

FTN-JNPFR

ACR 516/11 BOS FTN/ACK

1 WANT YU TO LAND PHL . PLZ ACK. WALLA

END

11 1415 000010

DU DDK XCHA

TUDIMA TTGTS FROM FD20

AOH

AN M14056/GL PWD

1 WANT YU TO LAND PHL . PLZ ACK. WALLA

PLZ ACK KSG NO. 1523

END

11 1416 F30000

NO-AAASV

DU TUDIMA

POLKKA 11/416

SVC

NO ACK

ADRESSEE: M14054

DU DDK XCHA

TUDIMA TTGTS FROM FD20

ASH

AN M14056/GL PWD

1 WANT YU TO LAND PHL . PLZ ACK. WALLA

PLZ ACK PSG NO. 1523

END

PHCS 1

11 1425 49B50A

FTN-JRDOC

0516/11 RIA IN PHL 1035 1050 OPNL-U FTN J200

RWS NONE

FTNDP WALLA

11 1426 49B50A

FTN-JRDOCZ

LINE 5 10 MM

REPORT : FTA163 ..

DISPATCH ENVIRONMENTAL CONTROL WEEKLY FLIGHT SUMMARY

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FLIGHT 1242 SEP11/2001
DATE FLY-IN LEG SFD-SEP ACT-EXP SELCAL ACFT-N0 ROUTE STN SCHED DISP GATE-TO STN SPEED DFLW DATE-ND ACT-DEP-ARR-STAT
SEPI1 1242 1 7272 727A 876 8806 1 DFW 1155 FD06 DTW 1418 FD06

C1

LCL

THRU

E

FC-LCL

THRU

AC-LCL

THRU

MINFUEL MAXFUEL PLN/WEIGHT ACT/WEIGHT PLN/PAN ACT/DAY DISPL DISPL2
291 291 1456.00 1464.00 12800 12800 CHRISTINA HEINBERG

-----PLANNED-----REvised-----ACTUAL-----

OUT OFF ON IN OUT OFF ON IN OUT OFF ON IN

1155 1242 1412 1417 1155 1205 1416 1205 1154 1202 1413 1406 291 283 91 68 291 291 96 93 292 1 1 69

POINT DISPL PLN RNSD ACTL PLN RNSD ACTL POINT DISPL PLN RNSD ACTL PLN RNSD ACTL

FID2 FD06 1212 1206 281 261 0 VHP FD06 1333 1333 1333 1333 136 0 370 0

AZLMA FD06 1220 1214 268 223 0 FMA FD06 1350 1350 1350 1350 110 115 0 370 0

TIKY5 FD06 1228 1222 255 210 0 MAKES FD06 1401 1355 1355 1355 101 106 0 195 0

ALC FD06 1235 1229 236 241 0 41205 FD06 1415 1359 1359 1359 97 102 0 130 0

R2C FD06 1246 1240 196 203 0 QAZIN FD06 1407 1411 1411 1409 95 109 0 50 0

FAH FD06 1305 1305 165 166 0 370 0

11104 61
11107 61
11108 61

11115 61
11117 61
11119 61
11120 61

11122 61
NO-AAAHM 1242/11SEP DFW ORIG DFW SKD-19SEP

PZ 1E:5 708820
F14-A97XXXX11242 DFW L002 SIANG 30SEP

36 1600 63105
HDO-DC IMBEEFL1242/11SEP DFW HS 1

02 7159 000000
NO-AAAHM

NCAP-36525 HWOL-013CS 1M1Y

49 1225 30000
NO-AAAE6
DD MDQFAA

NOXRAA 010932
EG AA1242/11SEPDFW A17 A 10

10 7757 F300000
NO-AAAHM 1242/11SEP DFW 6

12 12 0 0 0
0 0 0 0 0
0 0 0 0 0
126 52 0 0 0

0 0 0 0 0

15 2357 F300000
NO-AAAHM 1242/11SEP DFW 6

12 12 0 0 0
0 0 0 0 0
0 0 0 0 0
126 51 3 0 4

0 0 0 0 0

ROW COUNTS/1-3

12.5.

11 1105 61
FTW-61NMB

11 1105 71
FTW-61NMB
11 1105 21
FTW-61NMB

11 1105 73
FTW-61NMB

11 1105 75
RUNWAY E

11 1105 75
FLAPSEIS

11 1105 75
CRV ADDR

FUBD 203

FTW-61NMB

11 1105 75
LIMITS ?

11 1105 75
A/C OF

11 1105 61
FTW-61NMB

11 9250 1633F1
FTW-61NMB

11 1104 61
FTW-61NMB

| REPORT : FTA163 | | DISPATCH ENVIRONMENTAL CONTROL/MEN 1 - FLIGHT SUMMARY | | PAGE 20211 |
|---|--------|---|---|------------|
| FLIGHT 1242 | | SEP11, 2011 | | |
| CONT'D | CONT'D | PR | M16 FQY N8746A 1242 DFW 11SET S0425 | |
| JU TULDDAA DDLXCKA 111317 M16 FT AA1242/AN N8746A DT DDL BRK 111317 N8746A OS DTW /FQY31550 | OK | | 11 1329 F30000 NO-AAAPR QU TULDDAA DDLXCKA 111330 AGM | |
| 11 1316 F30000 NO-AAAPR | | | F1 AA1242/AN N8746A DT DDL GRR 111330 N8746A - DS DTW /ALT10001006 | |
| PR M16 FQY N8746A 1242 DFW 11SEP S15550 | OK | | 11 1329 F30000 NO-AAAPR | |
| 11 1326 F30000 NO-AAAPR QU TULDDAA DDLXCKA 111328 AGM | | | PR AGM AL1 N8746A 1242 DFW 11SEP 08001006 OK | |
| FT AA1242/AN N8746A DT DDL GRR 111320 N8746A OS DTW /FTWAA 77 08127 2 /NCD092773A12278092 | | | 11 1321 F30100 NO-AAAPR PRX 1242/11 DFW CWD 1006 \$DFRS 0V0 51 MIN FA P/N | |
| 11 1329 F30000 NO-AAAPR ERROR WITH CFE | | | 11 1329 F30000 QU DDLXCKA - TULDDAA 111329 FROM M41 AK N8746A/GL 100 - FLI 1242/11 DFW-DTW | |
| GATE 1A | | | | |
| 11 1320 F30000 NO-AAAPR QU TULDDAA DDLXCKA 111320 M10 FT AA1242/AN N8746A DT DDL BRK 111320 N8746A OS DTW /FQY315525 | | | CREW CORRECTING DATE INFO CREW SEAT FLT DEST GATE TIME C F E 1 2 1557DFW B6 1120 4 END 11 1357DFW B6 1120 | |
| 11 1330 F30000 NO-AAAPR | | | 11 1330 000000 QU DDLXCKA | |

*** F 03 ***

*** REPORT : FTA163 ***

FLIGHT 1242

SEP11/2001

DISPATCH ENVIRONMENTAL CONTROL WEEKLY FLIGHT SUMMARY

PAGE 20212

CONT'D

TULDDAA 111330 FROM

M66
AN N874AA/GC IND
FLT 1242 ARR DTM
SRE 86 MSG
FLT ETD DEST

NO CONNECTING PAK
THE ADMIRALS CLUB IS LOCATED
ABOVE THE AA TICKET COUNTER
END

11 1340 F31000
ND-AAAPR

DU TULDDAA
DOLXCXA 111340

F1 AAI 1242/AN N874AA
DT DDL DTM 111340 M95A
OS DTM /FQV31550

11 1340 F31000
ND-AAAPR

DU TULDDAA

DOLXCXA 111340

F1 AAI 1242/AN N874AA
DT DDL DTM 111340 M95A
OS DTM /FQV31550

11 1340 F31000
ND-AAAPR

DU TULDDAA

DOLXCXA 111340

F1 AAI 1242/AN N874AA
DT DDL DTM 111340 M95A
OS DTM /FQV31550

11 1340 F31000
ND-AAAPR

DU TULDDAA

DOLXCXA 111340

F1 AAI 1242/AN N874AA
DT DDL DTM 111340 M95A
OS DTM /FQV31550

11 1340 F31000
ND-AAAPR

DU TULDDAA

DOLXCXA 111340

F1 AAI 1242/AN N874AA
DT DDL DTM 111340 M95A
OS DTM /FQV31550

11 1340 F31000
ND-AAAPR

DU TULDDAA

DOLXCXA 111340

F1 AAI 1242/AN N874AA
DT DDL DTM 111340 M95A
OS DTM /FQV31550

CONT'D

11 1403 F30000
NO-AAAPR
DU TULDDAA
DOLXCXA 111350

F1 AAI 1242/AN N874AA
DT DDL DTM 111350 M95A
OS DTM /FQV31550

11 1403 F30000
NO-AAAPR

DU TULDDAA

DOLXCXA 111350

F1 AAI 1242/AN N874AA
DT DDL DTM 111350 M95A
OS DTM /FQV31550

11 1403 F30000
NO-AAAPR
DU TULDDAA
DOLXCXA 111350

F1 AAI 1242/AN N874AA
DT DDL DTM 111350 M95A
OS DTM /FQV31550

11 1403 F30000
NO-AAAPR
DU TULDDAA
DOLXCXA 111350

F1 AAI 1242/AN N874AA
DT DDL DTM 111350 M95A
OS DTM /FQV31550

11 1403 F30000
NO-AAAPR
DU TULDDAA
DOLXCXA 111350

F1 AAI 1242/AN N874AA
DT DDL DTM 111350 M95A
OS DTM /FQV31550

11 1403 F30000
NO-AAAPR
DU TULDDAA
DOLXCXA 111350

F1 AAI 1242/AN N874AA
DT DDL DTM 111350 M95A
OS DTM /FQV31550

11 1403 F30000
NO-AAAPR
DU TULDDAA
DOLXCXA 111350

F1 AAI 1242/AN N874AA
DT DDL DTM 111350 M95A
OS DTM /FQV31550

NOTE G 63 ***

*** 6 03 ***

| REPORT : F7A163 • | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 20213 |
|---------------------------------------|--|--|--|------------|
| FLIGHT 1242 | | SEP11, 2011 | | |
| CONT'D | | 11 1415 494616 -BAGAT | | |
| SUITEDDA | | FLT 1245 HAS RETURNED TO MSY 0633 RTD | | |
| RR | | RT-1 P-49A616 | | |
| PT AAI2227/AN MS74AA/AD DTW/TH 1242 | | | | |
| PT DDL DTW 111411 M02A | | | | |
| OS DTW /0FH0259 | | | | |
| 1 1411 F30000 | | 11 1413 494616 -BAGAT | | |
| NO-AAAPR | | FLT 1243 HAS RETURNED TO MSY 0633 RTD | | |
| NO-AAAPR | | RT-1 U-494608 | | |
| OPEN MS74AA 1242 DTW 11SEP | | | | |
| 2274 | | | | |
| | | 11 1415 494608 -BAGAT | | |
| 11 1411 F30000 | | FLT 1245 HAS RETURNED TO MSY 0633 RTD | | |
| NO-AAAPR2 1242/11 DTW 1N 1408 | | RT-1 U-494604 | | |
| 074 | | | | |
| 11 1411 001600 | | | | |
| NO-AAAPR | | | | |
| RTS/PR LINAGE PROCESS | | | | |
| 11 1411 001600 | | | | |
| NO-AAAPR | | | | |
| ADR UPDATED | | | | |
| 11 1411 F30000 | | | | |
| NO-AAAPR | | | | |
| DU TUDOMA | | | | |
| SUITEDDA 111411 | | | | |
| NO-AAAPR | | | | |
| FL AAI242/AN MS74AA/AD DTW/FB 09/LA 1 | | | | |
| DT DDZ DTW 111411 H03A | | | | |
| 11 1411 F10000 | | | | |
| NO-AAAPRF 1242/11 DTW 1N | | 0609 874 | | |
| 11 1413 071504 | | | | |
| NO-AAAPR | | | | |
| FLT 1243 HAS RETURNED TO MSY 0633 RTD | | | | |
| RT-1 P-49A616 | | | | |

MVR REPORT : FTI-163 **

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 2 of 24

FLIGHT 1274
DATE FTI-163 1274
SEP11 1274 1 7272 7272
OVER MIA *

MAX/FUEL PLN/WEIGHT ACT/WEIGHT PLN/PAY ACT/PAY DISP? DISP?

| POINT | DISP | PLN | RVD | ACTL | PLN | RVD | ACTL | POINT | DISP | PLN | RVD | ACTL | PLN | RVD | ACTL | | |
|--------|------|------|------|------|-----|-----|------|-------|------|-------|------|------|------|------|------|---|-----|
| TTT | F009 | 1319 | 1314 | 1314 | 417 | 421 | 0 | 25 | 0 | BIVIS | F009 | 1229 | 1224 | 1221 | 281 | 0 | 370 |
| CLARE | F009 | 1322 | 1322 | 1322 | 405 | 405 | 0 | 105 | 0 | BUNR2 | F009 | 1438 | 1438 | 1438 | 215 | 0 | 371 |
| POTEN | F009 | 1334 | 1329 | 1329 | 594 | 598 | 0 | 165 | 0 | BACR2 | F009 | 1448 | 1448 | 1448 | 251 | 0 | 371 |
| SNRLY | F009 | 1342 | 1334 | 1334 | 372 | 376 | 0 | 250 | 0 | CIGAR | F009 | 1451 | 1446 | 1446 | 245 | 0 | 371 |
| EIC | F009 | 1342 | 1342 | 1342 | 364 | 368 | 0 | 225 | 0 | BACCS | F009 | 1504 | 1459 | 1459 | 227 | 0 | 371 |
| HIV | F009 | 1407 | 1407 | 1407 | 502 | 502 | 0 | 330 | 0 | CITY | F009 | 1516 | 1516 | 1516 | 211 | 0 | 371 |
| FATSO | F009 | 1412 | 1409 | 1409 | 291 | 303 | 0 | 330 | 0 | DEETS | F009 | 1522 | 1517 | 1517 | 213 | 0 | 371 |
| REDFIN | F009 | 1424 | 1419 | 1419 | 286 | 291 | 0 | 370 | 0 | MORPP | F009 | 1525 | 1520 | 1520 | 212 | 0 | 375 |
| | | | | | | | | | | | | | | | 209 | 0 | 325 |

22 1428 7B2IC7
NO-ATFAAN 1274 11SEP DEW DATE MIA SBD-01SEP09 1056 F30000
NO-JAEGEQD MOXFA
.HDTRAK 990832

GG AA127411SEPDFW A16 A10

24 1617 7DBBZ8
FTI-4374NQD1274 DFW L00C 31AUG 31SEP09 1054 F30006
NO-LAAGGQD MOXFA
.HDTRAK 990832

GS AA127411SEPMAA3 NO 1

PA 2042 012006

HDXIAA 312042 N0117/AA
C/O CREW
TRAFFITNG/ R10 1505 080000
AM 274 11SEP 0840 DFW 846 MIA10 1513 F50000
NO-AAAMRUL1274/11SEP DFN 612 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 012 0 0 0
0 0 0 0

*** A 05 ***

| REPORT : FT A163 ** | | DISPATCH ENVIRONMENTAL CONTROL WEEKLY FLIGHT SUMMARY | | PAGE 20004 |
|---------------------|--|---|--|------------|
| FLIGHT 1274 | | SEP 11, 2001 | | |
| CDNT'D | | CDNT'D | | |
| 111253 | 1345ZKT 10SM PERIODS SCT 090 SCT 1300 21/23 A2991 MMK AD2 SLP155 CB DSENT ME AND W 102670Z033 END DATA | BT BDL SRV 111331 M41A - AS MIA /F8Y10 025 | | |
| | | 11 1331 F30000 NO-AAAPR | | |
| | | PR | | |
| | | K16 FQY NB4BAA 1274 DFW 11SEP 30025 | | |
| | | OK | | |
| | | | | |
| | | 11 1331 621528 FTW-NHPR | | |
| | | ACR NO4B FTM/ACK | | |
| | | TO ALL CAPTAINS AND CREW SECURITY MUST BE AT TOP OF THE LIST ALL NEW YORK AIR SPACE IS CLOSED. AOL ACFT HAVE BEEN HI-JACKED THIS MORNING AND MAY HAVE BEEN FORCED DOWN. WE HAVE UNCONFIRMED REPORTS THAT UAL IS HAVING THE SAME PROBLEM. WE ARE STOPPING ALL TRAFFIC TO THE NEW YORK AREA. CNN SAYS THEY HAVE REPORTS FROM AIR CANADA ALSO HAS A PROBLEM. TWO ACFT HAVE BEEN FLOW INTO THE WORLD TRADE CENTER... PLEASE ALL OF YOU BE ON HI ALERT. KEEP US POSTED ON YOUR SITUATION... AND GOOD BLESS YOU. THERE IS WORD THAT THE ENTIRE ATC SYSTEM MAY BE SHUT DOWN. | | |
| | | FTW TRICK HDYSEPTIAN | | |
| | | 11 1335 000609 QU DDUKXA TU BDL SRV 111333 FROM DS-09 M46 | | |
| | | MN MDTSAJGL DFW | | |
| | | | | |
| | | 11 1335 000609 QU DDUKXA TU BDL SRV 111333 FROM DS-09 M46 | | |
| | | TO ALL CAPTAINS AND CREW SECURITY MUST BE AT TOP OF THE LIST ALL NEW YORK AIR SPACE IS CLOSED. AOL ACFT HAVE BEEN HI-JACKED THIS MORNING AND MAY HAVE BEEN FORCED DOWN. WE HAVE UNCONFIRMED REPORTS THAT UAL IS HAVING THE SAME PROBLEM. WE ARE STOPPING ALL TRAFFIC TO THE NEW YORK AREA. CNN SAYS THEY HAVE REPORTS FROM AIR CANADA ALSO HAS A PROBLEM. TWO ACFT HAVE BEEN FLOW INTO THE WORLD TRADE CENTER... PLEASE ALL OF YOU | | |
| | | | | |
| | | 11 1331 F30000 NO-AAAPR | | |
| | | PU VULDAK 002 XCR 111331 | | |
| | | K16 F1 AA1274 AN NB4BAA | | |

REPORT : FTAL13
FLIGHT 1274 SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

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CONT'D
BE ON HI ALERT .NEEP IS POSTED OR YOU
SITUATION . AND GOD BLESS YOU. THERE IS
MORD THAT THE ENTIRE ATO SYSTEM MAY BE
SHUT DOWN.
FD14 MICK HOUSEPIAN
PLZ ACK MSG NO. 3353
END

01 1337 F30000
NO-4AAPR
DU TULDDAA
DOLXCAA 111357
F1 AA1274/AN N846AA
PT DDL DFW 111357 N846AA
OS MIA /ACK3353/MECD1239A13253045
END

01 1337 F30000
NO-4AAPR
MAC MI STORY ACK ND. 3353
PT 1337 F30000
NO-4AAPR
PT
FBN ACK N846AA 1274 DFW 11SEP
3353
OK

01 1337 F30000
NO-4AAPR
PT
KCN NCO N846AA 1274 DFW 11SEP
PT 1337 F30000
NO-4AAPR
PT
FBN ACK N846AA 1274 DFW 11SEP
3353
OK

01 1349 F30000
NO-4AAPR
PT
DU TULDDAA
DOLXCAA 111359
H10
F1 AA1274/AN N846AA
PT DDL LFT 111349 N847A

01 1349 F30000
NO-4AAPR
QU TULDDAA
DOLXCAA 111359
H10
F1 AA1274/AN N846AA
PT DDL HOU 111349 N847A
- OS MIA /7FV31025

01 1349 F30000
NO-4AAPR
PT
H10
F10 FVV R846AA 1274 DFW 11SEP
33625
OK

01 1353 6C1520

F10-WAHPR
ACR N846 FTM/ACK
IF YOU HAVE NOT TAKEN OFF RETURN TO THE
GATE. IF YOU ARE IN THE AIR WE COMPANY
WANTS US TO LAND YOU SHORT OF OUR
PLANNED DESTINATION AT AN ON LINE A
STATION. IT GONNA'S GET CRAZY ON THE
RADIO'S SO LET'S BE CALM LOOK AT OUR
LANDING WEIGHTS AND MORN. OUR ACARS TO
WORK ON WEDGE WE WILL BE LANDTHE...OK
HERE ME GO. AND GOD BLESS YOU
FDD1 MICK HOUSEPIAN

01 1353 00000
QU TULDDAA
DOLXCAA 111359
H46
F1 AA1274/AN N846AA
PT DDL 1FT 111349 N847A

111349

*** REPORT : FTA163 ***

FLIGHT 1274 SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

PAGE 20016

CONT'D
IN RE76AA7G1 SRV

IF YOU HAVE NOT TAKEN OFF RETURN TO THE STATE. IF YOU ARE IN THE AIR WE COMPANY WANTS US TO LAND YOU SHORT OF OUR PLANNED DESTINATION AT AN ON LINE AA STATION. IT GOING TO GET CRAZY ON THE RADIO-S SO LETS BE CALM LOOK AT OUR WORKS IN WHERE WE WILL BE LANDING..OK HERE WE GO. AND GOD BLESS YOU

FD09 HICK HOUSEPIAN
PLZ ACK MSG NO . 5352
END

PLZ COME UP WITH AND ETA
CONT'D

FD09 MICKEY MONSEIAN

11 1356 091000
QU DDIXCKA
TUDDAA 111356 FROM FD09
K48
AN NEBAAA/G1 MSV

- DISPATCH REQUEST YOU LAND MSV
PLZ COME UP WITH AND ETA
FD09 HICKY HOUSEPIAN
PLZ ACK MSG NO . 5159
END

11 1355 F30000

RD-AASV
QU TUDDAA
DDIXCKA 111355
STC

NO ACK
ADDRESSEE: NEBAAA
QU DDIXCKA
TUDDAA 111355 FROM DS09
440
AN NEBAAA/G1 MSV

IF YOU HAVE NOT TAKEN OFF RETURN TO THE STATE. IF YOU ARE IN THE AIR WE COMPANY WANTS US TO LAND YOU SHORT OF OUR PLANNED DESTINATION AT AN ON LINE AA STATION. IT GOING TO GET CRAZY ON THE RADIO-S SO LETS BE CALM LOOK AT OUR WORKS IN WHERE WE WILL BE LANDING..OK HERE WE GO. AND GOD BLESS YOU

FD09 HICK HOUSEPIAN
PLZ ACK MSG NO . 5352
END
SVAZ 1

11 1356 F30000

NO-AASV
QU TUDDAA
DDIXCKA 111356

S11
- MR RJCT - AIRCRAFT MAX
ADDRESSEE: NEBAAA
QU DDIXCKA
TUDDAA 111356 FROM FD09
K48
AN NEBAAA/G1 MSV

- DISPATCH REQUEST YOU LAND MSV
PLZ COME UP WITH AND ETA
FD09 HICKY HOUSEPIAN
PLZ ACK MSG NO . 5159
SEND
MSVZ 1

11 1406 F30000
NO-AAPR
QU TUDDAA
DDIXCKA 111400
ETA
FJ AAI274/AN NEBAAA/DS MSV 1616/FB 280
DT DXN MOB 111400 MS2A

11 1400 F30000
NO-AAAPR

DISPATCH REQUEST YOU LAND MSV
PLZ COME UP WITH AND ETA
FD09 HICK HOUSEPIAN
PLZ ACK MSG NO . 5159
END

| REPORT : FTA165 :: | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 21607 |
|--------------------------|---------------------------------------|--|---|------------|
| FLIGHT 1274 SEP 11, 2001 | | | | |
| PR | CONT'D | CONT'D | CONT'D | |
| ETA | NO-GAAA 1274 DFW 11SEP | QU TULDAA | QU TULDAA | |
| DK | | 'DOLXCHA 111402 | 'DOLXCHA 111402 | |
| | 111402 F30000 | 715 | FT AK1774/AN NO-GAAA | |
| | NO-TAKA | | DT DFL MOR 111402 MS6A | |
| | | | - OS MSY 111402 | |
| | 011 TULDAA | | MSY 111402 | |
| | 'DOLXCHA 111402 | 11 1402 000000 | | |
| | XLR | QU TULDAA | | |
| | F1 AA1274 AN NO-GAAA | 'TULDAA 111402 FRON | | |
| | 11 DOL MOS 111402 MS6A | M60 | | |
| | 11 GS RIA 7HRRISV/NEGRSHFAT 330300 02 | AN NATAZATEI REV | | |
| | | VERIFY REQUEST FOR 1274/11 DFM/MSY | | |
| | | | | |
| | 11 1402 000000 | 11 1402 379504 | | |
| | QU DOLXCHA | 'DOLXCHA 111402 FROM | FTO-HARDZ | |
| | | | (1274/11 DFM ON MSY 1411 120 OPNL-U CNL 954 | |
| | | | RNS | |
| | | | FTDRP H. THOUSEP TAN | |
| | | | | |
| | 11 1402 | 11 1402 F30000 | | |
| | AN NO-GAAA/SL MSY | NO-AAAPR | | |
| | - XFL 1274 DFM-MIA | QU TULDAA | | |
| | RSV-MSV 111402 | 'DOLXCHA 111402 | | |
| | 11 1402 | AGH | | |
| | 11 1402 000000 | FI AK1774/AN NO-GAAA | | |
| | 11 1402 000000 | DI DFL MSY 111402 MS6A | | |
| | 11 1402 000000 | - OS MSY 7ALT000115 | | |
| | | | | |
| | | | | |
| | 11 1402 F30000 | 11 1402 F30000 | | |
| | NO-AAAPR | NO-AAAPR | | |
| | PR | PR | | |
| | DOL RER NO-GAAA 1274 DFW 11SEP | RSV | RSV ALT NO-GAAA 1274 DFW 11SEP | |
| | DK | | 00001415 | |
| | | | OK | |
| | 11 1402 F30000 | | | |
| | NO-AAAPR | | | |
| | PR | | | |
| | CAR NO-GAAA 1274 DFW 11SEP | | 11 1402 F30000 | |
| | 11 1402 000000 | | NO-AAAPR 1274/11 DFM G40 1415 | |
| | X | | | |
| | | | | |
| | 11 1402 F30000 | 11 1402 000000 | | |
| | NO-AAAPR | 01 DDXCRA | | |

** REPORT : FT163 **
FLIGHT 1274 SEP11, 2001

PAGE 2000B

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

CONT'D
TULDDAA 111406 FROM
N460
AC N846AA
FLY 1274/TU DPA-HSY
GATE
CREW CONNECTING GATE INFO
CREW SEAT FLT DEST GATE TIME
ND CREW CRX
END

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/IN 1614
DT DDL HSY 111416 HSY
- DS HSY /OPN0100

11 1415 D00600
QU DPLXCKA
TULDDAA 111409 FROM
N460
AC N846AA
FLY 1274 ARR HSY
ARR BAG 222
FLY ETD DEST
SKED MIAMI
ELINES AT DTY AND LOBBY CONC E
END

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/ON 1412
DT DDL HSY 111412 HSY
- DS HSY /OPN0100

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/ON 1412
DT DDL HSY 111412 HSY
- DS HSY /OPN0100

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/IN 1616
DT DDL HSY 111416 HSY
- DS HSY /OPN0100

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/IN 1616
DT DDL HSY 111416 HSY
- DS HSY /OPN0100

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/ON 1414
DT DDL HSY 111414 HSY
- DS HSY /OPN0100

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/IN 1616
DT DDL HSY 111416 HSY
- DS HSY /OPN0100

11 1415 F30000
NO-AAAPR
PR
SU TULDDAA
-DPLXCKA 111416
ARR
FL AA1274/AN N846AA/AD HSY/IN 1616
DT DDL HSY 111416 HSY
- DS HSY /OPN0100

*** REPORT : FT143 ***

DISPATCH ENVIRONMENTAL CONTROL/WEIGHT FLIGHT SUMMARY

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FLIGHT 1417 SEP 11 2001
 DATE FLT-N0 LIG SKD-EQP ACT-EQP SELCAL 42FT-100 ROUTE STN SHED DISP GATE-HD STN SHED DISP GATE-HD ACT-DEP-ARR-3TH
 SEP 11 1417 1 SP66 BDW 402 1 DFM 1868 RD36 LAS 1410 FDM DFM LDG
 MOVER LAS " "

| HIN/FUEL | PIN/FUEL | PLN/WEIGHT | ACT/WEIGHT | PLN/PAY | ACT/PAY | DISP1 | DISP2 | D. MOLANTH |
|----------|----------|------------|------------|---------|---------|-------|-------|------------|
| 276 | 137641 | 137700 | 137700 | 25900 | 25900 | | | |

-----PLANNED----- REVISIED ----- ACTUAL ----- PLANNED FUEL ----- REVISED FUEL ----- ACTUAL FUEL-----

| OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | |
|-----|------|------|------|------|-----|----|----|-----|-----|------|------|-----|
| TTT | FDS6 | 1328 | 1327 | 1308 | 287 | 0 | 50 | 0 | A3Q | FDS6 | 1422 | 151 |

| CEOLA | FDS6 | 1335 | 1334 | 1316 | 253 | 0 | 200 | 0 | GUP | FDS6 | 1450 | 143 |
|-------|------|------|------|------|-----|---|-----|---|-----|------|------|-----|
|-------|------|------|------|------|-----|---|-----|---|-----|------|------|-----|

| KIRST | FDS6 | 1343 | 1343 | 1325 | 228 | 0 | 310 | 0 | DICD | FDS6 | 1506 | 1505 |
|-------|------|------|------|------|-----|---|-----|---|------|------|------|------|
|-------|------|------|------|------|-----|---|-----|---|------|------|------|------|

| LB6 | FDS6 | 1408 | 1405 | 1203 | 216 | 0 | 310 | 0 | P03 | FDS6 | 1531 | 1530 |
|-----|------|------|------|------|-----|---|-----|---|-----|------|------|------|
|-----|------|------|------|------|-----|---|-----|---|-----|------|------|------|

| TOKO | FDS6 | 1415 | 1416 | 1210 | 196 | 0 | 310 | 0 | RVS0 | FDS6 | 168 | 168 |
|------|------|------|------|------|-----|---|-----|---|------|------|-----|-----|
|------|------|------|------|------|-----|---|-----|---|------|------|-----|-----|

22 1426 7226C7
DFW-DTENH 1417 11SEP DFM CRTL22 2095 00000
NO-AAAW 1417 11SEP DFM ORIG LAS 11SEP24 1527 7DBB29
FTW-A77RKTU1417 DFM 1106 STANG 11SEP50 1610 6SF705
FD2-DCTHBEFU1417 11SEP DFM RS 104 1501 000600
HD-XTRIA
KCAP-01625 KVOL-00937 INIT09 1142 F3060
NO-AAAEC
SD HDOXFAA
HDOXFAA 090132

06 AAI417 11SEP DFM C12 C10

10 1716 143F9
TUL-120AUT119 11 1000 DFM 53510 1716 143SEC
TUL-T2RNU117 11 1000 DFM 49710 1915 F36000
ND-AAHBAU1417 11SEP DFM 614 17 0 0
0 0 0 015 111 1 0 0
0 0 0 016 0 0 0 0
0 0 0 016 RCM COUNTS 1/-1
18-1.09 1142 F30601
NO-AAEAD10 0115 F306C
NO-AAHBAU1417 11SEP DFM 6

11 090132

12 AAI417 11SEP LAS

13 100000
- AAI417 11SEP 1000 DFM 535 LAS14 16 0 0 0
0 0 0 015 112 9 0 0
0 0 0 0

AA KEAN COMM 008846

| DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | | | | | PAGE 224/27 |
|---|--------------|----------|------------------------------------|----------|--|-------------|
| FLIGHT 1417 | SEP 11, 2011 | | | | | |
| D1 1417 061600 NO-AAAPR ADR UPDATED | | CONT'D | PRF 1417/11 OUT \$FD8 ALRV RPTD | 0191 442 | | |
| D2 0224T 1335Z NO-DESPRL16/11 LBS ON 0903 | | | | | | |
| I3 2003 F30070 NO-AAAPR DU TUDAA DURCIA 132003 | | | | | | |
| DEP F1 AA9056/AW NG02A/DA LBB/FB 111/DS 188 DT DDL LBB 132003 0336 | | | | | | |
| I5 2003 F30000 NO-AAAPR PRF 1417/11 OUT \$FD8 ALRV RPTD | | 0191 402 | | | | |
| I5 2003 F30000 NO-AAAPR DU TUDAA DURCIA 132003 | | | | | | |
| DEP F1 AA9054/AW NG02A/DA LBB/OT 2006/DS 188 DT DDL LBB 132003 0812 | | | | | | |
| I3 2010 F30070 NO-AAAPR PRF 1417/11 LBS OUT 2006 N/A 412 SUFERS FM PLN BY MORE THAN 4 HESS | | | | | | |
| I3 2011 F30070 NO-AAAPR DU TUDAA DURCIA 132011 | | | | | | |
| DEP F1 AA9056/AW NG02A/DA LBB/ED 111/DS 188 DT DDL LBB 132011 1134 | | | | | | |
| I3 2011 F30070 NO-AAAPR | | | | | | |

*** A 12 ***

| REPORT : FT1A163 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 22/24 |
|--|--|---|--|------------|
| FLIGHT 1417 | | SEP11, 2001 | | |
| CONT'D | | CONT'D | | |
| TIS TIS R402A 1417 DFW 11SEP AS UNKNOWN SH1/DHI QU TULDDAA -DDIXCXA 111339 TIS F1 AAI177/AN N402A DT DFL DFW 111331 3944 -OS LAS /TISLAS | | ACR N402 FTN/ACK/ RETURN TO DFW AT THIS TIME.. BE CAUSES OF ALL PASSENGERS.. ADVS FLT ATINDS TO BE CAUSES.. WE HAVE LOST TWO ACFT IN MY CENTER AREA.. I BELIEVE DUE TO TERRORIST | | |
| | | PLEASE RETURN TO DFW | | |
| J 1345 000000 NO-AAAM THER IN PROG ADV 1417 11 LAS | | I DONT BELIEVE YOU HAVE TO DECLARE EMERGENCY TO DO THIS.. | | |
| 11 1346 F30000 NO-AAAPR QU TULDDAA -DDIXCXA 111346 AGH F1 AAI177/AN N402A DT DFL DFW 111346 4631 -OS LAS /M2L | | FD36 LARRY ROBINSON | | |
| | | 11 1346 00100 QU DDIXCXA -TULDDAA 111349 FROM FD36 AOH AN N402A/G1 AB1 | | |
| | | - / | | |
| | | RETURN TO DFW AT THIS TIME.. BE CAUSES OF ALL PASSENGERS.. ADVS FLT ATINDS TO BE CAUSES.. WE HAVE LOST TWO ACFT IN MY CENTER AREA.. I BELIEVE DUE TO TERRORIST | | |
| | | PLEASE RETURN TO DFW | | |
| | | I DONT BELIEVE YOU HAVE TO DECLARE EMERGENCY TO DO THIS.. | | |
| | | FD36 LARRY ROBINSON | | |
| | | PLZ ACFT MSN NO. 4614 | | |
| | | END | | |
| J 1347 F30000 NO-AAAJC QU TULDDAA -DDIXCXA 111347 ENG F1 AAI177/AN N402A DT DFL DFW 111347 4712 -EDAEIA1976F4EEF6EDFF2E500387010AF4FE0165356343608FA6153253 -115A13 -08383F0231000010060000 | | | | |
| | | 11 1350 49B516 FTW-BAXPR ACR N402 FTN/ACK/ CALL WITH ETA DFW AND EST. ARVL FUEL.. | | |
| | | CALL ON DPM FREQ 129.7 | | |
| | | FD36 LARRY ROBINSON | | |
| | | 11 1350 000001 | | |
| | | QU DDIXCXA -TULDDAA 111354 FROM FD36 AFM AN N402A/G1 AB1 | | |

REPORT : FT163 #
FLIGHT 1417 SEP 11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

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CONT'D

CONT'D

/ CALL WITH 61A DFW AND EST. ARVL FUEL...
CALL ON DPN FREQ 129.7
FD38 TERRY ROBINSON
PL2 ACK MSG NO. 5007
END

40 TULIBDA
.DDLXCMA 111352
TIS FT AA1417/AN N602A
DT DDL DFW 111352 5214
- DS LAS /11SDFK

11 1351 F30100
NO-AAAPR
QU TULDDAA
.DDLXCMA 111350
AGH
FT AA1417/AN N602A
DT DDL DFW 111350 5056
- DS LAS /ACK4914

11 1353 F30100
NO-AAAPR
QU TULDDAA
.DDLXCMA 111353
AGH
FT AA1417/AN N602A
DT DDL DFW 111353 5353
- DS LAS /ACK5017

11 1354 F30010
NO-AAAPR
MAC HISTORY ACK NO. 4914
PR

11 1355 F30010
NO-AAAPR
MAC HISTORY ACK NO. 5007
PR

AGN ACK N602A 1417 DFW 11SEP
2014
OK

11 1355 F30010
NO-AAAPR
QU TULDDAA
.DDLXCMA 111400

11 1351 F30100
NO-AAAPR
QU TULDDAA
.DDLXCMA 111352
TIS FT AA1417/AN N602A
DT DDL DFW 111352 5214
- DS LAS /11SDFK

11 1351 F30100
NO-AAAPR
TIS TIS N602A 1417 DFW 11SEP
DFW UNKNOWN SH1/JAI

11 1351 F30100
NO-AAAPR
TIS TIS N602A 1417 DFW 11SEP
DFW UNKNOWN SH1/JAI

11 1351 F30100
NO-AAAPR
QU TULDDAA
.DDLXCMA 111400
ENG
FT AA1417/AN N602A
DT DDL AMA 111400 0001
- EDD/E114D503847FF 8887AC25509425911F2AF4A8E174F1615F416C5D5
SERVFS
08148MF-02360003900016000

11 1402 41506
FTM-6A4PR
AER 1402 FTM/TKX/
ARE THEY TAKING YOU TO LBB

| REPORT : FT1A163 44 | | DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY | | PAGE 2246 |
|-----------------------------------|--|---|--|-----------|
| FLIGHT 1417 SEP11, 2001 | | | | |
| CONT'D | | | | |
| FDS6 LARRY ROBINSON | | PTZ 1417/11 LAS DN 1209 N/A 212 \$FPR2 CAR 36 MIN FM PLN | | |
| 11 1402 000618 | | 11 1412 491564 | | |
| SU DOLXCHA | | PTM-BADOC | | |
| TULDDAA 111402 FROM FD01 | | 1417/11 DFN DV LBS 0910 200 ANC-U CR 950 | | |
| ARR | | BNS SECURITY | | |
| AN N402AV/GL 15B | | FTNDP LARRY ROBINSON | | |
| / | | 11 1411 F30000 | | |
| ARE THEY TAKING YOU TO LBS | | NO-AMPR | | |
| FDS6 LARRY ROBINSON | | QU TULDDAA | | |
| PLZ ACK MSG NO. 0246 | | DDLXCHA 111419 | | |
| END | | ARR | | |
| 11 1403 F30000 | | F1 AK1517/AN NG02A/AD 1667W 1215/FB 1067/LK 1 | | |
| NO-AMPR | | D1 DDL 15B 111411 1950 | | |
| QU TULDDAA | | - OS LBB /OPM0492/NC0040901410 | | |
| DDLXCHA 111403 | | | | |
| ACFM | | 21 1411 F30000 | | |
| F1 AK1517/AN NG02A | | NO-AMPR | | |
| PT DDL ANA 111413 0356 | | PR ARR OPM N402A 1417 DFN 11SEP | | |
| OS LAS /ACK 0246 | | 0247 OK | | |
| | | | | |
| 11 1413 F30000 | | 11 1419 F30000 | | |
| NO-AMPR | | ND-AMPR | | |
| NAC HISTORY ACK NO. 0244 | | PR | | |
| | | ARR NCO N402A 1417 DFN 11SEP | | |
| 11 1403 F30000 | | 040901410 | | |
| NO-AMPR | | OK | | |
| PT | | | | |
| ACK ACK N402A 1417 114 11SEP | | | | |
| 0246 | | | | |
| OK | | | | |
| 11 1410 F30000 | | 11 1419 F30000 | | |
| NO-AMPR | | ND-AMPRF 1417/11 LBB LN 1200 402 | | |
| QU TULDDAA | | 11 1419 F30000 | | |
| DDLXCHA 111419 | | ND-AMPRZ 1417/11 LBB N 1415 402 | | |
| ARR | | | | |
| F1 AK1517/AN NG02A/AD LAS/ON 1409 | | 11 1411 801186 | | |
| PT DDL LBB 111410 0946 | | NO-AMPR | | |
| | | ARTSPR LINKAGE PROCESS | | |
| 11 1410 F30000 | | | | |
| NO-AMPR | | | | |

RE REPORT : FTA163 **

DISPATCH ENVIRONMENTAL CONTROL / WEEKLY FLIGHT SUMMARY

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FLIGHT 1462 SEP 11 2001
 DATE F/T-H LEG SKD-EQP ACT-EQP SEICAL AFET-HG ROUTE STN SKED DTSP GATE-NO ACT-REF-ARR-SIN
 SEP 11 1462 1 SKDQ 591 1 0SD 1203 FD06 EMR 1342 FD06
 NO-ATCR EMR

KIN/FUEL MAX/FUEL PLN/WEIGHT AC1/WEIGHT PLN/PAY ACT/PAY DISP1 DISP2
 187 187 120600 120600 16480 15500 CHRISTINA MEINBERG

PLANNED --- REVISIED --- ACTUAL --- PLANNED FUEL --- REVISIED FUEL --- ACTUAL FUEL ---
 OUT OF ON IN OUT OFF DN IN
 1203 1219 1348 1356 1203 1214 1337 1213 1153 1216 1355 1405 187 180 74 187 187 124 124 0 1
 POINT DISP PLN RVSD ACTL PLN RVSD ACTL PLN ACTL POINT DISP PLN RVSD ACTL PLN ACTL POINT DISP PLN RVSD ACTL PLN ACTL
 ELX FD06 1231 1226 1226 147 152 0 215 0 215 0 215 0 215 0 215 0 215 0 215 0 215 0 215 0 215 0
 CRL FD06 1247 1244 1244 125 125 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0
 KEEMO FD06 1256 1255 1255 119 124 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0
 DORET FD06 1303 1300 1300 112 117 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0
 SL156 FD06 1310 1307 1307 105 110 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0
 SL116 FD06 1316 1313 1313 99 104 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0 350 0

22 1426 7B16C7
 HQ - DC 2EXN 1462 11SEP-11SEP ORD CRNL

14 1205 000000
 AN1462 11SEP 0001 ORD 990 EMR

22 2137 000000
 NO-AAAH 1462/11SEP ORD 010 EMR SKD-01SEP

10 1205 F3000
 NO-AAAH/ANU 1462/11SEP ORD 6

24 1631 7B5B20
 F1W-A32 WKAU1462 ORD L010 SIAUG 30SEP

14 11 0 0
 0 0 0 0
 0 0 0 0
 115 55 0 0

30 1610 7SF145
 HQ-DC 1WBKFU1462/11SEP ORD MM 1

16 1605 F3000
 NO-AAAH/ANU 1462/11SEP ORD 6

34 1246 000000
 NO-AAAH
 NCAP-00515 HVOL-04905 INT

14 11 0 0
 0 0 0 0
 0 0 0 0
 115 55 0 0

09 1153 F30001
 NO-AAAH
 HQ-DC 1WBKFU1462/11SEP MM 1

0 0 0 0
 0 0 0 0
 0 0 0 0

11 1153 F30000
 NO-AAAH/ANU 1462/11SEP MM 1

14 11 0 0
 0 0 0 0
 0 0 0 0
 115 70 1 0 0

11 1153 F30000
 NO-AAAH/ANU 1462/11SEP MM 1

0 0 0 0
 0 0 0 0
 0 0 0 0

11 0512 94280
 HQ-PATPS 1472711 ORD 3 GR3 B2

11 6605 F30000
 NO-AAAH/ANU 1472711 SEP ORD 6

*** L 02 ***

REPORT : FTAL63 ■■■
FLIGHT 1462
SEPT 11 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY PAGE 23162

| CONT'D | CONT'D |
|--|--|
| AGH AN NS90AA/DW /FLT 1462 ORD-EWR EMR TCHR 111236 11156 11157 SS DIRECT 10SM CLR 19/13 AS012 RMK A02 S1P191 71092 010800133 18194 20178 51015 END DATA NO-AAPR | DE/NCKA TTIST DLA F1 AA1462/AN NS90AA DT DDL PIT 111314 2044 OS EWR /EFC1340SLT 11 1316 F3000C NO-AAPR PR DLA EFC NS90AA 1462 ORD 11SEP 1340SL1 OK |
| PR CHR WKE NS90AA 1462 ORD 11SEP EMR DK | 11 1316 F3000C NO-AAPR 1462/11 ORD EFC 1340SL1 11 1316 SYBAG FTW-B4SPR ACR NS90 FTM/ACK // DIVERT TO SYB ASN...FDW CHRIS WALTERBURG |
| 11 1240 F3000C NO-AAPR DU TUDDBA DDNCKA 111240 TTIS F1 AA1462/AN NS90AA DT DDL DW 111240 0451 OS EWR 711SER NO-AAPR | 11 1316 000100 QU DDNCKA FDNDA 111316 FROM FD#6 AGH AN NS90AA/GT HNW - // DIVERT TO SYB ASN...FDW CHRIS WALTERBURG PLZ ACK NSG NO. 1842 END |
| PR TTIS TTIS NS90AA 1462 ORD 11SEP EMR UNIONDAY SHM:1M1 DU TUDDBA DDNCKA 111240 TTIS F1 AA1462/AN NS90AA DT DDL DW 111240 0451 OS EWR 711SER NO-AAPR DU 100000A | 11 1319 F3000C NO-AAPR QU TUDDBA .DDNCKA 111570 AGA F1 AA1462/AN NS90AA DT DDL PHL 111320 0445 - DS EWR 711SER 11 1319 F3000C NO-AAPR DU 100000A |

AA KEAN COMM 008852

REPORT : FT1A163 :: DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGH: SUMMARY PAGE 23163

FLIGHT 1462 SEP11,2001

CONT'D
MAC HISTORY AER NO. 1842
1 1519 15:000
NO-RAAPE
PR NGM ACK NS90AA 1462 ORD 11SEP
OK

PR 1 1521 3736006
FM-BNDZCZ
362711 ORD OV SVR 1345 1200 0PNL-B PLN 1630
FDEE CHRIS MALTERNSING

1 1529 F30060
NO-AAAPR
QU TUDRA
DDBLXKA 111329

1 1531 F30160
DT DR PTT 111329 5347
OS SVR /T155YR

1 1532 F30160
NO-RAAPE

1 1532 F30060
NO-RAAPE

1 1533 E3B208
FTW-BF2NMXU1462/11 ORD

COAST '9
FT1462/117G0D75YR/53170
CSTR B100000
CEM M01002151 0000208
G01155/1192007/11957374
.111333

1 1533 E3B208
FTW-BF2NMXU1462/11 ORD
PR
FLT 1462/11 DRY-SVR 590 ARM 1945 GATE 11/15332

LN (OC) CHTY WEIGHT OFF TEST UNIT ID REMARKS
01 F2. HLM 10075 ENR QRC0374 .. KX K3
02 N1. RLW 10140 ENR
03 H2. HL25 10525 ENR
04 H2. HLM 10525 ENR
05 A1. HLM 10650 ENR QRC0112 .. KX K3
06 A1. RLW 10775 ENR QRC0364 .. KX K3
07 A2. RLW 10561 ENR QRC038 .. KX K3
JEP
K
PR 07 03 12-01036 A1-00659 NR-10106 F2-00075 FT-14601 T-02855
K
EXP
MAN

1 1533 E3B208
NO-RAA
*** LOAD PLANNING QUALITY CONTROL RECORD ***
1462 11 ORD AFT1516 CRT 6NT LOCAL
ACTUAL OUT TIME -- 1150 0150
FINAL PSQR COUNT - RES -- 1152 0154
FINAL CONTAINER UP - CREW CHIEF ORCH 1159 0159
RADIO CLOSEOUT - AUTO -- 1159 0159
RADIO CLOSEOUT - LOAD AGENT L611 1216 0110
LOCKOUT - AUTO -- 1215 0113
LOCKOUT - LOAD AGENT L01# 1353 0833
END

1 1533 E3B208
FTW-BF2NMXU1462/11 ORD
PR
QU TUDRA
DDBLXKA 111329
ARR
FT1A162/AN NS90AA/AD SYR/0011

1 1533 E3B208
NO-RAAPR
QU TUDRA
DDBLXKA 111329
ARR
FT1A162/AN NS90AA/AD SYR/0011

1 1533 E3B208
FTW-BF2CL
ELK
PR
SUB
REF
ROS
AT

REPORT : F1A163 " "
 FLIGHT 1462 56911, 2001
 DTTM SYR 111353 1735

| | |
|--|--|
| CONT'D | PAZ 1462/11 SYR IN 0122 W/A 590 SOPES FM PLN BY KORE THAN 6 HRS! |
| END | |
| 11 1401 F30000 NO-AAAPR | 11 1401 F30000 NO-6AAJC |
| PR2 1462/11 SYR ON 0117 W/A 590 SOPES FM PLN BY KORE THAN 6 HRS; | GU TULDDA DOKCKA 111401 EIG FT AA1462/AN NS90AA DT DDL SYK 111401 2524 EDR/E21AD0600092035019053007FDD0019488A33624162C07C9A692AE7D F22FS50 W302E20FC000000000000CD1CD6 |
| 11 1401 014060 GU COKCKA TULDDA 111400 FROM FD0/ CMD | 11 1401 F30000 NO-6AAAPR |
| AN KETD00/6L SYR QUTUDDAAT | 11 1401 000004 GU DOKCKA TULDDA 111401 FROM FD0/ CMD AN NS90ACG SYR - QUTUDDAAT |
| 11 1401 378606 FTW-B6XJCSNS90AA/590 | 11 1401 000004 GU DOKCKA TULDDA 111401 FROM FD0/ CMD AN NS90ACG SYR - QUTUDDAAT |
| 11 1401 F30000 NO-AAAPR | 11 1401 378604 FTW-B6XJCSNS90AA/590 |
| GU TULDDA DOKCKA 111401 APP | 11 1401 378604 FTW-B6XJCSNS90AA/590 |
| FT KAT1462/AN NS90AA/AD SYK/FTW 0122/FTB 711/LA 1 DT DDL SYR 111401 2501 DS SYR /DPN9242 | GU TULDDA DOKCKA 111401 END |
| 11 1401 F30000 NO-AAAPR | 11 1401 F30000 NO-6AAAPR 1462/2D 11SEP 6243 DK |
| PR APP NS90AA 1462/2D 11SEP 6243 | 11 1401 F30000 NO-6AAAPR 1462/11 SYR 14 8071 590 11 1401 F30000 NO-6AAAPR |
| | 11 1401 578006 FTW-BAKPR2 1462/11 SYR IN 1122 1495 IT 1471 0007660 NO-6AAAPR |

REPORT : FTA163 • DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY PAGE 23165

FLIGHT 1462 SEP11,2001

CONT'D
RTT/PPR LT/TRADE PROCESS

1461 009800

NO-AAAPR
LDR UPDATED

T 1461 374606

NO-AAAT

F1 1462/11 IN SVR 1065/11

ORD FA1 MUNM CM 095414 CONTINUITY ERROR SEQ 10637/11

ORD FA2 SCHIPPEL ML 064146 CONTINUITY ERROR SEQ 10637/11

ORD FA4 WHEELER DF 316378 CONTINUITY ERROR SEQ 10637/11

R1-3 P-49A618

11 1461 49A618

-BAAQAT

FLI 1462/11 IN SVR 1065/11

ORD FA4 WHEELER DF 316378 CONTINUITY ERROR SEQ 10637/11

RT-1 U-70950A

T 1906 F30010

NO-AAAPR

DU TUDDAA

DJLXCKA 111406

RTN

F1 AAI462/AN N590AA/DA SVR/DT 0246/R1 0639

DT DDL SVR 111406 3629

T 1906 F30000

NO-AAAPR

PR

RTN

N590AA 1262 ORD 11SEP

OK

11 1906 F30000

NO-AAAPR

PR

RTN

N590AA 1462 ORD 11SEP

ACKNOWL SHI/IMI

PW TUDDAK

EW

EC

PW

BLW

4501

391

2106

6-6

182

RIC

LV

ED

REPORT : FL163

FLIGHT 1543

SEP 11 2001
DATE F/LT-AS
SE111 1543 LEG SKD-ESP ACT-EOP SELLAI ACFT-MD
APEC 314 ROUTE STW SKED DISP DATE-HD STW SKED 01SP 01SP
MIA :214 FD59 SDQ 1420 FD51 1420 FD51

DISPATCH ENVIRONMENTAL CONTROL/WEATHER FLIGHT SUMMARY

PAGE 24225

| MNR/FUEL | MNR/FUEL | PIN/WEIGHT | ACT/WEIGHT | PLN/WEIGHT | ACT/PAY | DISPL |
|---------------------|---------------------|------------|------------|---------------------|---------------|-------|
| 336 419 | 290500 | 290500 | 37900 | 37360 | DENNIS EMMERY | |
| OUT OFF | ON IN | OFF ON | IM | OUT OFF ON | IN | |
| 1210 1218 1418 1419 | 1216 1223 1224 1225 | 1412 1413 | | 1205 1221 1408 1427 | 1401 1402 | |
| ACTUAL | REvised | | | PLanned | FUEL | |
| RDSP | RDSP | RUSD | RUSD | RUSD | REV'D | RUSD |
| SEIPS FD59 | 1234 | 1235 | 452 | 452 | 495 | 1346 |
| KYBBL FD59 | 1246 | 1245 | 450 | 450 | 510 | 1359 |
| W15SKV FD59 | 1508 | 1501 | 686 | 686 | 720 | 1380 |
| FRSP1 FD59 | 1317 | 1316 | 585 | 587 | 578 | 1352 |
| LCO11 FD59 | 1320 | 1321 | 371 | 371 | 370 | 1351 |
| ABIT FD59 | 1351 | 1351 | 567 | 567 | 569 | 1349 |
| TUMAR FD59 | 1424 | 1423 | 516 | 516 | 510 | 1373 |
| | | | | | | 1406 |
| | | | | KODDU FD59 | 1405 | 1358 |
| | | | | GDO FD59 | 1415 | 1408 |
| | | | | | | 1415 |
| | | | | | | 503 |
| | | | | | | 503 |
| | | | | | | 0 |
| | | | | | | 0 |
| | | | | | | 0 |
| | | | | | | 0 |
| | | | | | | 0 |
| | | | | | | 0 |

22 1628 1824C
FD51 DELTRN 1543 11SEP-11SET 11SET01 2050 020400
WQ-KANAN 1543 11SET MIA 1543 GR 16 SDG SKD-34SEP

24 1859 1828 1829 1543 11SET MIA 1543 11SET

S1 ACI: LFI 155
100 OCT 11SET 1543 11SET MIA 1543

01 2014 020400

WC 1543 11SET
HCFR 01543 11SETCN 1543 11SET
AG 1543 11SET

OD 1543 11SET

1543 11SET

NO 1543 11SET

WQ-KANAN 1543 11SET

COM: U

14 1213 40010
ANT543 11SET 0800 MIA 1543 11SET10 1213 40010
NO-2222222222222222 MIA 5
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
1543 11SET 0800 MIA 1543 11SET
0 0 0 0
NO 1543 11SET
1543 11SET10 1213 40010
TEN-111111111111111111 MIA 5
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
1543 11SET 0800 MIA 1543 11SET
0 0 0 0
NO 1543 11SET
1543 11SET10 1213 40010
TEN-111111111111111111 MIA 5
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 0
1543 11SET 0800 MIA 1543 11SET
0 0 0 0
NO 1543 11SET
1543 11SET

AA KEAN COMM 008856

REPORT : FTA163

DISPATCH ENVIRONMENTAL CONTROL WEEKLY FLIGHT SUMMARY

PAGE 24225

FLIGHT 1543 DEPARTURE
DATE F/T-NO LEG SKD-EDF ARR-EDF SECTRL AFTR-IN ROUTE STN SKED DISP GATE-NG GATE-STN
SEP11 1543 1 169 MIA 121A FDS9 SDQ 1424 FDSS ARR-NO ACT-NEP-ARR-SIN

| MIN/FUEL | MAX/FUEL | PLN/WEIGHT | ACT/WEIGHT | PLN/PAY | ACT/PAY | DISP1 | DISP2 | | | | | | | | | | | | | | | | | |
|--|----------|------------|------------|---------|---------|---------------|-------|------|------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|-----|---|
| 356 | 499 | 29850C | 290500 | 37300 | 37300 | DENNIS L MERY | | | | | | | | | | | | | | | | | | |
| PLANNED-----REVISED-----ACTUAL-----PLANNED FUEL-----REVISED FUEL-----ACTUAL FUEL | | | | | | | | | | | | | | | | | | | | | | | | |
| OUT | IN | OUT | OFF | ON | OUT | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | OUT | OFF | ON | IN | | | | | |
| 1210 | 1778 | 1415 | 1619 | 1210 | 1721 | 1416 | 1417 | 1201 | 1721 | (406-14)2 | 214 | 213 | 112 | 3/10 | 239 | 214 | 3/2 | 560 | 0 | 0 | 565 | | | |
| POINT | DISP | PLN | RVS | ACTL | PLN | RVS | ACTL | PLN | DISP | ACTL | PLN | RVS | ACTL | PLN | DISP | ACTL | PLN | RVS | ACTL | PLN | DISP | ACTL | PLN | |
| SKI'S | FDS9 | 1234 | 1232 | 1252 | 1154 | 1252 | 1252 | 1234 | FDS9 | 1346 | 1339 | 1339 | 1346 | 1346 | FDS9 | 1346 | 1346 | 1320 | 1322 | 1320 | 1320 | 0 | 170 | 0 |
| KYBELL | FDS9 | 1255 | 1248 | 1246 | 1246 | 1246 | 1246 | 1255 | FDS9 | 1345 | 1345 | 1345 | 1345 | 1345 | FDS9 | 1345 | 1345 | 1345 | 1345 | 1345 | 1345 | 0 | 365 | 0 |
| KISRV | FDS9 | 1246 | 1261 | 1261 | 1261 | 1261 | 1261 | 1246 | FDS9 | 1356 | 1348 | 1348 | 1356 | 1356 | FDS9 | 1356 | 1356 | 1347 | 1348 | 1347 | 1347 | 0 | 290 | 0 |
| FOR51 | FDS9 | 1517 | 1516 | 1505 | 1505 | 1505 | 1505 | 1517 | FDS9 | 1406 | 1353 | 1353 | 1353 | 1353 | FDS9 | 1406 | 1406 | 1314 | 1346 | 1314 | 1314 | 0 | 230 | 0 |
| SC011 | FDS9 | 1533 | 1526 | 1526 | 1526 | 1526 | 1526 | 1533 | FDS9 | 1405 | 1356 | 1356 | 1356 | 1356 | FDS9 | 1405 | 1405 | 1310 | 1312 | 1310 | 1310 | 0 | 155 | 0 |
| ALBIT | FDS9 | 1343 | 1344 | 1344 | 1344 | 1344 | 1344 | 1343 | FDS9 | 1415 | 1406 | 1406 | 1406 | 1406 | FDS9 | 1415 | 1415 | 1305 | 1312 | 1305 | 1305 | 0 | 155 | 0 |
| 10MHS | FDS9 | 1342 | 1353 | 1353 | 1353 | 1353 | 1353 | 1342 | FDS9 | 1415 | 1406 | 1406 | 1406 | 1406 | FDS9 | 1415 | 1415 | 1305 | 1312 | 1305 | 1305 | 0 | 155 | 0 |

22 1620 1806C
FDG DCEMEN 1543 11SEP-1:SER MIA CRTR

22 2004 03060
NO-144AN 1543/11SEP MIA CRTR 220 SKD-04SEP

22 1614 200820
11W-15-0071545 MIA 1606 51450 5525

30 1800 03060
FDG-DCEMEN 1543/11SEP MIA H: 1

No 1210 C0600
NO-144AN

HCEP 1000P 4400-01134 1811:

61 1746 FAYEE
NO-144AN

NO-100XRAZ
NO-144AN 654432
NO-144AN 11SEP14

10

09 1626 03000
NO-144AN

NO-100XRAZ
NO-144AN 210924
NO-144AN 11SEP14

AA KEAN COMM 008857

CONT

:0 1213 080600
11SEP 0900 MIA SCU SDQ

(4) 1213 080600
NO-144AN 1543/11SEP MIA S

16 0 0 0 6
16 0 0 0 6
72 15 2 6 0
154 42 5 0 0

39 0 0 0 0
QW COUNTS:5-5
14-179-2/27-1.

19 1525 2433D
11-17MHN142 11
0000 MIA SEA

16 1522 75570
MUO-MHNG 555/11 MIA U GNG

16 1615 58666
11-17MHN142 11-17MHN142
0 0 0 0
0 0 0 0
154 138 4 2
154 138 4 2
0 0 0 0
0 0 0 0

** REPORT : FTAL63 **
 FLIGHT 1543
 SEP11, 2001

DISPATCH ENVIRONMENTAL CONTROL/WEEKLY FLIGHT SUMMARY

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| CONT'D | | CO | |
|--|---|---------------------|--|
| 11 1258 F30000 | BT DDL GDT 111336 MIA | - DS SDN /ACK 55533 | |
| NO-AAAFC | | | |
| DU TULDDAA | | | |
| DDLXCKA 111256 | | | |
| FD | | | |
| F1 0AO/AN NS69AA | 11 1336 F30000 | | |
| DU DDE MIA 111254 D114 | NO-AAAFC | | |
| EDDATE1404, 40E, 31F, E68, .5B4510, .5B4511, .5B4512, .5B4513, .5B4514 | MAC HISTORY ACK NO. 1533 | | |
| F116, 1 | | | |
| 000SF, 0SF01F, 104B1041, 36F, 0DF0E5, 000, 0, 47D46B, 0C3551 | 11 1336 F30000 | | |
| PR | | | |
| ACN ACK NS69AA 1543 MIA 11SEP | | | |
| 55533 | | | |
| DX | | | |
| 11 1335 1C8C08 | | | |
| PRW-05TPR | 11 1432 6CAC08 | | |
| ACR 1543/11 SDN FTN/ACK | BTM-05TPRZ 1543/11 SEQ IN 1408/1412 303 | | |
| HAVE FLT ATTENDS KEEP A | | | |
| SHARP EYE ON PSSRS | | | |
| THERE ARE TWO AC INTO THE | | | |
| WORLD TRADE CENTER | | | |
| PSBL AA FLTS | | | |
| F039 LARREY | 11 1432 400000 | | |
| 1535 000000 | NO-AAAFC | | |
| DU DDLLXCKA | 11 1432 6CAC08 | | |
| DU TULDDAA 111335 FROM FD39 | | | |
| M40 | | | |
| RTN NS69AA/BL GDT | FLT 1543/11 IN SDQ 1012/11 | | |
| HAVE FLT ATTENDS KEEP A | MIA CAPT MUELLER DW 02009 CONTINUITY ERROR SEQ 559/11 | | |
| SHARP EYE ON PSSRS | MIA F/O MORRISON AR 332516 CONTINUITY ERROR SEQ 559/11 | | |
| HERE ARE TWO AC INTO THE | RT-3 P-494616 | | |
| WORLD TRADE CENTER | | | |
| PSBL AA FLTS | | | |
| FD39 LARREY | 11 1432 400000 | | |
| PLZ ACK MSS NO. 55533 | -0IRAT | | |
| END | | | |
| 11 1336 F30000 | FLT 1543/11 IN SDQ 1012/11 | | |
| NO-AAAFC | IMA FAS BARR LK 145903 CONTINUITY ERROR SEQ 437/11 | | |
| DU TULDDAA | IMA FAS GONZALEZ H 191187 CONTINUITY ERROR SEQ 51610/11 | | |
| DDLXCKA 111336 | RT-3 P-37371E | | |
| FT 1A1543/AN NS69AA | -021AT | | |

| REPORT : FTA163 | | DISPATCH ENVIRONMENTAL CONTROL / WEEKLY FLIGHT SUMMARY | | PAGE 24267 |
|---|-------------|--|--|------------|
| Flight 1543 | SEP11, 2001 | | | |
| CONT'D | | CONT'D | | |
| FLT 1543/11 IN SDQ 1012/11 IMA FF6 GONZALEZ H 1911/87 CONTINUITY ERROR SEQ 31610/11 RT-1 U-373706 | | PT AAT5237AN R359AA/AD SDQ/FB 303/LA 1 DT DDL GDT 151511 M2JA | | |
| 1) 1232 373706 -C7AF | | 15 1511 F30060 NO-AAAPRF 1543/11 SDQ IN 0393 369 | | |
| FLY 1543/11 IN SDQ 1012/11 FLT 1543/11 IN SDQ 1012/11 MIA CAPT MUELLER DP 026099 CONTINUITY ERROR SEQ 359/11 MIA F/O MORRISON AR 332318 CONTINUITY ERROR SEQ 359/11 RT-1 U-2D9704 | | | | |
| 15 1511 F50000 NO-AAAPRF DU TULDRKA 151511 DDL/KCHA 151511 PR PT AAT5237AN R359AA/AD SDQ/FN 1412 DT DDL GDT 151511 M28A DS SDQ /OPN0047 | | | | |
| 15 1511 F50000 NO-AAAPRF DU TULDRKA 151511 DDL/KCHA 151511 PR ARR OPN N369AA 1543 HJA 11SEP 01427 OK | | | | |
| 15 1511 F50060 NO-AAAPRF 1543/11 SDQ IN 1412 369 | | | | |
| 15 1511 000000 NO-AAAPRF ARTS/PR LINKAGE PROCESS | | | | |
| 15 1511 F50060 NO-AAAPRF DU TULDRKA 151511 PR | | | | |

AA KEAN COMM 008859

Average Load Factor by Day-of-Week

6/11/01 - 9/9/01

| <u>Flight</u> | <u>Mon</u> | <u>Tue</u> | <u>Wed</u> | <u>Thu</u> | <u>Fri</u> | <u>Sat</u> | <u>Sun</u> |
|---------------|------------|------------|------------|------------|------------|------------|------------|
| 11 | 60.8% | 38.6% | 47.6% | 48.1% | 48.1% | 68.5% | 56.2% |
| 77 | 45.7% | 32.8% | 40.3% | 46.2% | 60.9% | 69.2% | 50.6% |

Sep 2001 (9/1/01 - 9/9/01)

| <u>Flight</u> | <u>Mon</u> | <u>Tue</u> | <u>Wed</u> | <u>Thu</u> | <u>Fri</u> | <u>Sat</u> | <u>Sun</u> |
|---------------|------------|------------|------------|------------|------------|------------|------------|
| 11 | 38.5% | N/A* | 29.7% | 44.3% | 43.6% | 61.2% | 45.2% |
| 77 | 18.8% | 22.7% | N/A* | 31.3% | 35.2% | 45.2% | 38.9% |

Aug 2001 (8/1/01 - 8/31/01)

| <u>Flight</u> | <u>Mon</u> | <u>Tue</u> | <u>Wed</u> | <u>Thu</u> | <u>Fri</u> | <u>Sat</u> | <u>Sun</u> |
|---------------|------------|------------|------------|------------|------------|------------|------------|
| 11 | 75.4% | 41.6% | 48.4% | 56.0% | 53.4% | 78.6% | 68.9% |
| 77 | 50.4% | 25.0% | 33.6% | 38.4% | 64.1% | 73.9% | 54.4% |

Jul 2001 (7/1/01 - 7/31/01)

| <u>Flight</u> | <u>Mon</u> | <u>Tue</u> | <u>Wed</u> | <u>Thu</u> | <u>Fri</u> | <u>Sat</u> | <u>Sun</u> |
|---------------|------------|------------|------------|------------|------------|------------|------------|
| 11 | 62.2% | 36.5% | 54.8% | 37.9% | 41.0% | 58.0% | 51.9% |
| 77 | 44.8% | 33.3% | 47.3% | 47.7% | 58.2% | 72.4% | 54.2% |

Jun 2001 (6/1/01 - 6/30/01)

| <u>Flight</u> | <u>Mon</u> | <u>Tue</u> | <u>Wed</u> | <u>Thu</u> | <u>Fri</u> | <u>Sat</u> | <u>Sun</u> |
|---------------|------------|------------|------------|------------|------------|------------|------------|
| 11 | 50.6% | 35.8% | 39.5% | 43.6% | 45.7% | 67.7% | 44.9% |
| 77 | 46.0% | 40.3% | 39.8% | 58.5% | 58.1% | 66.3% | 43.6% |

* Flight did not operate due to off-schedule operation

CONDON & FORSYTH LLP

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WASHINGTON, DC

Direct Dial: (212) 894-6770
Direct Fax: (212) 894-6771
dbarry@condonlaw.com

April 15, 2004

Via Electronic Mail and Federal Express

Mr. John Raidt
National Commission on Terrorist
Attacks Upon the United States
301 7th Street SW, Room 5125
Washington, DC 20407

Re: National Commission on the Terrorist Attacks on the United States
American's Response Regarding Hijackers' Frequent Flier Information
C & F Ref.: DTB/CRC/28079

Dear Mr. Raidt:

American Airlines, Inc. ("American") hereby provides the National Commission on Terrorist Attacks Upon the United States (the "Commission") with information in response to the Commission's request concerning Mohamed Atta's and Khalid Almihdhar's frequent flier accounts with American. Specifically, during your April 7, 2004 telephone conference with Chris Christensen of our office you had requested that American provide the number of miles in Atta's and Almihdhar's frequent flier accounts and any reservations that were booked on those accounts.

The "AAdvantage" program is American's travel awards program. The AAdvantage information that American has for Mohamed Atta indicates that Atta established AAdvantage account #6H26L04 on August 25, 2001. The only reservations booked on his account were for Atta and Abdulaziz Alomari to fly on AA Flight 11 on 9/11/01. No other reservation was made. In addition, no frequent flier miles were posted to this account. Although frequent flier mileage is generally credited to an account once a flight departs, it can take 1-2 days to appear in an AAdvantage member's account summary. In this case, it appears that Atta's account was frozen shortly after Flight 11 crashed and before the frequent flier mileage for Flight 11 appeared.

Khalid Almihdhar established AAdvantage account #1H01L56 on August 24, 2001. The only reservations booked on his account were for Almihdhar and Majed Moqed to fly on AA Flight 77 on 9/11/01. No other reservation was made using this account. As with Atta, no frequent flier miles were credited to Almihdhar's AAdvantage account.

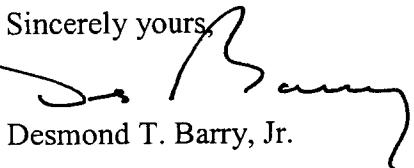
CONDON & FORSYTH LLP

Mr. John Raidt
April 15, 2004
Page 2

Attached for your review are the AAdvantage account summaries for Atta and Almihdhar, which have been assigned Kean Commission Bates numbers 008463-008470. These summaries show the dates the accounts were established, the address of the AAdvantage member, the reservations that were booked using the accounts and the number of miles accrued.

We continue our efforts to fully cooperate with the Commission in its investigation of the events of September 11, 2001. Please feel free to contact us with any questions about this frequent flier account information or any other issues pertaining to your investigation.

Sincerely yours,


Desmond T. Barry, Jr.

Enclosure

cc: Daniel Marcus, Esq. (via regular mail w/out enclosure)
General Counsel
National Commission on Terrorist
Attacks Upon the United States

Steven M. Dunne, Esq. (via regular mail w/out enclosure)
Deputy General Counsel
National Commission on Terrorist
Attacks Upon the United States

- Apr-08-04 08:48am From-ERNST & YOUNG

817-967-2156

T-686 P-02/09 F-017

04-08-2004

09:22

AATMS - MEMBER MAINTENANCE

TM101

060897 MEMO

Customer ID 1737178918187

gm ADV Member ID 6H26L04 MR. MOHAMED ATTA

Elite Status

Comments N Prz Elig

Security Status CI

3 / MOHAMED

/

/ ATTA

/ Gender

Company SENSITIVE CARE ISSUE
Street TRANSFER CALL TO AADVANTAGE
CUSTOMER SERVICE LEADER

Sales City DFW Name Chg
Addr Type B Addr Chg 09-12-2001
Mail Type M Mail N Multi Addr N

City FORT WORTH

Postal 76155 Type Country US
Cntry Oper
Ext PIN Prev EP
Date Pcr Org / Desc
09-11-2001 AA BOS / LAX
09-11-2001 AA /
/

C/Prov TX

Prev GP Ext / /

Telephone (/)

New

P Qual / /

Base

onus

total

rise

call Trk Enroll 08-25-2001 Src INT
3=Itm Add 14=List MAP 15=Iss MAP 16=Sec 17=Mbr Msg 0 Mls Exp 09-11-2004
0=Nxt Sel 21=Sum 22=Tgt Aud 23=ES 24=Wrk Dsp 18=Hist 19=Nme Srch
NEXT=

I0103-DISPLAY successful

Apr-09-04 08:50am From-ERNST & YOUNG

817-967-2156

T-686 P.03/09 F-817

09-00-04

.TM132

AATMS - DISPLAY ADDRESS HISTORY

09:28

.060897 MEMO

Customer ID 1737178918187
sgm ADV Member ID 6H26L04 MR. MOHAMED ATTA

Security Status CI
Gender Merged From

ORIGINAL RECORD

Street 3389 SHERIDAN ST

Address Created By
WWW-ENR

City HOLLYWOOD

State FL

Country US Postal Code 33021-3606

Mailability Ind Y

CHANGE # 2

Street TRANSFER CALL TO AADVANTAGE
CUSTOMER SERVICE LEADER

Request Type
Address Updated By
A461750
09-12-2001

City FORT WORTH

State TX

Country US Postal Code 76155

Mailability Ind N

MORE+

14=CUST Maint 15=Security 16=Name Hist
I0103-DISPLAY successful

NEXT=

Apr-08-04 08:50am From-ERNST & YOUNG

817-967-2156

T-686 P-04/08 F-817

U4-U5-U4

TM132

AATMS - DISPLAY ADDRESS HISTORY

09:28

060897 MEMO

Customer ID 1737178918187
Member ID 6H26L04 MR. MOHAMED ATTA

Security Status CI
Merged From

ORIGINAL RECORD

Street 3389 SHERIDAN ST

Address Created By
WWW-ENR

City HOLLYWOOD

State FL

Country US Postal Code 33021-3606

Mailability Ind Y

CHANGE # 1 Primary
Street TRANSFER CALL TO AADVANTAGE

Request Type P
Address Updated By
AQ67625
09-12-2001

CUSTOMER SERVICE LEADER

City HOLLYWOOD

State FL

Country US Postal Code 33021-3606

Mailability Ind N

MORE-

14=Cust Maint 15=Security 16=Name Hist
I0103-DISPLAY successful

NEXT=

Apr-08-04 08:50am From-ERNST & YOUNG

817-967-2156

T-686 P.05/09 F-817

04-08-2004

09:22

IM201

060897 MEMO

AATMS - MAINTAIN ACTIVITIES (1)

gm ADV Member ID 6H26L04 MR. MOHAMED ATTA
Elite Status Comments N Prz Elig

Security Status CI

Type Partner ID

Activity Date

- 04-08-2004

| Date | T | Ptr | A | J | Flt# | Org | Dest | Prop | COS | Bkg | Base | Bonus | Total | Posted |
|----------|---|-----|---|---|------|-----|------|------|-----|-----|------|-------|----------|--------|
| 09-11-01 | A | AA | * | | 11 | BOS | LAX | | C | J | | | 11-12-01 | |
| 09-11-01 | P | AA | * | | | | | | | | | | 11-12-01 | |

Total Miles

13=Tran Bns 14=Tran(2) 15=MlgYr 16=TranAdj 17=PST 18=Itm Add 20=Prop
21=Lst Promo 22=Inc Rule 23=ES ReEval 24=UnExMl NEXT=
I0103-DISPLAY successful

Received 04-08-2004 10:42am From-817 967 2156

To-CONDON FORSYTH LLP Page 005

AA KEAN COMM 008466

Apr-08-04 08:50am From-ERNST & YOUNG

817-867-2156

T-686 P-06/08 F-817

U-88-UU-4000-3

09:23

TM101

AATMS - MEMBER MAINTENANCE

.060897 MEMO

Customer ID 3387535386666
'gm ADV Member ID 1H01L56 MR. KHALID ALMIHDHAR
Elite Status Comments N Prz Elig

Security Status CI

| | | | |
|--------------------------|--|--|--|
| 3 / KHALID | / | / ALMIHDHAR | / Gender |
| Company Street | SENSITIVE CARE ISSUE TRANSFER CALLS TO AADVANTAGE CUSTOMER SERVICE LEADERS | Sales City DFW Addr Type B Mail Type M | Name Chg Addr Chg 09-12-2001 Mail N Multi Addr N |
| City | FORT WORTH | Postal 76155 | Country US |
| State/Prov | TX | PIN | Cntry Oper |
| Telephone | () | EP Pts | Prev EP |
| P Qual | / / New | Date | Ptr Org / Dest |
| Base | | 09-11-2001 | AA IAD / LAX |
| Incentive | | 09-11-2001 | AA / |
| Total | | | / |
| Trk | Enroll 08-24-2001 Src INT | 0 Mls Exp 09-11-2004 | |
| 3=In Add | 14=List MAP 15=Iss MAP 16=Sec 17=Mbr Msg | 18=Hist 19=Nme Srch | |
| 0=Nxt Sel | 21=Sum 22=Tgt Aud 23=ES 24=Wrk Disp | NEXT- | |
| I0103-DISPLAY successful | | | |

Apr-08-04 08:50am From-ERNST & YOUNG

817-967-2156

T-686 P.07/08 F-817

U4-U6-U4

09:27

TM132

AATMS - DISPLAY ADDRESS HISTORY

060897 MEMO

Customer ID 3387535386666
gm ADV Member ID 1H01L56 MR. KHALID ALMIHDHAR

ORIGINAL RECORD
Street 859 MAIN ST

City PATERSON

State NJ

Country US Postal Code 07503-2656

Security Status CI
Gender Merged From

Address Created By
WWW-ENR

CHANGE # 2
Street TRANSFER CALLS TO AADVANTAGE
CUSTOMER SERVICE LEADERS
City FORT WORTH
State TX
Country US Postal Code 76155

Mailability Ind Y

Request Type
Address Updated By
A067625
09-12-2001

Mailability Ind N

MORE+

14=Cust Maint 15=Security 16=Name Hist
I0103-DISPLAY successful

NEXT=

Apr-08-04 08:50am From-ERNST & YOUNG

817-867-2156

T-686 P-08/08 F-817

TM132

AATMS - DISPLAY ADDRESS HISTORY

U4-U6-U2

09:27

060897 MEMO

Customer ID 3387535386666

lgn ADV Member ID 1H01L56 MR. KHALID ALMIINDHAR

Security Status CI

Gender Merged From

ORIGINAL RECORD

Street 859 MAIN ST

Address Created By

WWW-ENR

City PATERSON

State NJ

Country US Postal Code 07503-2656 Mailability Ind Y

CHANGE # 1 Primary
Street TRANSFER CALLS TO AADVANTAGE
CUSTOMER SERVICE LEADERS

Request Type P
Address Updated By
A461750
09-12-2001

City PATERSON
State NJ
Country US Postal Code 07503-2656 Mailability Ind N

MORE-

14=Cust Maint 15=Security 16=Name Hist
I0103-DISPLAY successful

NEXT=

Apr-08-04 08:50am From-ERNST & YOUNG

817-967-2156

T-686 P.09/08 F-817

U4-U8-2004

TM201

AATMS - MAINTAIN ACTIVITIES (1)

09:23

060897 MEMO

'gm ADV Member ID 1H01L56 MR. KHALID ALMIHDHAR
Elite Status Comments N Prz Elig

Security Status CI

Type Activity Date
Partner ID

- 04-08-2004

| | A | Prop | Date | T | Ptr | J | Flt# | Org | Dest | COS | Bkg | Base | Bonus | Total | Posted |
|---|----------|------|------|---|-----|-----|------|-----|------|-----|-----|------|-------|-------|----------|
| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | 11-12-01 |
| . | 09-11-01 | A | AA | * | 77 | IAD | LAX | Y | B | | | | | | 11-12-01 |
| . | 09-11-01 | P | AA | * | | | | | | | | | | | |

Total Miles
13=Tran Bns 14=Tran(2) 15=MlgYr 16=TranAdj 17=PST 18=Itn Add 20=Prop
21=Lst Promo 22=Inc Rule 23=ES ReEval 24=UnExMl NEXT=
I0103-DISPLAY successful

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dbarry@condonlaw.com

March 15, 2004

VIA FEDERAL EXPRESS

Mr. John Raidt
National Commission on Terrorist
Attacks Upon the United States
301 7th Street SW, Room 5125
Washington, DC 20407

Re: National Commission on the Terrorist Attacks on the United States
American's Response to the February 3, 2004 Requests
C & F Ref.: DTB/CRC/28079

Dear Mr. Raidt:

American Airlines, Inc. ("American") hereby provides the National Commission on Terrorist Attacks Upon the United States (the "Commission") with American's Response to the Commission's Requests dated February 3, 2004 (the "February 3, 2004 Requests"). Enclosed with this Response are the documents referenced herein which are responsive to the February 3, 2004 Requests.

As agreed at the July 31, 2003 initial meeting, all documents submitted to the Commission by American will be considered and treated as proprietary and confidential and will not be disclosed or produced to any third parties.

I. AA FLIGHT 11 INFORMATION REQUESTS

11.1 Request: During 2001 was AA Flight 11 a daily, non-stop flight, scheduled for seven days a week to depart at 7:45 am (EDT/EST)? If not, what was the normal departure schedule for the flight?

Response: From March 2 through September 11, 2001, the scheduled departure time for AA Flight 11 was 7:45 a.m. From January 1 through March 1, 2001, the scheduled departure time for AA Flight 11 was 8:15 a.m. The flight was daily and non-stop during the entire time period referenced.

Mr. John Raidt
March 15, 2004
Page 2

11.2 Request:

- (a) What was the turnaround flight for AA Flight 11?
- (b) What was the regularly scheduled time for this flight to leave its departure city?
- (c) What was the regularly scheduled time for the arrival in Boston of the turnaround flight?

Response:

- (a) The turnaround flight for AA Flight 11 was AA Flight 198 from San Francisco to Boston.
- (b) The regularly scheduled departure time from San Francisco for AA Flight 198 was 9:50 p.m. (Pacific).
- (c) The regularly scheduled arrival time in Boston for AA Flight 198 was 6:24 a.m. (Eastern).

11.3 Request: What time did the flight referred to in 11.2 arrive in Boston prior to the turnaround (AA Flight 11) on 9/11/?

Response: On 9/11/01, AA Flight 198 arrived in Boston at 6:03 a.m. (Eastern).

11.4 Request:

- (a) What was the fuel capacity for the aircraft used for AA Flight 11 on 9/11/2001?
- (b) What was the average fuel load for AA Flight 11 throughout 2001?
- (c) Please confirm that the fuel load before departure of AA Flight 11 was 76,400 pounds.
- (d) Please describe the fuel type used for AA Flight 11 on 9/11/2001 and whether it was the fuel type/grade usually used for the flight?

Response:

- (a) The fuel capacity for AA Flight 11 on 9/11 was 137,000 pounds, or approximately 20,450 gallons.
- (b) The average fuel load for AA Flight 11 during 2001 was 70,625 pounds, or 10,540 gallons.
- (c) The fuel load for AA Flight 11 departing on 9/11/01 was 76,400 pounds, or 11,400 gallons.
- (d) JET-A was the normal fuel type/grade used for this flight and it was used on 9/11/01.

Mr. John Raidt
March 15, 2004
Page 3

11.5 Request:

- (a) Was this same aircraft/tail number used for AA Flight 11 throughout 2001?
- (b) If not please describe the rotation of aircraft for this flight throughout 2001.

Response:

- (a) No.
- (b) Tail Number 334, which was the equipment used on Flight 11 on 9/11/01, was one of several dozen 767 aircraft used on this route during 2001.

11.6 Request:

- (a) How many people were booked and/or ticketed for AA Flight 11 on 9/11/2001?
- (b) How many people boarded the flight on 9/11/2001?
- (c) How many First Class passengers were booked and/or ticketed for the flight?
- (d) How many First Class passengers boarded the flight?
- (e) How many Business Class passengers were booked and/or ticketed for the flight?
- (f) How many Business Class passengers boarded the flight?
- (g) How many Coach passengers were booked and/or ticketed for the flight?
- (h) How many Coach passengers boarded the flight?

Response:

- (a) On 9/11, 98 people held reservations for AA Flight 11, which included 81 passengers and 17 "no-shows." The meaning of a no-show is explained in Response 11.10. American's records do not show the total number of people ticketed for AA Flight 11 on 9/11/01.
- (b) On 9/11, 81 passengers boarded AA Flight 11.
- (c) The actual number of persons holding reservations and tickets on Flight 11 fluctuated on the morning of 9/11/01, which is normal for the day of travel. American's records do not show the booking and ticketing totals, broken down by different passenger classes and at different times on 9/11/01.
- (d) On 9/11, 9 First Class passengers boarded AA Flight 11.
- (e) See (c).
- (f) On 9/11, 19 Business Class passengers boarded AA Flight 11.
- (g) See (c).
- (h) On 9/11, 53 Coach Class passengers boarded AA Flight 11.

11.7 Request: What time did the ticket counter at Logan open for business on 9/11? Was this the earliest that the passengers could check in for AA Flight 11?

Mr. John Raidt
March 15, 2004
Page 4

Response: On 9/11, American's ticket counter opened at 4:00 a.m., which was the earliest time passengers could have checked in for AA Flight 11.

11.8 Request:

- (a) Is the time of check-in for each passenger and/or the agent checking in the passenger documented by the airline?
- (b) If so, is this noted on the ticket, or in any other documentation previously provided to the commission by American Airlines? If so, please note the document containing the information.

Response:

- (a) American's reservations and ticketing systems captures some information as to when passengers check in at the ticket counters and/or the boarding gates. However, this documentation does not provide exact times for such activities, as discussed below.
- (b) American previously has provided the Commission with documents that indicate the approximate times that passengers boarded AA Flights 11 and 77 and the approximate check-in times at the main ticket counters at the respective airports. These documents are Kean Commission Bates numbers 004658-004675 (Flight 77) and 004483-004518 (Flight 11) and are from American's Electronic Gate Reader ("EGR") records. The EGR records do not provide the exact time of individual passenger check-in, the check-in location (ticket counter vs. departure gate), or the identification of the check-in agent.

The EGR system for a particular flight is manually initiated by the gate agent usually several hours prior to boarding. The initiation of the EGR system is done at the discretion of the gate agent. At initiation, the system downloads information for the flight, such as the names of all passengers holding reservations, check in status, seat assignment (if pre-reserved), booking class, and destination city.

Following system initiation, the EGR system "polls" the Sabre passenger reservation system for any updates to this data. Prior to the start of boarding, the updates occur at approximately 15-minute intervals and provide a "snapshot" of any changes in information since the last update. For this reason, the ticket counter check-in times from the EGR system reflect only "approximate" times. During actual boarding of the flights, the "polling" process occurs more frequently, at approximately 15-second intervals. The EGR records the time that a passenger's

CONDON & FORSYTH LLP

Mr. John Raidt

March 15, 2004

Page 5

boarding pass goes through the EGR and, provides an accurate record of when the passenger boards the aircraft.

11.9 Request:

- (a) How many agents were working at the check-in counter at Logan, and potentially could have checked in the passengers aboard AA Flight 11?
- (b) Please provide their names.

Response:

- (a) There were 19 agents working at American's Logan ticket counter and two gate agents working at Gate 32 on the morning of 9/11.
- (b) The names of the agents are listed below. We would appreciate the Commission's continued cooperation in first informing us before a Commission staff member directly contacts any of these American employees.

Main Ticket Counter Agents

Therese Chausse

9/11 Personal Privacy

Judi Albarao

Delila Rosales

Jose Concepcion

Cornelia Osgood

9/11 Personal Privacy

Evelyn Palavicini

Michael Stark

Andres Raxton

Jill Wojick

9/11 Personal Privacy

Richard Rodriguez

Susan Skarzinski

Angel Matos

Cindy Clarke

Ana Zani

Doreen Carbone

Gate 32 Agents

9/11 Personal Privacy

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Mr. John Raidt
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Page 6

9/11 Personal Privacy

[REDACTED]

It is our understanding that Waleed Al Shehri (Seat 2B) and Wail Al Shehri (Seat 2A) were checked in by [REDACTED] Mohamed Atta (Seat 8D) was checked in by [REDACTED]. Satam Al Suqami (Seat 10B) was checked in by [REDACTED] and Abdulaziz Alomari (Seat 8G) was checked in by [REDACTED]

- 11.10 **Request:** (See question 11.6.) The document titled "AA Flight 11 11Sep01 BOS-LAX reservation/ticket review" (AAL bate stamp 003422-003426) show that 74 people who were booked on Flight 11 either cancelled, changed their flight, or were no shows. Fifteen people were no shows. Can AAL provide the average number of people who either cancelled/changed their flight or were no shows for the AA Flight 11 during 2001; and the average number of no shows for AAL Flight 11 on Tuesdays for 2001?

Response: American is not able to provide the average number of people for AA Flight 11 during 2001 who either cancelled or changed their flight. American's Revenue Management department databases for 2001 do not show historical cancellation or re-booking data at that level of detail.

American's Revenue Management database indicates that on 9/11/01, AA Flight 11 had 17 no-shows. American believes that this variation from the 15 no-shows identified in the referenced documents above reflects the different times when that data was captured.

American's identification of a "no-show" includes anyone with an active reservation who does not board the aircraft. However, no-shows do not include people who "misconnect," meaning that they fail to board their connecting flight. American is able to provide the following historical no-show data for AA Flight 11 in 2001:

Number of no-shows for AA Flight 11 on 9/11/01: 17

Average number of no-shows for AA Flight 11 during 2001: 7.2

Average number of no-shows for AA Flight 11 on Tuesdays during 2001: 9.0

During 2001, American operated AA Flight 11 221 times and had 17 or more no-shows on 13 of those flights.

- 11.11 **Request:** AA document 003425 notes two bookings for seats on AA Flight 11 made at 4:00 a.m. through a travel agency in Pakistan. Does AA have any additional

CONDON & FORSYTH LLP

Mr. John Raidt

March 15, 2004

Page 7

information on the booking, including whether the tickets were paid for and whether seat selections were made for the booking?

Response: For this booking, the passengers were not ticketed and no seating assignments were made. Below is additional information on the source of the reservation.

Booking Source of Reservation:

9/11 Personal Privacy

- 11.12 **Request:** Please indicate what procedures must be observed including documentation to permit an individual to ride "jump seat" in the cockpit. If already provided to the commission, please identify the documents that indicate jump seat status for AA Flight 11. If the documentation has not already been provided to the commission, please do so.

Response: The procedures which permitted an individual to ride "jump seat" in the cockpit as of September 11, 2001 were set forth in the American Airlines Flight Manual Part 1. The Flight Manual Part I section entitled "Jumpseat Occupancy" is attached

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Mr. John Raidt
March 15, 2004
Page 8

hereto as Exhibit "A." According to American's records, no documentation for a jump seat passenger was filed for Flight 11.

II. AA FLIGHT 77 INFORMATION REQUESTS

77.1 **Request:** During 2001 was AA Flight 77 a daily, non-stop flight, scheduled for seven days a week to depart at 8:10 a.m. (EDT/EST)? If not, what was the normal daily/departure schedule for the flight?

Response: From January 1 through September 11, 2001, the scheduled departure time for AA Flight 77 was 8:10 a.m. The flight was daily and non-stop during the entire time period referenced.

77.2 **Request:**

- (a) Please confirm that AA Flight 144 was the turnaround flight for AA Flight 77?
- (b) What was the regularly scheduled time for this flight to leave its departure city?
- (c) What was the regularly scheduled time for the arrival at Dulles of the turnaround flight?

Response:

- (a) AA Flight 77 was an originating aircraft. The aircraft would arrive at Dulles the previous day as AA Flight 144 from Los Angeles.
- (b) The regularly scheduled departure time from Los Angeles for AA Flight 144 was 12:45 p.m. (Pacific).
- (c) The regularly scheduled arrival time at Dulles for AA Flight 144 was 8:35 p.m. (Eastern).

77.3 **Request:** What time did the flight referred to in 77.2 arrive at Dulles prior to the turnaround (AA Flight 77) on 9/11/?

Response: On 9/10/01, AA Flight 144 arrived at Dulles at 8:27 p.m. Eastern.

77.4 **Request:**

- (a) What was fuel capacity for the aircraft used for AA Flight 77 on 9/11/2001?
- (b) What was the average fuel load for AA Flight 77 throughout 2001?
- (c) Please indicate the fuel load before departure of AA Flight 77 on 9/11.

CONDON & FORSYTH LLP

Mr. John Raidt
March 15, 2004
Page 9

- (d) Please describe the fuel type used for AA Flight 77 on 9/11/2001 and whether it was the fuel type/grade usually used for the flight.

Response:

- (a) The fuel capacity for AA Flight 77 on 9/11 was 75,400 pounds, or approximately 11,250 gallons.
- (b) The average fuel load for AA Flight 77 during 2001 was 59,400 pounds, or 8,865 gallons.
- (c) The fuel load for AA Flight 77 departing on 9/11/01 was 49,400 pounds, or 7,375 gallons.
- (d) JET-A was the normal fuel type/grade used for this flight and it was used on 9/11/01.

77.5 Request:

- (a) Was this same aircraft/tail number used for AAL Flight 77 flight throughout 2001?
- (b) If not please describe the rotation of aircraft for this flight throughout 2001.

Response:

- (a) No.
- (b) Tail Number 5BP, which was the equipment used on Flight 11 on 9/11/01, was one of several dozen 757 aircraft used on this route during 2001.

77.6 Request:

- (a) How many people were booked and/or ticketed for AA Flight 77 on 9/11/2001?
- (b) How many people boarded the flight on 9/11/2001?
- (c) How many First Class passengers were booked and/or ticketed for the flight?
- (d) How many First Class passengers boarded the flight?
- (e) How many Business Class passengers were booked and/or ticketed for the flight?
- (f) How many Business Class passengers boarded the flight?
- (g) How many Coach passengers were booked and/or ticketed for the flight?
- (h) How many Coach passengers boarded the flight?

Response:

- (a) On 9/11, 61 people held reservations for AA Flight 77, which included 58 passengers and 3 "no-shows." The meaning of a no-show is explained in Response 11.10. American's records do not show the total number of people ticketed for AA Flight 77 on 9/11/01.
- (b) On 9/11, 58 passengers boarded AA Flight 77.

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Mr. John Raidt
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- (c) The actual number of persons holding reservations and tickets on Flight 11 on 9/11/01 fluctuated, as is normal on the morning on the day of travel. American's records do not show the booking and ticketing information totals, broken down by different passengers classes, at different times, 9/11/01.
- (d) On 9/11, 15 Premium Level (First Class) passengers boarded AA Flight 77.
- (e) See (c).
- (f) On 9/11, Business Class was not offered for AA Flight 77.
- (g) See (c).
- (h) On 9/11, 43 Coach Class passengers boarded AA Flight 77.

77.7 **Request:** What time did the ticket counter at Dulles open for business on 9-11? Was this the earliest that the passengers could check in for AA Flight 77?

Response: On 9/11, American's ticket counter opened at 4:45 a.m., which was the earliest time passengers could have checked in for AA Flight 77.

77.8 **Request:**

- (a) Is the time of check-in for each passenger and/or the agent checking in the passenger documented by the airline?
- (b) If so is this noted on the ticket, or in any other documentation previously provided to the commission by American? If so, please note the document containing the information.

Response:

- (a) Please see American's Response to Request 11.8(a).
- (b) Please see American's Response to Request 11.8(b).

77.9 **Request:**

- (a) How many agents were working at the check-in counter at Dulles, and potentially could have checked in the passengers aboard AA Flight 77?
- (b) Please provide their names.

Response:

- (a) There were 10 agents and two trainees working at American's Dulles ticket counter and three gate agents working at Gate D26 on the morning of 9/11.

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(b) The names of the agents are listed below. We would appreciate the Commission's continued cooperation in first informing us before a Commission staff member directly contacts any of these American employees.

Main Terminal Ticket Agents

Brenda Brown

Diane Leeds

Scott Bell

Fabiola Castillo

Francisco Ayala

Vaughn Allex

Monica Sorrells

Grace Pieruccioni

[redacted]

John Evans

9/11 Personal Privacy

Trainees

Inga Hill

Sharon Payne

Gate D26 Agents

[redacted]

It is our understanding that Majed Moqed (Seat 12A) and Khalid Almihdhar (Seat 12B) were checked in by [redacted] and that Nawaf Alhazmi (Seat 5E) and Salem Alhazmi (Seat 5F) were checked in by Vaughn Allex. We have not been able to determine if Hani Hanjour (Seat 1B) checked in at the main ticket counter.

77.10 Request: From what runway did AA Flight 77 depart on 9/11/2001?

Response: On 9/11/01, Flight 77 departed from Runway 30 at Dulles International Airport.

77.11 Request: Can AAL provide the average number of people who either cancelled/changed their flight or were no shows for AA Flight 77 during 2001; and the average number of no shows for AA Flight 77 on Tuesdays for 2001?

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Response: Please see American's Response to Request 11.10. Regarding no-shows, American is able to provide the following historical data for AA Flight 77 in 2001:

Number of no-shows for AA Flight 77 on 9/11/01: 3

Average number of no-shows for AA Flight 77 during 2001: 10.9

Average number of no-shows for AA Flight 77 on Tuesdays during 2001: 9.1

During 2001, American operated AA Flight 77 251 times and had more than 3 no-shows on 225 of those flights.

- 77.12 **Request:** (Please see item 11.12). Please identify documents provided to the commission that indicate jump seat status for AA Flight 77. If the documentation has not already been provided to the Commission, please do so.

Response: Please see American's Response to Request 11.12. According to American's records, no jump seat passenger documentation was filed for Flight 77.

III. ADDITIONAL QFR AND SUPPORTING DOCUMENT REQUEST

1. **Request:** Please describe the roles and actions of the airlines with respect to aviation security rulemaking, policy development and implementation by the FAA. Please provide documents, including comments to the Air Transport Association and/or Department of Transportation in response to proposed federal aviation security rules, including the following proposed FAA rules:
 - a. Criminal record checks for all airport employees (NPRM by FAA published on 2/13/92 in response to recommendation of President's Commission on Aviation Security and Terrorism; NPRM by FAA published on 3/19/97 in response to recommendation of White House Commission on Aviation Safety and Security)
 - b. Passenger/baggage matching (FAA issued final amendment to ACSSP effective 12/8/90 in response to recommendation of President's Commission on Aviation Security and Terrorism)
 - c. Identification and pre-boarding security procedures for airline passengers (FAA issued initial proposed agreement to ACSSP on 3/28/97 in response to recommendation of White House Commission on Aviation Safety and Security)

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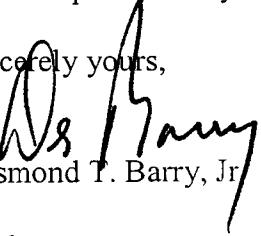
- d. Revision of federal regulations for airport and air carrier security (published in the *Federal Register* of 8/1/97)
- e. Certification of screening companies and improvement of screener performance (Advance NPRM issued by FAA on 3/17/97 in response to recommendation of White House Commission on Aviation Safety and Security)
- f. FAA rulemaking on Aircraft Operation Security which began with the issuance of Notice 92-12 to revise Part 108 on August 1, 1997 and culminated with the issuance of the final rule in the *Federal Register* of July 17, 2001 (Docket No. FAA-2001-8725).

Response: American is still investigating this Request.

CONCLUSION

We continue our efforts to fully cooperate with the Commission in its investigation of the events of September 11, 2001. Please feel free to contact me with any questions about the February 3, 2004 Requests or any other issues pertaining to your investigation.

Sincerely yours,


Desmond T. Barry, Jr.

Enclosures

cc: Daniel Marcus, Esq. (w/o encl.)
General Counsel
National Commission on Terrorist
Attacks Upon the United States

Steven M. Dunne, Esq. (w/o encl.)
Deputy General Counsel
National Commission on Terrorist
Attacks Upon the United States



**FLIGHT MANUAL
PART I**

American Airlines, Inc.

**Captain R. P. Kudwa
Chief Pilot / Vice President Flight**

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Suggested changes to this manual should be submitted through the OF-25 process.

THIS MANUAL ASSIGNED TO

| POSITION | NAME | EMP. NO. |
|-----------------|-------------|-----------------|
|-----------------|-------------|-----------------|

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Revision Record

**FLIGHT MANUAL PART I REVISION RECORD**

Place this record in front of your manual. On receipt of revisions, insert and remove pages as required as soon as possible. Enter the date of the revision next to the revision number in the table. If a revision is not received, request a copy from Publications - MD 869 - GSWFA.

| Rev. | Date Entered | Rev. | Date Entered |
|------|--------------|------|----------------|
| 31 | | 46 | |
| 32 | | 47 | 5-21-01 |
| 33 | | 48 | |
| 34 | | 49 | |
| 35 | | 50 | |
| 36 | | 51 | |
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| 41 | | 56 | |
| 42 | | 57 | |
| 43 | | 58 | |
| 44 | | 59 | |
| 45 | | 60 | |

Revised - November 98

3. JUMPSEAT OCCUPANCY

3.1 Jumpseat Boarding Priority and Authorization

9/11 Closed by Statute

Section 4
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5/21/01

Restriction - Cockpit and Crew

Flight Manual Part I

AA

9/11 Closed by Statute

AA KEAN COMM 008460



Restriction - Cockpit and Crew

Flight Manual Part I

Section 4

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Restriction - Cockpit and Crew
Flight Manual Part I 

9/11 Closed by Statute

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March 15, 2004

VIA FEDERAL EXPRESS

Mr. John Raidt
National Commission on Terrorist
Attacks Upon the United States
301 7th Street SW, Room 5125
Washington, DC 20407

Re: National Commission on the Terrorist Attacks on the United States
American's Response to the February 3, 2004 Follow-Up Requests
C & F Ref.: DTB/CRC/28079

Dear Mr. Raidt:

American Airlines, Inc. ("American") hereby provides the National Commission on Terrorist Attacks Upon the United States (the "Commission") with American's Response to the Commission's Requests dated February 4, 10 and 25, 2004 and March 11, 2004. These Requests were made as follow-ups to the Commission's February 3, 2004 Requests and will be collectively referred to as the "February 3, 2004 Follow-Up Requests."

As agreed at the July 31, 2003 initial meeting, all documents submitted to the Commission by American will be considered and treated as proprietary and confidential and will not be disclosed or produced to any third parties.

I. FEBRUARY 4, 2004 EMAIL REQUESTS

1. **Request:** In regard to AA Flight 11 passengers Carol Bouchard, Carol Flyzik, Laura Morabito, Renee Newell, Sonia Puopolo, David Retik, and Richa Ross (all of whom were seated in First Class), please note when their seat selection was made, and if any of them were upgrades just prior to flight.

Response:

Carol Bouchard- She was a non-revenue stand-by traveler and was seated in 3B. She was always listed in First Class.

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Carol Flyzik- She was a customer who was upgraded at Logan on the morning of 9/11/01 from seat 31H in Coach, to seat 3H in First Class by using an AAdvantage sticker. American's agent at Logan upgraded Ms. Flyzik at 6:43 a.m.

Laura Morabito- She was a non-revenue Qantas employee (through the Oneworld Alliance) traveling on company business and was seated in 2D. Ms. Morabito was confirmed in Ccoach inventory as a business traveler and upgraded at the gate to First Class. She never had a pre-reserved seat in Coach because non-revenue travelers are not allowed advance seating.

Renee Newell- She was a non-revenue American employee traveling on company business and was seated in 3A. Ms. Newell was confirmed in Coach inventory as a business traveler and upgraded at the gate to First Class. She never had a pre-reserved seat in Coach because non-revenue travelers are not allowed advance seating.

Sonia Puopolo- She was seated in 3J. She was originally booked in Coach Class in seat 25J but requested an upgrade to Business Class on August 19, 2001. Ms. Puopolo was an AAdvantage Platinum member with sticker upgrades available and was upgraded to seat 11J in Business Class by American's automated system on September 8, 2001. American's agent at Logan upgraded Ms. Puopolo to seat 3J in First Class at 6:39 a.m.

David Retik- He was seated in 2H. He was originally booked in Coach and assigned seat 29H. At 08:19 a.m. CST on September 10, 2001, his travel agent changed his Coach inventory, which removed his seat 29H. At 11:53 a.m. CST on September 10th, the travel agent requested seat 31C. At 6:58 a.m. EST on September 11th, American's gate agent at Logan upgraded Mr. Retik to First Class using a one-way upgrade certificate from Mr. Retik's AAdvantage account. At about that same time he was assigned to seat 2H.

Richard Ross- He was seated in 2J. He was given a TAC ticket (travel authorization certificate) which is used by American's sales department and corporate headquarters to authorize someone to travel on American flights for either travel agency recognition or to handle company business. He was booked by American's sales department on August 30, 2001. Mr. Ross's travel agent booked another record on August 31, 2001, printed a receipt for him in Business Class, and then cancelled the reservation. American's agent at Logan upgraded him to First Class and reissued the ticket at 7:31 a.m. on 9/11/01.

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2. **Request:** Please describe AA's policy regarding the timing and procedure for releasing first class seats that were booked but not paid for up to boarding time.

Response: American's policy is that the release of pre-reserved seats in any cabin occurs 30 minutes prior to departure and seats should be released on an "as needed" basis to accommodate revenue requests. Premium Level (First Class) pre-reserved seats are the last seats to be released.

American's Conditions of Carriage state that pre-reserved seats are subject to cancellation unless a passenger has checked in at least 30 minutes before the scheduled departure. American does not guarantee it will provide any particular seat on the aircraft. American's procedures specified that tickets must be purchased at least 30 minutes prior to departure for domestic destinations and 60 minutes prior to departure for international destinations.

3. **Request:** On AA Flight 11 on 9/11/2001, how many First Class seats, how many business class seats, and how many coach seats were available just prior to the 4:00 a.m. booking of 7 passengers under PNR "Noris and Cooper?"

Response: American is still investigating this Request.

4. **Request:** Other than the Noris and Cooper bookings, were any other bookings or ticketing for AA Flight 11 and AA Flight 77 made by travel agencies outside of the United States? If so, please identify the passenger, the travel agency and the country in which the travel agency is located.

Response: American is still investigating this Request.

II. FEBRUARY 10, 2004 EMAIL REQUEST

5. **Request:** We need to reconcile information on the check-in times of the AA Flight 77 hijackers: Hani Hanjour, Nawaf Alhazmi, Salem Alhazmi, Majed Moqed and Khalid Almihdhar. Specifically, at what time did these hijackers (a) check in at the AAL ticket counter, (b) check in at the departure gate, and (c) board the aircraft?

Response:

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- (a) The times that the Flight 77 hijackers checked in at American's ticket counter are as follows:

| | |
|------------------|--------------------------------|
| Hani Hanjour | (unknown) |
| Majed Moqed | approximately 7:15 a.m. |
| Khalid Almihdhar | approximately 7:15 a.m. |
| Nawaf Alhazmi | approximately 7:25 – 7:30 a.m. |
| Salem Alhazmi | approximately 7:25 – 7:30 a.m. |

- (b) As explained in American's Response to February 3, 2004 Request No. 11.8, American is unable to determine from its records whether any of the hijackers checked in at the departure gate.
- (c) According to the EGR system records (see Kean Commission Bates numbers 004658-004675), the hijackers boarded AA Flight 77 at the following times:

| | |
|------------------|-----------|
| Majed Moqed | 7:50 a.m. |
| Khalid Almihdhar | 7:50 a.m. |
| Hani Hanjour | 7:52 a.m. |
| Nawaf Alhazmi | 7:55 a.m. |
| Salem Alhazmi | 7:55 a.m. |

III. FEBRUARY 25, 2004 EMAIL REQUEST

6. **Request:** We know that Mohamed Atta and Abdulaziz Alomari purchased their Colgan Air ticket on the AA.com website when they purchased their AA Flight 11 tickets. Can someone provide just a brief explanation of AA's agreement with U.S. Airways or whatever mechanism allows a person to purchase a ticket for a US Airways Express carrier on the AA website?

Response: Interline agreements with other carriers allow American to sell space on the other carriers' aircraft and vice-versa. American and US Airways have a reciprocal interline agreement that allows each carrier's agents to book and ticket on the other carrier.

The functionality is controlled in each carrier's reservations system using a table that allows or inhibits the ticketing. Interline agreements are not unique to AA.com. American's reservations and ticket offices also can sell interline tickets pursuant to these agreements.

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IV. MARCH 11, 2004 EMAIL REQUEST

7. Request:

(a) Please provide the scheduled departure times on 9/11/01 for the following American trans-continental flights:

1. AA Flight 151 (JFK)
2. AA Flight 201 (JFK)
3. AA Flight 265 (JFK)
4. AA Flight 269 (BOS)
5. AA Flight 33 (JFK)
6. AA Flight 43 (EWR)
7. AA Flight 59 (JFK)

(b) Also, please provide the on-time departure rating that was posted for each of these flights during the summer of 2001.

Response:

(a) The scheduled departure times on 9/11/01 were as follows:

1. AA Flight 151 (JFK-IND) – 8:15 a.m.
2. AA Flight 201 (JFK-LAX) – 7:00 a.m.
3. AA Flight 265 (JFK-SEA) – 8:20 a.m.
4. AA Flight 269 (BOS-SJC) – 8:00 a.m.
5. AA Flight 33 (JFK-IND) – 8:00 a.m.
6. AA Flight 43 (EWR-CVG) – 8:10 a.m.
7. AA Flight 59 (JFK-STL) – 8:00 a.m.

(a) American's on-time departure records measure whether the aircraft begins moving on or before the scheduled departure time. From June 1, 2001 to August 31, 2001, the percentages of on-time departures for these flights were as follows:

1. AA Flight 151 – 69.4%
2. AA Flight 201 – 51.7%
3. AA Flight 265 – 41.9%
4. AA Flight 269 – 77.8%
5. AA Flight 33 – 36.7%
6. AA Flight 43 – 51.6%

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Mr. John Raidt

March 15, 2004

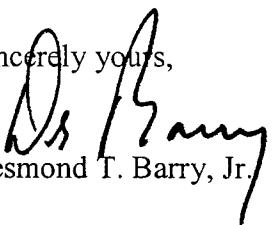
Page 6

7. AA Flight 59 – 47.5%

CONCLUSION

We continue our efforts to fully cooperate with the Commission in its investigation of the events of September 11, 2001. Please feel free to contact me with any questions about the February 3, 2004 Follow-Up Requests or any other issues pertaining to your investigation.

Sincerely yours,


Desmond T. Barry, Jr.

cc: Daniel Marcus, Esq.
General Counsel
National Commission on Terrorist
Attacks Upon the United States

Steven M. Dunne, Esq.
Deputy General Counsel
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August 19, 2003

VIA FEDERAL EXPRESS

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

Re: Kean Commission Document Request No. 1
American Airlines
C&F Ref.: DTB/CRC/28079

Dear Mr. Brinkley:

We are counsel for American Airlines, Inc. ("American") in respect of matters dealing with the September 11, 2001 terrorist attack on the United States.

We are pleased to provide the National Commission on Terrorist Attacks Upon the United States (the "Commission") with American's Responses to the Commission's Document Request No. 1 dated July 18, 2003. American appreciates the Commission's efforts to investigate the September 11, 2001 events and shall continue to support and cooperate with the Commission in this endeavor.

This letter shall serve as American's written response to the Commission's Document Request No. 1. We also enclose with this letter the documents responsive to the individual requests. The documents are organized according to the request to which each document is responsive. In making this response, American has endeavored to provide the Commission with as complete a response as possible within the allotted time. In light of the clarifications made at our July 31, 2003 meeting, American will make supplemental productions as additional documents become available. For ease of reference, we have restated each Commission request and any clarification provided at the July 31, 2003 meeting.

1. **Request:** All records, transcripts and recordings of text messages and other communications between the company (including but not limited to its operations center) and the 9/11/01 hijacked flights, AA11 and AA77.

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Commission Clarification: This request seeks all records of ACARS and text messages sent to the hijacked flights between 8:30 a.m. and 12:00 noon on September 11, 2001, any voice communications with anyone on board the subject flights, and any communications with air traffic controllers not already in the possession of the FAA.

AA's Response to Request 1: Contemporaneous records were made for two separate telephone conversations between American employees and flight attendants on AA Flight 11. The records of these conversations are enclosed. American is continuing to review its records for other documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

2. **Request:** All documents possessed by the company, including e-mails, memos, recordings, records, radar tracks and transcripts, with respect to the 9/11 hijacked flights.

Commission Clarification: The word "hijacked" was not intended to be part of this request and should be deleted. This request seeks communications American had on September 11, 2001 with any of its other flights, GSCs or other American personnel regarding the actual hijacked flights or any other "suspected" hijacked flights and what was done as a consequence, including what information was provided to passengers on other American flights.

AA's Response to Request 2: Communications on September 11, 2001 from American management to American employees were made concerning the status of the hijacked American flights and to alert employees to the need for immediate implementation of security measures in response to the hijackings. These advisory messages, "Jetwires" and other emails are enclosed herewith. American is continuing to review its records for other documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

3. **Request:** All company documents relating to aviation security and threat assessments during the period from 5/1/01 to 9/12/01.

Commission Clarification: This request seeks copies of all Security Directives and Information Circulars issued by the government during the specified time period and documents indicating how American interpreted and communicated to its employees and its security contractors the information contained therein.

AA's Response to Request 3: Enclosed are the Security Directives and Information Circulars issued during the relevant time period. Also enclosed are documents from

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American Corporate Security distributing the Security Directives and Information Circulars to other American personnel. American is continuing to review its records for other documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

4. **Request:** All documents given by the company to the FBI relating to the 9/11 attacks.

Commission Clarification: A complete record of all materials taken by the FBI on September 11, 2001 and immediately thereafter does not exist. Accordingly, this request seeks information from American explaining the circumstances of the FBI's retrieval of documents.

AA's Response to Request 4: Enclosed is correspondence from the FBI to American requesting information and documents regarding their investigation into the September 11, 2001 attacks. Also enclosed are responses to these requests from American personnel and the documents provided by American personnel to the FBI. American is continuing to review its records for other documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

5. **Request:** All company documents shared with the Air Transport Association (ATA) or ATA personnel stationed at the operations centers with respect to the 9-11 attacks.

Commission Clarification: This request refers to the FAA's Operations Center in Herndon, VA, and seeks the substance of any communications between the airlines and any ATA representative present at the operations center.

AA's Response to Request 5: No such documents exist. American did not have any personnel present at the FAA Operations Center at Herndon, VA on September 11, 2001. In addition, American personnel did not communicate with any ATA representative who may have been present at the subject Operations Center. Accordingly, American does not have any documents responsive to this request.

6. **Request:** Joint Use Agreements and Checkpoint Operations Guides in effect on 9/11/01 at Logan Airport Checkpoints B4 and B5 (Terminal B) (Also, please clarify which Checkpoint was used to screen AA-11 passengers on 9/11.)

Commission Clarification: This request also seeks information relating to the contractors manning the security checkpoints.

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AA's Response to Request 6: Enclosed is a copy of the standard Checkpoint Operations Guide (COG) in use on September 11, 2001. American will confirm that the standard COG was used at Logan Airport on that day. American will provide its contract for security screening at Logan Airport in a supplemental response. American also will confirm which checkpoint was used to screen AA Flight 11 passengers on September 11, 2001.

7. **Request:** Joint Use Agreements and Checkpoint Operations Guides in effect on 9/11/01 at Dulles Airport Checkpoints IAD01 (East) and IAD02 (West) (Main Terminal). (Also, please clarify which Checkpoint was used to screen AA-77 passengers on 9/11.)

Commission Clarification: This request also seeks information relating to the contractors manning the security checkpoints.

AA's Response to Request 7: Enclosed is a copy of the standard Checkpoint Operations Guide (COG) in use on September 11, 2001. American will confirm that the standard COG was used at Dulles Airport on that day. American will provide its contract (if any) for security screening at Dulles Airport in a supplemental response. American also will confirm which checkpoint was used to screen AA Flight 77 passengers on September 11, 2001.

8. **Request:** A list (including names, current contact information and 9/11 duties) of company personnel and subcontractor screener and supervisory personnel on duty on 9/11/01 at Logan Airport Checkpoints B4 and B5 and Dulles Airport Checkpoints IAD01 and IAD02 (Main Terminal).

Commission Clarification: This request seeks the names of all security company employees who worked at the checkpoints in question between 6:00 a.m. and 9:00 a.m., and who worked the shift during which the checkpoint equipment was turned on that day.

AA's Response to Request 8: Enclosed is a document identifying the security company employees who were working at Logan Airport on September 11, 2001. American is continuing to review its records for other documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

9. **Request:** List of screening checkpoint equipment, including make, model, serial numbers, calibration and maintenance logs, and the current location of that equipment, that was in use on 9/11/01 at the checkpoints servicing the departure gates for the hijacked flights from Logan and Dulles Airports.

Mr. C. S. Brinkley
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Commission Clarification: None.

AA's Response to Request 9: The document produced in response to Request No. 8 also provides information regarding what screening checkpoint equipment was located at Logan Airport on September 11, 2001. American is continuing to review its records for other documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

10. **Request:** All documents, including but not limited to reports, guidelines, training manuals, and testing procedures, relating to the operation of the computer assisted passenger prescreening system (CAPPS) as of 9/11/01.

Commission Clarification: This request seeks all materials used to train ticket agents on the CAPPS system that was in effect on September 11, 2001.

AA's Response to Request 10: AA is continuing to review its records for documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

11. **Request:** A list (including names, current contact information and 9/11 duties) of company personnel on duty on 9/11/01 at Ft. Worth, TX Operations Center (and any other locations from which the company's response to events on 9/11 were directed).

Commission Clarification: This request seeks the names and contact information for all individuals who were in American's Systems Operations Command Center (SOCC) and who performed an operational function, as well as any other individuals present who witnessed relevant communications at these locations.

AA's Response to Request 11: The following American personnel were present at American's Systems Operations Command Center on September 11, 2001:

| | |
|-----------------|---|
| Craig Parfitt | Managing Director of Flight Dispatch |
| Joe Bertapelle | Manager of Systems Operations Control Policy & Procedure |
| Rich Falcone | Manager of Systems Operations Technology |
| Michael Mulcahy | Manager of Systems Operations Control Policy & Procedure |
| Kyle Phelps | Manager of Systems Operations Control Administration |
| Tim Antolovic | Manager of Systems Operations Control Technology Procedure & Training |
| Warren Qualley | Manager Weather Services |
| Debi Naused | Technology Support Specialist |
| Suzanne Hopsin | Supervisor Weight and Balance Planning |

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Mr. C. S. Brinkley
August 19, 2003
Page 6

| | |
|------------------|-------------------------------|
| Everett Wilson | Technology Support Specialist |
| Rich Quezada | Senior Analyst Administration |
| Penny Williamson | Senior Analyst |
| Brad Buck | Technology Support Specialist |

American is continuing to review its records to identify other American personnel who may have been present in the SOCC on 9/11.

12. **Request:** Documents and presentations containing information on aviation security spending by the company from 1995 to present (including the source of funding and category of expenditure).

Commission Clarification: This request is in accordance with the Commission's effort to determine total company spending for security, categorized by payments to security companies, employee training for security, cost of audits, record keeping, equipment, maintenance, etc. This request does not seek information on spending for security related to theft, etc. Any information provided in response to this item will be treated as proprietary and confidential.

AA's Response to Request 12: American is continuing to review its records to for documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

Request 10 Directed to United Airlines¹

Request: All reports or other documents, submitted by the company to FAA and other relevant aviation security officials, of compliance with Security Directives issued by FAA which were in effect on 9/11/01.

Commission Clarification: This request seeks information concerning the manner in which the American communicated its compliance with Security Directives to the FAA.

Response to United Request 10: American is continuing to review its records for documents responsive to this request. Any documents located which are responsive to this request will be produced in a supplemental production.

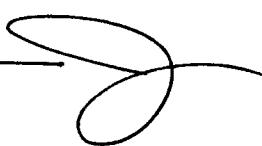
¹ Staff members explained at our July 31, 2003 meeting that this request, which was Request 10 directed to United Airlines, was omitted inadvertently from the requests directed to American. The Commission has amended its requests to American to include this request.

CONDON & FORSYTH LLP

Mr. C. S. Brinkley
August 19, 2003
Page 7

As I stated previously, American intends to cooperate fully with the Commission in its investigation of the events of September 11, 2001 and thereafter. Please feel free to contact me with any questions about these initial responses or any other issues pertaining to your investigation.

Sincerely yours,



Desmond T. Barry, Jr.

Enclosures

cc: Daniel Marcus, Esq. (w/o encl.)
General Counsel
National Commission on Terrorist
Attacks Upon the United States

Steven M. Dunne, Esq. (w/o encl.)
Deputy General Counsel
National Commission on Terrorist
Attacks Upon the United States

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**DOCUMENTS RESPONSIVE TO KEAN COMMISSION REQUESTS
C&F REF: 1278.28079**

| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|------------------------|---|---------|--------|---------------|
| | KEAN COMMISSION REQUEST NO. 1 All records, transcripts and recordings of text messages and their communications between the company (including but not limited to its operations center) and the 9-11 hijacked flights AA11 and AA77. | | | |
| C. Schmidt | Report Summary dated 9/11/01 and Investigation of Michael Woodward, Manager of Flight Services, Boston Logan Airport, re telephone conversation with BOS/Flight Attendant Madeline Sweeny, Flight 11, while in-flight | 9/11/01 | Yes | 000001-000002 |
| M. Woodward | Email report from M. Woodward to C. Schmidt re: Woodward's recollection of conversation with BOS/Flight Attendant Madeline Sweeny | 9/19/01 | Yes | 000003 |
| L. A. Wansley | Transcript dated 9/11/01: Nydia Gonzalez, Operations Specialist on duty during 9/11/01 Terrorist Attack, interviewed by Larry Wansley, managing director of corporate security, re telephone conversation with BOS/Flight Attendant Betty Ong, Flight 11, while in-flight | 9/11/01 | Yes | 000004-000008 |
| | KEAN COMMISSION REQUEST NO. 2 All documents possessed by the company, including e-mails, memos, recordings, records, radar tracks and transcripts, with respect to the 9/11 hijacked flights. | | | |
| Capt. Lemon | Bulletin to Griffith, Baker, & Wansley from Capt. Lemon dated 9/13/01 re Inflight diversion on Fit 173 on 9/11/01 (LGW to RDU) | 9/13/01 | Yes | 000009 |
| Tim Ahern | AAL Airport Services Advisory to all locations dated 9/11/01 re security measures for immediate implementation in response to events of 9/11/01 | 9/11/01 | Yes | 000010-000012 |
| Facilities Maintenance | E-mail from Facilities Maintenance to Info Broadcast dated 9/11/01 stating that all employees must wear their ID badges at all times | 9/11/01 | Yes | 000013 |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|---------------|--|---------|--------|---------------|
| AAL | AAL Special Jetwire dated 9/11/01 re confirmation that American Airlines had lost two aircraft | 9/11/01 | No | 000014 |
| AAL | AAL Second Special Jetwire dated 9/11/01 re statement by Don Carty re events of 9/11/01 | 9/11/01 | No | 000015 |
| AAL | AAL Third Special Jetwire dated 9/11/01 re confirmation that remaining AA aircraft have been accounted for | 9/11/01 | No | 000016 |
| AAL | AAL Fourth Special Jetwire dated 9/11/01 re CARE teams set up to assist families touched by tragedy | 9/11/01 | No | 000017 |
| Mick Doherty | AAL E-mail from Mick Doherty to Corp Comm dated 9/11/01 re HeAAds Update! EAP Hotlines set up | 9/11/01 | No | 000018 |
| David McKenas | AAL E-mail from David McKenas to distribution list dated 9/11/01 re Toll free EAP counseling numbers and attachment of crisis support documents | 9/11/01 | No | 000019-000026 |
| Russ Chew | SOC Advisory Message Nbr 01 15 by Russ Chew dated 9/11/01 re closure of airspace over United States | 9/11/01 | Yes | 000027 |
| Russ Chew | SOC Advisory Msg Nbr 01-017 by Russ Chew dated 9/11/01 re Airport Services information/policies/procedures | 9/11/01 | Yes | 000028-000030 |
| AAL | AAL memo re confirmation that two aircraft were lost on 9/11/01 and special hotline from Don Carty re terrorist attacks | 9/11/01 | No | 000031-000032 |
| Annmarie | Fax from Annmarie to Chris dated 9/11/01 re issuance of two emergency amendments re clearance of all terminals and new security measures | 9/11/01 | Yes | 000033 |
| Bob Kudwa | E-mail from B. Kudwa to all crewmembers dated 9/11/01 re creation of contact number for concerned crewmembers to call for any information re the WTC tragedy | 9/11/01 | Yes | 000034 |
| Bob Kudwa | E-mail from B. Kudwa to all AA pilots dated 9/11/01 re thanks for calls expressing readiness to help during tragic event | 9/11/01 | No | 000035 |
| Bob Kudwa | E-mail from B. Kudwa to all crews dated 9/11/01 re instructions on where to go whether at non-crew base station or local crew base | 9/11/01 | Yes | 000036 |
| Bob Kudwa | E-mail from B. Kudwa to all crewmembers dated 9/11/01 re report of terrorist attacks and request that all crews focus on the job at hand | 9/11/01 | Yes | 000037 |
| G. S. Tucker | E-mail from Captain G. S. Tucker to all pilots dated 9/11/01 re update of current | 9/11/01 | Yes | 000038 |

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|-----------------------|---|----------------------|--------|-------------------|
| | situation re grounding of flights | | | |
| Bob Kudwa | E-mail from B. Kudwa to all crewmembers dated 9/11/01 re creation of contact number for concerned crewmembers to call for any information regarding the WTC tragedy | 9/11/01 | No | 000039 |
| | KEAN COMMISSION REQUEST NO. 3 All company documents relating to aviation security and threat assessments during the period from 5/1/01 to 9/12/01. | | | |
| | Air Carrier Standard Security Program [ACSSP] Change 60 dated May 20, 2001 to November 25, 2001 | 5/20/01– 11/25/01 | Yes | 000040- 000298 |
| Michael Canavan (FAA) | 9/11 Closed by Statute | 9/12/01 | Yes | 000299- 000302 |
| Michael Canavan (FAA) | | 9/12/01 | Yes | 000303- 000305 |
| Michael Canavan (FAA) | | 9/12/01 | Yes | 000306- 000308 |
| Michael Canavan (FAA) | | 9/12/01 | Yes | 000309- 000312 |
| Michael Canavan (FAA) | | 9/12/01 | Yes | 000313- 000317 |
| Michael Canavan (FAA) | | 9/12/01 | Yes | 000318- 000321 |
| Michael Canavan (FAA) | | 9/7/01 | Yes | 000322- 000326 |
| Michael Canavan (FAA) | | 8/31/01 | Yes | 000327- 000330 |
| Michael | | 8/28/01 | Yes | 000331- |

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|-----------------------|---|---------|--------|---------------|
| Canavan (FAA) | | | | 000335 |
| Michael Canavan (FAA) | | 8/24/01 | Yes | 000336-000340 |
| Michael Canavan (FAA) | | 8/21/01 | Yes | 000341-000343 |
| Michael Canavan (FAA) | | 7/27/01 | Yes | 000344-000347 |
| Michael Canavan (FAA) | | 7/27/01 | Yes | 000348-000349 |
| Michael Canavan (FAA) | | 7/27/01 | Yes | 000350-000353 |
| Tim Ahern | Airport Services Advisory to all locations re: Security Measures for Immediate Implementation dated 9/11/01 | 9/11/01 | Yes | 000354-000356 |
| Tim Ahern | Security Advisory by Tim Ahern dated 9/12/01 to all Crewmembers re [redacted] and [redacted] | 9/12/01 | Yes | 000357-000359 |
| Tim Ahern | Security Advisory by Tim Ahern dated 9/12/01 to all Pilots re [redacted] [redacted] | 9/12/01 | Yes | 000360-000362 |
| L. A. Wansley | AA memo from L. Wansley to distribution list dated 9/7/01 re issuance of [redacted] [redacted] | 9/7/01 | Yes | 000363-000368 |
| L. A. Wansley | AA memo from L. Wansley to distribution list dated 8/31/01 re [redacted] [redacted] | 8/31/01 | Yes | 000369 |
| L. A. Wansley | AA memo from L. Wansley to distribution list dated 8/28/01 re [redacted] [redacted] | 8/28/01 | Yes | 000370 |
| L.A. Wansley | AA memo from L. Wansley to distribution list dated 8/24/01 re attached [redacted] | 8/24/01 | Yes | 000371-000375 |
| L. A. Wansley | AA memo from L. Wansley to distribution list dated 8/21/01 re attached [redacted] | 8/21/01 | Yes | 000376- |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|---------------|------------------------|---------|--------|-------------------|
| | | | | 000379 |
| W. Schmidt | | 8/21/01 | Yes | 000380 |
| L. A. Wansley | | 7/31/01 | Yes | 000381 |
| FAA | | 8/29/01 | Yes | 000382- 000384 |
| FAA | | 8/28/01 | Yes | 000385- 000387 |
| FAA | | 7/31/01 | Yes | 000388- 000394 |
| FAA | | 7/31/01 | Yes | 000395- 000397 |
| FAA | 9/11 Closed by Statute | 7/26/01 | Yes | 000398- 000399 |
| FAA | | 7/18/01 | Yes | 000400- 000401 |
| FAA | | 7/12/01 | Yes | 000402- 000405 |
| FAA | | 7/2/01 | Yes | 000406- 000407 |
| FAA | | 6/22/01 | Yes | 000408- 000409 |
| FAA | | 6/4/01 | Yes | 000410- 000412 |
| FAA | | 6/4/01 | Yes | 000413- 000414 |
| FAA | | 6/4/01 | Yes | 000415- |

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|---------------|------------------------|---------|--------|-------------------|
| L. A. Wansley | | | | 000416 |
| L. A. Wansley | | 8/28/01 | Yes | 000417- 000418 |
| L. A. Wansley | | 8/21/01 | Yes | 000419- 000426 |
| L. A. Wansley | | 8/1/01 | Yes | 000427- 000430 |
| L. A. Wansley | | 7/18/01 | Yes | 000431- 000433 |
| L. A. Wansley | | 7/16/01 | Yes | 000434- 000438 |
| L. A. Wansley | 9/11 Closed by Statute | 7/3/01 | Yes | 000439- 000441 |
| L. A. Wansley | | 6/22/01 | Yes | 000442- 000444 |
| L. A. Wansley | | 6/8/01 | Yes | 000445- 000448 |
| L. A. Wansley | | 6/4/01 | Yes | 000449 |
| FAA | | 6/4/01 | Yes | 000450- 000452 |
| L. A. Wansley | | 6/4/01 | Yes | 000453- 000455 |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|----------------|---|---------|--------|---------------|
| | East supercedes and cancels IC-2001-03 | | | |
| | KEAN COMMISSION REQUEST NO. 4 All documents given by the company to the FBI relating to the 9/11 attacks. | | | |
| | FOLDER #1 | | | |
| | Copy of Business Cards from FBI, AA and US Criminal Investigative Service | | No | 000456 |
| Pat Metcalf | Memo from Pat Metcalf dated 9/12/01 re release of passenger list for BOS-DFW flight on 8/22/01 to ATF agent [redacted] | 9/12/01 | No | 000457 |
| Doug Knight | Fax from D. Knight to Barbara Serba of AA dated 9/26/01 – request for all available information regarding [redacted] re flight on 9/10/01 from San Diego to JFK | 9/26/01 | No | 000458 |
| AA | Past Date PNRs for suspects on Flights 11 & 77 given to FBI from AA dated 9/14/01 | 9/14/01 | Yes | 000459-000507 |
| | Page with title "Law Enforcement Requests 11 September 2001" | | No | 000508 |
| | Page with title "Law Enforcement" | | No | 000509 |
| | Page with tab titled "FBI Info/Law Enforcement" | | No | 000510 |
| | File marked as "18 Sep 01 Alan D. Puckett Deputy District Director – INS" and "S/A [redacted]" | 9/18/01 | No | 000511 |
| Colette Odelle | AA fax from C. Odell to [redacted] of INS dated 9/18/01 attaching flight manifest for AA Flight 2097 departing Denver on 9/12/01 | 9/18/01 | Yes | 000512-000518 |
| | File marked as "16 Sep 01 S/A [redacted] FBI-MIA" | 9/16/01 | No | 000519 |
| Robert Burt | FBI fax from S/A [redacted] to Colette Odell at AA dated 9/17/01 attaching Subpoena to provide all records for referenced AA descriptors: American 00121092946184 and American 00121092946173 | 9/17/01 | No | 000520-000522 |
| Colette Odell | AA fax from C. Odell to S/A [redacted] of FBI dated 9/18/01 attaching AA ticket/sales reports 2109294618 and 2109294617 | 9/18/01 | Yes | 000523-000538 |
| G. Bartulevicz | AA fax from G. Bartulevicz to [redacted] of FBI dated 9/17/01 re PNR history report for [redacted] and AATMS – Member Maintenance Report for Walid Iskandar | 9/17/01 | Yes | 000539-000547 |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|-----------------|---|---------|--------|---------------|
| G. Bartulevicz | AA fax from G. Bartulevicz to [REDACTED] of FBI dated 9/18/01 re PNR history reports for [REDACTED] | 9/18/01 | Yes | 000548-000551 |
| Michael Howe | Suspicious Activity Report by M. Howe dated 9/17/01 attaching Flight Manifest for Flt 59 from JFK - SFO on 6/1/01 and employee contact data for crew members | 9/17/01 | Yes | 000552-000579 |
| Charlee Woodard | AA fax from C. Woodard to Freddy Salinas dated 9/15/01 attaching AA employee information | 9/15/01 | No | 000580-000592 |
| Charlee Woodard | AA fax from C. Woodard to Freddy Salinas dated 9/15/01 attaching AA employee information | 9/15/01 | No | 000593-000594 |
| Charlee Woodard | AA fax from C. Woodard to Mark Huber dated 9/15/01 attaching business card for [REDACTED] S/A for FBI Dallas | 9/15/01 | No | 000595-000597 |
| AA | Past dated PNR's for suspects on Flights 11 and 77 given to FBI on 9/14/01 | 9/14/01 | Yes | 000598-000646 |
| Denny Eby | AA fax from Denny Eby to Mark Huber dated 9/14/01 attaching PNR's for AA Flight 489 on 9/4/01 | 9/14/01 | Yes | 000647-000678 |
| Charlee Woodard | AA fax from Charlee Woodard to Detective [REDACTED] dated 9/13/01 attaching employee history report for [REDACTED] | 9/13/01 | No | 000679-000684 |
| Colette Odell | File marked as "12 Sept 01 [REDACTED] FBI-Dallas" | 9/12/01 | No | 000685 |
| Colette Odell | AA fax from C. Odell to [REDACTED] of FBI dated 9/12/01 attaching Flight Manifest for AA Flight 614 from FLL to LGA on 9/11/01 (faxed from Bob Scheuler to S/A [REDACTED] on 9/13/01) | 9/12/01 | Yes | 000686-000707 |
| Randy Mondor | File marked as "12 Sept 01 S/A [REDACTED] FBI-Houston" | 9/12/01 | No | 000708 |
| Randy Mondor | FBI Fax from [REDACTED] to Suzanne Clark of AA dated 9/12/01 re request for assistance with S/A [REDACTED] and manifest request regarding terrorist attacks of 9/11/01 | 9/12/01 | No | 000709-000710 |
| Randy Mondor | FBI Fax from [REDACTED] to Suzanne Clark of AA dated 9/12/01 re request for assistance with S/A [REDACTED] and manifest request regarding terrorist attacks of 9/11/01 (handwritten note "pls give to Colette") | 9/12/01 | No | 000711-000712 |
| Colette Odell | AA Fax from C. Odell to S/A [REDACTED] dated 9/12/01 attaching Flight Manifest for MQ 3611 from DFW to ILE on 9/9/01 | 9/12/01 | Yes | 000713-000724 |

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|--------------------|--|----------|--------|---------------|
| Colette Odell | AA Fax from C. Odell to S/A [REDACTED] dated 9/12/01 attaching Flight Manifest for MQ 3585 from DFW to ILE on 9/9/01 | 9/12/01 | Yes | 000725-000738 |
| George Bartulevicz | AA Fax from G. Bartulevicz to [REDACTED] of FBI dated 9/15/01 attaching Terrorist Suspect List and PNR Reports | 9/15/01 | Yes | 000739-000772 |
| George Bartulevicz | AA Fax from G. Bartulevicz to [REDACTED] of FBI dated 9/15/01 attaching PNRs for suspected terrorists | 9/15/01 | Yes | 000773-000811 |
| | File marked as "11 Sept 01 [REDACTED] FBI-DFW" | 9/11/01 | Yes | 000812 |
| AA | AA Flight History dated 9/12/01 for AA 0865 from PBI to DFW on 9/11/01 | 9/12/01 | Yes | 000813-000832 |
| AA | AA Flight History dated 9/12/01 for AA 2413 from DFW to LAX on 9/11/01 | 9/12/01 | Yes | 000833-000851 |
| AA | AA Flight History dated 9/12/01 for AA 0489 from ORD to SFO on 9/4/01 | 9/12/01 | Yes | 000852-000871 |
| | File marked as documents "provided to [REDACTED] FBI/DFW 09/12/01" | 9/12/01 | No | 000872 |
| AA | PNRs for suspected terrorists and hijackers of 9/11/01 | - | Yes | 000873-000973 |
| AA | AA Flight History dated 9/14/01 for AA 0069 from MAD to MIA on 1/10/01 | 9/14/01 | Yes | 000974-001009 |
| AA | AA Flight History dated 9/14/01 for AA 2104 from MIA to TPA on 1/10/01 | 9/14/01 | Yes | 001010-001030 |
| AA | AA Flight History dated 9/14/01 for MQ 5372 from TPA to MIA on 1/3/01 | 9/14/01 | Yes | 001031-001040 |
| AA | PNR History Report for Hijacker Mohamed Atta | - | Yes | 001041-001108 |
| FOLDER #2 | | | | |
| | File marked as [REDACTED] FBI-DFW" | | No | 001109 |
| AA | AA Flight History dated 10/25/01 for AA 1404 from ORD to SWF on 10/24/01 | 10/25/01 | Yes | 001110-001129 |
| AA | AA Flight History dated 10/25/01 for AA 1009 from DFW to PHX on 10/9/01 | 10/25/01 | Yes | 001130- |

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|--------------------|--|----------|--------|---------------|
| G. Bartulevicz | Fax from G. Bartulevicz to [REDACTED] of FBI-DFW dated 10/24/01 attaching AA Flight History for AA 0019 from JFK to LAX on 5/3/01 | 10/24/01 | Yes | 001171-001199 |
| W. R. Schmidt | AA Fax from W. R. Schmidt to [REDACTED] of FBI-DFW dated 10/15/01 attaching suspicious activity report and flight history for flight AA1954 from DFW to ATL on 10/8/01 | 10/15/01 | Yes | 001200-001215 |
| | File marked as "2 Oct 01 IRS [REDACTED] FBI-Spokane" | 10/2/01 | No | 001216 |
| Egon Dezihan | FBI fax from [REDACTED] to Chris Bidwell of AA dated 10/2/01 requesting flight information on terrorist suspects [REDACTED] | 10/2/01 | No | 001217-001218 |
| Colette Odell | AA Fax from C. Odell to [REDACTED] of FBI-Spokane dated 10/03/01 (attachment missing) | 10/3/01 | No | 001219-001220 |
| | AA employee information dated 10/06/01 for [REDACTED] as requested by [REDACTED] [REDACTED] | 10/6/01 | No | 001221 |
| | File marked as "1 Oct 01 S/A [REDACTED] FBI-SAN" | 10/1/01 | No | 001222 |
| Darrell Foxworth | FBI fax from [REDACTED] to Colette Odell of AA dated 10/1/01 requesting Flight Manifest for AA #336 from Cabo San Lucas to Los Angeles on 7/27/01 | 10/1/01 | No | 001223-001224 |
| Colette Odell | AA Fax from C. Odell to S/A [REDACTED] of FBI dated 10/02/01 attaching Flight Manifest for AA #336 from SJD to LAX on 7/27/01 | 10/2/01 | Yes | 001225-001239 |
| | File marked as "2 Oct 01 Det. [REDACTED] FBI-NYC" | 10/2/01 | No | 001240 |
| - | PNRs for suspected terrorists dated 10/02/01 | 10/2/01 | Yes | 001241-001243 |
| - | PNRs for suspected terrorists given to [REDACTED] | - | Yes | 001244-001252 |
| George Bartulevicz | AA fax from G. Bartulevicz to [REDACTED] of FBI-SAN dated 9/11/01 attaching Flight Manifest for AA 0015 from JFK to SFO on 9/9/01 | 9/11/01 | Yes | 001253-001275 |
| - | Report of crew members on flight 160 from SAN to JFK on 9/10/01 and Flight Manifest (dated 9/11/01) | 9/11/01 | Yes | 001276-001309 |
| W. R. Schmidt | AA Fax from W. Schmidt to S/A [REDACTED] dated 9/24/01 attaching list of suspected terrorists that at one time or another booked a reservation | 9/24/01 | Yes | 001310-001313 |

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|--------------------|---|---------|--------|-------------------|
| | Documents requested and faxed to [REDACTED] of FBI-DFW – subject of inquiry [REDACTED] [REDACTED] | | Yes | 001314- 001343 |
| George Bartulevicz | E-mail from G. Bartulevicz to [REDACTED] dated 10/3/01 attaching employee information for those related to bookings of hijackers of 9/11/01 | 10/3/01 | No | 001344- 001356 |
| George Bartulevicz | Employee information for [REDACTED] re request by [REDACTED] dated 10/1/01 | 10/1/01 | No | 001357- 001361 |
| George Bartulevicz | E-mail from G. Bartulevicz to Linda Navarro, Linda Tuttle, and Larry Wansley dated 9/14/01 re reservation information for terrorist suspect [REDACTED] | 9/14/01 | Yes | 001362 |
| George Bartulevicz | AA Fax from G. Bartulevicz to [REDACTED] dated 9/15/01 attaching suspect list and employee information | 9/15/01 | Yes | 001363- 001369 |
| George Bartulevicz | E-mail from G. Bartulevicz to Suzanne Clark dated 10/2/01 re suspicious passenger [REDACTED] with attached PNR | 10/2/01 | Yes | 001370- 001374 |
| George Bartulevicz | Documents faxed to [REDACTED] of FBI-DFW related to 9/11/01 incidents by George Bartulevicz dated 10/02/01 – Flight Manifest for AA 1221 from DFW to ABQ on 8/31/01 | 10/2/01 | Yes | 001375- 001387 |
| George Bartulevicz | Employee information for [REDACTED] sent to [REDACTED] by George Bartulevicz on 10/02/01 | 10/2/01 | No | 001388- 001419 |
| George Bartulevicz | PNRs faxed to [REDACTED] of FBI-DFW from G. Bartulevicz relating to AA 11/77 (dated 9/28/01) | 9/28/01 | Yes | 001420- 001424 |
| Denise Deegan | AA fax from D. Deegan to [REDACTED] of FBI dated 9/28/01 attaching passenger manifest and crew list for Flight 160 on 9/10/01 from SAN to JFK | 9/28/01 | Yes | 001425- 001452 |
| FBI | FBI fax to Charlee Woodard of AA dated 9/23/01 requesting basic employee information for 12 individuals listed in attached crew manifest | 9/23/01 | No | 001453- 001455 |
| Charlee Woodard | AA fax from Charlee Woodard to [REDACTED] of FBI dated 9/23/01 attaching employee information requested by the FBI | 9/23/01 | No | 001456- 001464 |
| Charlee Woodard | AA fax from Charlee Woodard to [REDACTED] of FBI dated 9/23/01 attaching employee information requested by the FBI | 9/23/01 | No | 001465- 001480 |
| Charlee Woodard | AA fax from Charlee Woodard to [REDACTED] of FBI dated 9/23/01 attaching employee information requested by the FBI | 9/23/01 | No | 001481- 001483 |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|------------------|---|----------|--------|-------------------|
| Charlee Woodard | AA fax from Charlee Woodard to [REDACTED] of FBI dated 9/23/01 attaching employee information requested by the FBI | 9/23/01 | No | 001484- |
| | AA fax to [REDACTED] dated 9/24/01 re employee information for [REDACTED] | 9/24/01 | 1.. | [REDACTED] |
| Michelle Houston | AA fax from M. Houston to [REDACTED] dated 9/22/01 re reservation for [REDACTED] and [REDACTED] (attachment missing) | 9/22/01 | Yes | 001487 |
| John Mazzella | Fax from John Mazzella to Michelle Houston dated 9/22/01 re request for information regarding suspects [REDACTED] and [REDACTED] | 9/22/01 | Yes | 001488 |
| - | Information provided to FBI at request of [REDACTED] - Flight Manifest for AA 1688 from RST to ORD on 7/31/01 and PNRs for suspected terrorists | - | Yes | 001489- 001530 |
| Charlee Woodard | AA fax from Charlee Woodard to Freddy Salinas dated 9/19/01 attaching e-mail from Linda Navarro to Tim Ahern dated 9/19/01 re search of JFK/SAN trips by aircraft #339 for terrorist suspects | 9/19/01 | Yes | 001531- 001534 |
| Colette | Fax from Colette to Russ dated 10/23/01 re PNR report for Mohamed Atta | 10/23/01 | Yes | 001535- 001537 |
| Charlee Woodard | Fax from Charlee Woodard to Russ dated 10/23/01 attaching the bag tag info for AA 69 from MAD to MIA on 1/10/01 as well as flight manifest | 10/23/01 | Yes | 001538- 001591 |
| Thomas Cassidy | FBI fax from [REDACTED] to Fred Salinas dated 10/2/01 requesting PNR information for [REDACTED] | 10/2/01 | Yes | 001592- 001593 |
| - | PNR report and hotel reservation information for suspect [REDACTED] dated 10/2/01 | 10/2/01 | Yes | 001594- 001596 |
| G. Bartulevicz | AA Fax from G. Bartulevicz to [REDACTED] at FBI dated 9/15/01 attaching suspect PNRs | 9/15/01 | Yes | 001597- 001632 |
| | PNRs of suspects | 9/15/01 | Yes | 001633- 001659 |
| | File marked as "Suspect List" | | Yes | 001660 |
| G. Barteluvicz | Email from G. Barteluvicz to Linda Navarro; Linda Tuttle; Larry Wansley re IP addresses belonging to internet proxy systems owned by USAirs. | 9/14/01 | Yes | 001661 |
| | File marked as "1 Oct 01 S/A [REDACTED] FBI-SAN" | 10/1/01 | No | 001662 |
| Darrell | FBI fax from [REDACTED] to Collette Odell of AA dated 10/01/01 re request for | 10/1/01 | No | 001663- |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|---------------|---|---------|--------|---------------|
| | Flight Manifest for AA #336 from Cabo San Lucas to LAX on 7/27/01 | | | 001664 |
| Colette Odell | AA fax from Colette Odell to S/A [redacted] dated 10/02/01 attaching Flight Manifest for AA #336 from SJD to LAX on 7/27/01 | 10/2/01 | Yes | 001665-001679 |
| | FOLDER #3 | | | |
| | PNRs and Flight Manifests for multiple flights of AA #77 sent to [redacted] on 9/17/01 | 9/17/01 | Yes | 001680-002357 |
| | KEAN COMMISSION REQUEST NO. 5 All documents shared with the Air Transport Association (ATA) or ATA personnel stationed at the operations centers with respect to the 9-11 attacks. | | | |
| | NO SUCH DOCUMENTS EXIST. | | | |
| | KEAN COMMISSION REQUEST NO. 6 & 7 Joint Use Agreements and Checkpoint Operations Guides in effect on 9/11/01 at Logan Airport Checkpoints B4 and B5 (Terminal B) (Also, please clarify which Checkpoint was used to screen AA-11 passengers on 9/11). | | | |
| ATA | ATA Checkpoint Operations Guide dated 7/94 | 7/94 | Yes | 002358-002473 |
| | KEAN COMMISSION REQUEST NO. 8 A list (including names, current contact information and 9/11 duties) of company personnel and subcontractor screener and supervisory personnel on duty on 9/11/01 at Logan Checkpoints B4 and B5 and Dulles Airport Checkpoints IAD01 and IAD02 (Main Terminal). | | | |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|--------|--|----------|--------|---------------|
| | Report to AA Boston Checkpoint Operations 9/11/01 by Globe Aviation Services (10/15/01) | 10/15/01 | Yes | 002474-002528 |
| | KEAN COMMISSION REQUEST NO. 9 List of screening checkpoint equipment, including make, model, serial numbers, calibration and maintenance logs, and the current location of the equipment, that was in use on 9/11/01 at the checkpoints servicing the departure gates for the hijacked flights from Logan and Dulles Airports. | | | |
| | SEE RESPONSE TO REQUEST NO. 8 | | | |
| | KEAN COMMISSION REQUEST NO. 10 All documents, including but not limited to reports, guidelines, training manuals, and testing procedures, relating to the operation of the computer assisted passenger prescreening program (CAPPs) as of 9/11/01. | | | |
| | NONE AVAILABLE AT PRESENT. TO BE PRODUCED AT A LATER DATE. | | | |
| | KEAN COMMISSION REQUEST NO. 10 (UAL) (THIS REQUEST HAS BEEN EXTENDED TO AA) All reports or other documents, submitted by the company to the FAA and other relevant aviation security officials, of compliance with Security Directives issued by FAA which were in effect on 9/11/01. | | | |
| | NONE AVAILABLE AT PRESENT. TO BE PRODUCED AT A LATER DATE. | | | |
| | KEAN COMMISSION REQUEST NO. 11 | | | |

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| AUTHOR | DESCRIPTION | DATE | S.S.I. | BATES NO. |
|--------|--|-----------------|--------|-----------|
| | List (including names, current contact information and 9/11 duties) of company personnel on duty on 9/11/01 at Ft. Worth, TX Operations Center (and any other locations from which the company's response to events on 9/11 were directed). | | | |
| | Access Cards List and Access Card Information Forms for AMR Headquarters, 9/15/01-9/17/01 | 9/15/01-9/17/01 | No | 002529 |
| | KEAN COMMISSION REQUEST NO. 12 Documents and presentations containing information on aviation security spending by the company from 1995 to present (including the source of funding and category of expenditures). | | | |
| | NONE AVAILABLE AT PRESENT. TO BE PRODUCED AT A LATER DATE. | | | |