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FLIGHT SAFETY FOUNDATION
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Hijacking description
Last updated: 28 February 2016

Status:	- (No safety board investigation)
Date:	Tuesday 11 September 2001
Time:	08:46

Type:	Boeing 767-223ER
Operator:	American Airlines
Registration:	N334AA
C/n / msn:	22332/169
First flight:	1987-04-07 (14 years 5 months)
Total airframe hrs:	58350
Cycles:	11789
Engines:	2 General Electric CF6-80A2
Crew:	Fatalities: 11 / Occupants: 11
Passengers:	Fatalities: 81 / Occupants: 81
Total:	Fatalities: 92 / Occupants: 92
Ground casualties:	Fatalities: 1600
Airplane damage:	Destroyed
Airplane fate:	Written off (damaged beyond repair)
Location:	New York, NY (United States of America)
Phase:	En route (ENR)
Nature:	Domestic Scheduled Passenger
Departure airport:	Boston-Logan International Airport, MA (BOS/KBOS), United States of America
Destination airport:	Los Angeles International Airport, CA (LAX/KLAX), United States of America
Flightnumber:	AA11

Flight AA11 - Logan 9-11-01

Narrative:
In a massive coordinated terrorist attack 19 men hijacked 4 jetliners on the morning of September 11. The hijackers were on a suicide mission and had received orders to take over control of the aircraft and to fly the planes into specified targets.
American Airlines Flight 11 departed Boston-Logan for Los Angeles at 07:59. The aircraft was hijacked by five terrorists. The hijackers took over control, reportedly switched off the transponder and changed course to New York. At 08:46 the aircraft was flown into the North side of the 110-story New York WTC North tower in a slightly left wing down attitude, crashed and exploded into the 93rd through 98th floors. According to an FAA study, N334AA struck the WTC at a speed of 494 mph; an MIT study however determined the plane was probably traveling at 429 mph.
The massive fire weakened the tower structure on these floors and the tower collapsed at 10:28. Most of the office workers below the 93th floor were able to evacuate the tower on time before the collapse. Seventeen minutes after Flight 11 crashed into the North Tower, the WTC South Tower was struck by a United Airlines Boeing 767, N612UA.
A total of 2,606 people were killed in the World Trade Center buildings, including about 292 on the ground. A precise breakdown of the number casualties relating to Flight 11 (North Tower) and Flight 175 (South Tower) is impossible. It has been estimated that about 1600 people were killed on the North Tower, and about 900 on the South Tower.

Classification:

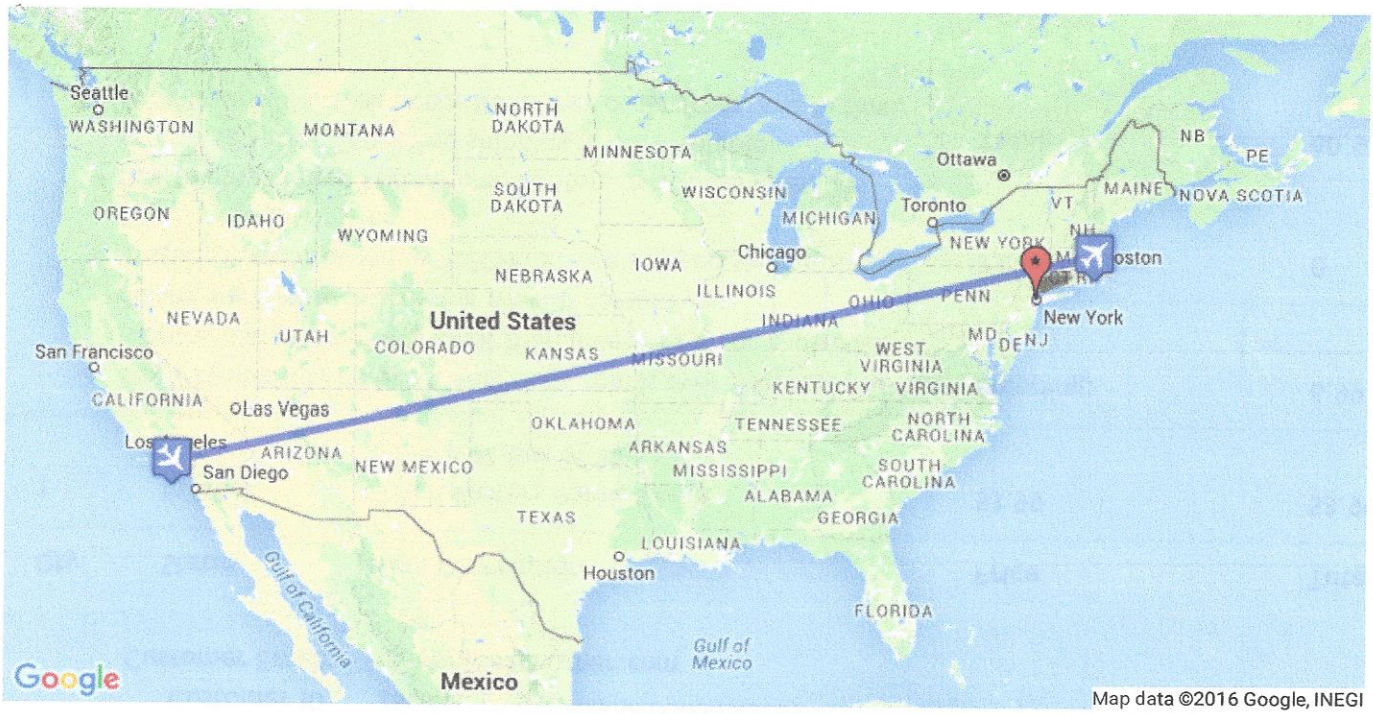
Hijack

Sources:
» USA Today
» ATC transcript American Airlines Flight 11 / NTSB
» Final Report of the National Commission on Terrorist Attacks Upon the United States
» Flight Path Study American Airlines Flight 11 / NTSB

Photos

Add your photo of this accident / aircraft.

Map
This map shows the airport of departure and the intended destination of the flight. The line between the airports does not display the exact flight path.
Distance from Boston-Logan International Airport, MA to Los Angeles International Airport, CA as the crow flies is 4164 km (2602 miles).



This information is not presented as the Flight Safety Foundation or the Aviation Safety Network's opinion as to the cause of the accident. It is preliminary and is based on the facts as they are known at this time.
languages:

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National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 03/07/2006

DCA01MA060
File No. 19615 | 09/11/2001 | New York City, NY | Aircraft Reg No. N334AA | Time (Local): 08:45 MST

Make/Model:	Boeing / 767-200ER
Engine Make/Model:	Pratt & Whitney / PW4062
Aircraft Damage:	Destroyed
Number of Engines:	2
Operating Certificate(s):	Flag Carrier/Domestic
Name of Carrier:	American Airlines
Type of Flight Operation:	Scheduled; Domestic; Passenger Only
Reg. Flight Conducted Under:	Part 121: Air Carrier

	Fatal	Serious	Minor/None
Crew	11	0	0
Pass	81	0	0

Last Depart. Point:	Boston, MA
Destination:	LOS ANGELES, CA
Airport Proximity:	
Airport Name:	Unk/Nr
Runway Identification:	Unk/Nr
Runway Length/Width (Ft):	Unk/Nr
Runway Surface:	
Runway Surface Condition:	

Condition of Light:	
Weather Info Src:	
Basic Weather:	
Lowest Ceiling:	
Visibility:	
Wind Dir/Speed:	
Temperature (°C):	Unk/Nr
Precip/Obscuration:	

Pilot-in-Command Age: 52

Certificate(s)/Rating(s)
Airline Transport; Multi-engine Land

Instrument Ratings

Flight Time (Hours)

Total All Aircraft:	Unk/Nr
Last 90 Days:	Unk/Nr
Total Make/Model:	Unk/Nr
Total Instrument Time:	UnK/Nr

The terrorist attacks of September 11, 2001 are under the jurisdiction of the Federal Bureau of Investigation. The Safety Board provided requested technical assistance to the FBI, and this material generated by the NTSB is under the control of the FBI. The Safety Board does not plan to issue a report or open a public docket.

DCA01MA060
File No. 19615 | 09/11/2001 | New York City, NY | Aircraft Reg No. N334AA | Time (Local): 08:45 MST

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings
1. (C) HIJACKING - PERFORMED - PASSENGER

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The Safety Board did not determine the probable cause and does not plan to issue a report or open a public docket. The terrorist attacks of September 11, 2001 are under the jurisdiction of the Federal Bureau of Investigation. The Safety Board provided requested technical assistance to the FBI, and any material generated by the NTSB is under the control of the FBI.

This is Google's cache of http://www.airdisaster.com/cgi_bin/view_details.cgi?date=09112001%C2%AE=N334AA&airline=American+Airlines as retrieved on Nov 24, 2004 05:22:58 GMT.
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AirDisaster.Com Accident Database

Date of Accident:	11 September 2001
Airline:	American Airlines
Aircraft:	Boeing 767-223ER
Location:	Manhattan, New York, USA
Registration:	N334AA ← Reg #
Previous Registrations:	---
Flight Number:	11
Fatalities:	92:92
MSN:	22332
Line Number:	169
Engine Manufacturer:	General Electric
Engine Model:	CF6-80A2
Year of Delivery:	1987
Accident Description:	At 8:45am local time, American Airlines Flight 11, flying from Boston, Massachusetts to Los Angeles, California, impacted the north tower of the World Trade Center in New York City after being hijacked by terrorists. The north tower of the World Trade Center was severely damaged, and collapsed approximately an hour later. Nearly 3,000 people on the ground, including occupants of both World Trade Center towers, firefighters, and police officers were killed.
Related Links/Information:	Photos - ADC Photo Gallery Special Report: September 11, 2001 Terrorist Attacks - AirDisaster.Com

Boeing 767 N334AA. Photo Copyright: Alexander Jonsson

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AVIATION TOP 100 -

team8plus.org
911review
911 Did the Airlines know something in advance? Sept 10th 2001
9/11 Pentagon - WTC photos, investigation, theories and video analysis

Propaganda Can't Melt Steel Beams

Air Defense Exercise a Month Before 9/11 Was Based Around Osama Bin Laden Carrying Out an Aerial Attack on Washington

Fourteen Facts About 9/11

Dr. Graeme MacQueen : Eyewitness Evidence of Explosions in the Twin Towers

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Head of the FBI's Anthrax Investigation Says the Whole Thing Was a Sham

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UPDATE: U.S. BTS FOIA Records For 9/11 Planes Differ From BTS Online Database

Aidan Monaghan mon, 06/22/2009 - 4:49am

According to a Freedom of Information Act reply from the U.S. Bureau of Transportation Statistics (BTS), the last known pre-9/11 flights for three of the four aircraft involved in the terrorist attacks of September 11, 2001 took place in December, 2000, nine months before the attacks, while no pre-9/11 final flight information was provided for American Airlines flight 77 (N644AA).

However, a discovered searchable online BTS database produces the following search results for three of the four 9/11 aircraft on September 10, 2001:

AA 11 departs San Francisco (SFO): AA 09/10/2001 0198 (flight number) N334AA (tail number) BOS (destination) 22:04 (wheels-off time)

UA 175 departs San Francisco (SFO): UA 09/10/2001 0170 (flight number) N612UA (tail number) BOS (destination) 13:44 (wheels-off time)

UA 93 departs San Francisco (SFO): UA 09/10/2001 0078 (flight number) N591UA (tail number) EWR (destination) 23:15 (wheels-off time)

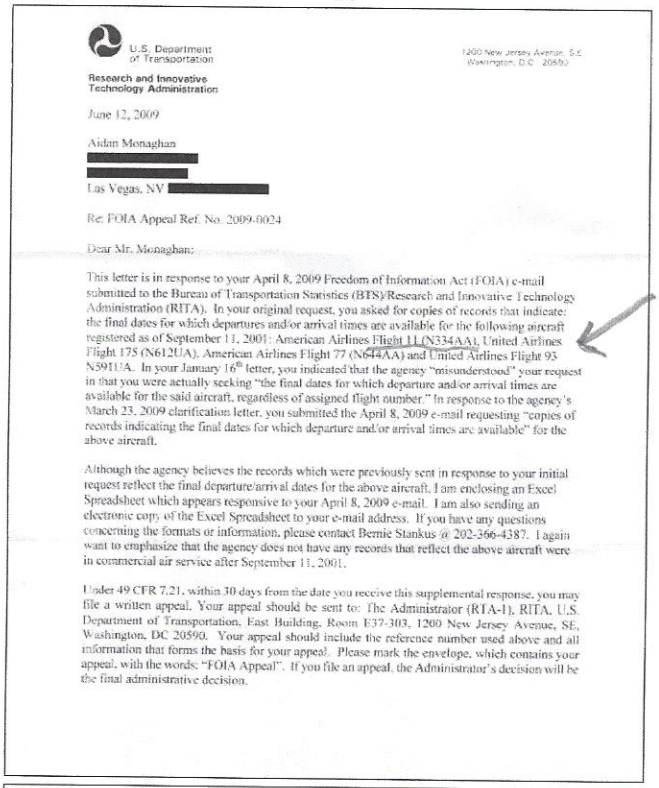
http://www.bts.gov/xml/ontimesummarystatistics/src/dstat/OntimeSummaryDepatures.xml

AA 11:

http://i224.photobucket.com/albums/dd121/88Badmachine88/AABTS.jpg

UA 175 and UA 93

http://i224.photobucket.com/albums/dd121/88Badmachine88/UABTS.jpg



U.S. Department of Transportation

1200 New Jersey Avenue, S.E. Washington, D.C. 20590

Research and Innovative Technology Administration

June 12, 2009

Aidan Monaghan

[redacted]

Las Vegas, NV [redacted]

Re: FOIA Appeal Ref. No. 2009-0024

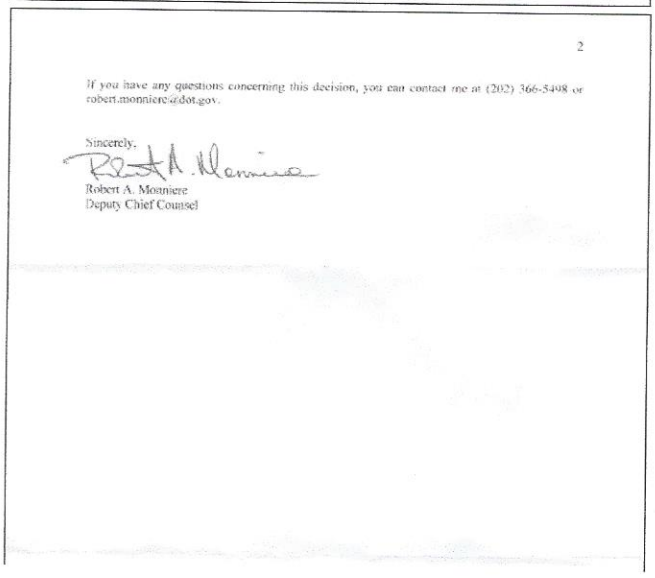
Dear Mr. Monaghan:

This letter is in response to your April 8, 2009 Freedom of Information Act (FOIA) e-mail submitted to the Bureau of Transportation Statistics (BTS)/Research and Innovative Technology Administration (RITA). In your original request, you asked for copies of records that indicate: the final dates for which departures and/or arrival times are available for the following aircraft registered as of September 11, 2001: American Airlines Flight 11 (N334AA), United Airlines Flight 175 (N612UA), American Airlines Flight 77 (N644AA) and United Airlines Flight 93 N591UA. In your January 16th letter, you indicated that the agency "misunderstood" your request in that you were actually seeking "the final dates for which departure and/or arrival times are available for the said aircraft, regardless of assigned flight number." In response to the agency's March 23, 2009 clarification letter, you submitted the April 8, 2009 e-mail requesting "copies of records indicating the final dates for which departure and/or arrival times are available" for the above aircraft.

Although the agency believes the records which were previously sent in response to your initial request reflect the final departure/arrival dates for the above aircraft, I am enclosing an Excel Spreadsheet which appears responsive to your April 8, 2009 e-mail. I am also sending an electronic copy of the Excel Spreadsheet to your e-mail address. If you have any questions concerning the formats or information, please contact Bernie Stankus @ 202-366-4387. I again want to emphasize that the agency does not have any records that reflect the above aircraft were in commercial air service after September 11, 2001.

Under 49 CFR 7.21, within 30 days from the date you receive this supplemental response, you may file a written appeal. Your appeal should be sent to: The Administrator (RTA-1), RITA, U.S. Department of Transportation, East Building, Room E37-303, 1200 New Jersey Avenue, SE, Washington, DC 20590. Your appeal should include the reference number used above and all information that forms the basis for your appeal. Please mark the envelope, which contains your appeal, with the words: "FOIA Appeal". If you file an appeal, the Administrator's decision will be the final administrative decision.

AA Flight 11 on 9-11-01 = N334AA



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If you have any questions concerning this decision, you can contact me at (202) 366-5498 or robert.monniere@dot.gov.

Sincerely,

Robert A. Monniere

Deputy Chief Counsel

Year	Quarter	Month	DayofMonth	DayOfWeek	FlightDate	UniqueCarrie	AirlineID
2000	4	12	30	6	12/30/2000	AA	19805
2000	4	12	31	7	12/31/2000	UA	19977
2000	4	12	31	7	12/31/2000	UA	19977
2000	4	12	30	6	12/30/2000	UA	19977
2000	4	12	30	6	12/30/2000	UA	19977
2000	4	12	30	6	12/30/2000	UA	19977

Carrier	ArrDel15	TailNum	ArrDel30	FlightNum	ArrDelSys15	Origin	ArrDelSys30	riginCityNam
AA	1	N334AA	0	582	1	SFO	0	San Franci
UA	0	N612UA	0	1742	0	LAX	0	Los Angele
UA	1	N612UA	1	23	1	JFK	1	New York
UA	1	N591UA	1	1238	1	ORD	1	Chicago
UA	0	N591UA	0	951	0	IAD	0	Washingto
UA	0	N591UA	0	642	0	MCI	0	Kansas Ci

Attachment	Size
FOIALastFlightOnTailNum.xls	22.5 KB