

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 03/07/2006

DCA01MA064
File No. 19612 09/11/2001 Arlington, VA Aircraft Reg No. N644AA Time (Local): :

Make/Model:	Boeing / 757-200	Fatal	Serious	Minor/None
Engine Make/Model:		Crew 6	0	0
Aircraft Damage:	Destroyed	Pass 58	0	0
Number of Engines:	Unk/Nr			
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			

Last Depart. Point:	WASHINGTON, DC	Condition of Light:	
Destination:	LOS ANGELES, CA	Weather Info Src:	
Airport Proximity:		Basic Weather:	
Airport Name:	Unk/Nr	Lowest Ceiling:	
Runway Identification:	Unk/Nr	Visibility:	
Runway Length/Width (Ft):	Unk/Nr	Wind Dir/Speed:	
Runway Surface:		Temperature (°C):	Unk/Nr
Runway Surface Condition:		Precip/Obscuration:	

Pilot-in-Command	Age:	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: Unk/Nr
Airline Transport; Commercial; Multi-engine Land		Last 90 Days: Unk/Nr
		Total Make/Model: Unk/Nr
Instrument Ratings		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 any 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.

Brief of Accident (Continued)

DCA01MA064
File No. 19612

09/11/2001

Arlington, VA

Aircraft Reg No. N644AA

Time (Local): :

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
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.