

Brief of Accident

Adopted 03/07/2006

DCA01MA065
File No. 19613 09/11/2001 Shanksville, PA Aircraft Reg No. N591UA Time (Local): :

Make/Model:	Boeing / 757	Fatal	7	Serious	0	Minor/None	0
Engine Make/Model:		Crew	7		0		0
Aircraft Damage:	Destroyed	Pass	37		0		0
Number of Engines:	Unk/Nr						
Operating Certificate(s):	Flag Carrier/Domestic						
Name of Carrier:	United Airlines						
Type of Flight Operation:	Scheduled; Domestic; Passenger Only						
Reg. Flight Conducted Under:	Part 121: Air Carrier						

Last Depart. Point:	NEWARK, NJ	Condition of Light:	
Destination:	SAN FRANCISCO, 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: 43

Flight Time (Hours)

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

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

Instrument Ratings

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)

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File No. 19613

09/11/2001

Shanksville, PA

Aircraft Reg No. N591UA

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.