



U.S. Department
of Transportation
**Federal Aviation
Administration**

System Operations Services
800 Independence Avenue, SW.
Washington, DC 20591

9/26/2022

Mr. John Greenewald
The Black Vault, Inc.
27305 W. Live Oak Rd.
Suite 1203
Castaic, CA 91384

Dear Mr. Greenewald:

On August 4, you appealed the adequacy of the record search for System Operations Services' July 28 response to your Freedom of Information Act (FOIA) request, 2022-06548, dated April 22. Your request was remanded to the Air Traffic Organization for additional action and this is our follow-up response.

Additional records were located, which are enclosed. However, portions of these records are being redacted under FOIA Exemption 6, which protects individuals against clearly unwarranted invasions of personal privacy. Under this exemption, we have redacted all cell phone numbers and the names and email addresses of military personnel. With regard to the information in question, it is clearly established that there is typically no public interest in this information, but there is at least some privacy interest in keeping confidential these personal details. Smith v. Dep't of Labor, 798 F. Supp. 2d 274, 283-85 (D.D.C. 2011). We have considered the extent to which disclosure of the above information would serve the public interest, but have determined that absent a justification to the contrary, any such interest is de minimis when weighed against the personal privacy interests at issue. Additionally, disclosure of the information at issue would shed no light on the FAA's performance of its statutory duties. As such, withholding is clearly appropriate under FOIA Exemption 6. The information withheld under this FOIA Exemption is clearly marked and is readily identifiable.

There are no fees associated with the processing of this request.

The undersigned is responsible for this partial denial. You may request reconsideration of this determination by writing the Assistant Administrator for Finance and Management (AFN-400), Federal Aviation Administration, 800 Independence Avenue, SW, Washington DC, 20591 or through electronic mail at: FOIA-Appeals@faa.gov. Your request for reconsideration must be made in writing within 90 days from the date of this letter and must include all information and arguments relied upon. Your letter must state that it is an appeal from the above-described denial of a request made under the FOIA. The envelope containing the appeal should be marked "FOIA Appeal."

You also have the right to seek dispute resolution services from the FAA FOIA Public Liaison via phone (202-267-7799) or email (7-AWA-ARC-FOIA@faa.gov) noting FOIA Public Liaison in the Subject or the Office of Government Information Services (<https://ogis.archives.gov>) via phone (202-741-5770 / toll-free--1-877-684-6448; fax--202-741-5769); or email (ogis@nara.gov).

Sincerely,

DocuSigned by:

Dan Murphy

28C9E716004C48C...

Alyce Hood-Fleming

Vice President (A), System Operations Services
Air Traffic Organization

Enclosure

This document is made available through the declassification efforts
and research of John Greenewald, Jr., creator of:

The Black Vault



The Black Vault is the largest online Freedom of Information Act (FOIA) document clearinghouse in the world. The research efforts here are responsible for the declassification of hundreds of thousands of pages released by the U.S. Government & Military.

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DATE: 26 April 2022

FOR: Tim Arel, Acting Chief Operating Officer, AJO-0
Virginia Boyle, Vice President, System Operations Services, AJR-0

BY: Gary W. Miller, Director, System Operations Security, AJR-2

SUBJECT: ACTION: Re-Validated AAR on Airspace Security Coordination on 20 April U.S. Capitol Evacuation Triggered by Golden Knights Flight and Way Forward

ISSUE EXECSUM:

The United States Capitol Police (USCP) evacuated the U.S. Capitol complex at approximately 1830L on Wednesday, 20 April, in response to reports of a suspicious aircraft, which was determined by the National Capital Region Coordination Center (NCRCC) to be an authorized Department of Defense (DOD) flight carrying out a Golden Knights parachuting show at Nationals Park. USCP and Congressional Members have made statements indicating the FAA failed to properly coordinate with interagency partners regarding this flight resulting in an unwarranted evacuation.

The Air Traffic Organization (ATO) re-validated its After-Action Review (AAR) of this incident using a dedicated team to directly review 23-25 April all available relevant information, specifically focusing on actions taken by the FAA and interagency partners at the NCRCC. The ATO review team's efforts emphasized reexamining primary sources - e.g., re-interviewing the agency's Air Traffic Security Coordinator (ATSC) on duty at the NCRCC during the 20 April incident, and listening to and analyzing audio recordings of the telephone conversations carried out by the NCRCC ATSC and USCP personnel on duty at the time. The re-validated AAR produced seven critical findings:

- 1) The FAA's NCRCC ATSC Team did not provide advance notification of the subject Golden Knights flight to interagency counterparts, including the USCP, at the NCRCC as is typically carried out multiple days before the actual event in accordance with common, accepted practice.
- 2) The FAA NCRCC ATSC Team did not provide a pre-event notification to the rest of the NCRCC the day of the Golden Knights flight (i.e., 20 April), as is sometimes, but not routinely, carried out.
- 3) The NCRCC, including its FAA, USCP, DOD, and USSS watch-standers, did confirm at approximately 1829L on 20 April the only flight they were observing was a solo flight by the Golden Knights, which was authorized and remaining clear of P-56A.
- 4) The NCRCC USCP Watch Officer advised the USCP CP Watch Commander at the U.S. Capitol at approximately 1829L he was only observing a solo flight by the Golden Knights, which was authorized and remaining clear of P-56A. The USCP Watch Commander advised the NCRCC USCP Watch Officer at 1830.02L the USCP was evacuating the U.S. Capitol complex.
- 5) The ATO review team, which conducted the re-validated AAR, scrutinized the Transportation Security Administration's (TSA) audio recordings of the telephone

conversations between the NCRCC USCP Watch Officer and the USCP CP, including its Watch Commander, at approximately 1829L. These conversations indicated persistent questions about the correlation between: a) the reports from Law Enforcement Officers (LEO) on the ground to the USCP CP of a Cessna with a red strip flying over U.S. Capitol complex buildings; and b) information from the NCRCC that only the sole flight being tracked in the area was a solo U.S. Army De Havilland Canada DHC-6 supporting the Golden Knights parachuting show at Nationals Park – a flight that was authorized and avoiding P-56A.

- 6) The NCRCC ATSC was unaware the U.S. Capitol complex had been evacuated by the USCP until approximately 1837L after being prompted by the Director of System Operations Security, AJR-2, and asking the NCRCC USCP Watch Officer for confirmation that an evacuation had, in fact, been carried out.

These above critical findings of the re-validated AAR reflect the details of what transpired laid out by the attached timeline.

BACKGROUND:

Multiple agencies share the responsibility for protecting the Nation's capital from airborne threats. Operational coordination among these agencies on airspace security measures is principally carried out through the NCRCC embedded in the Transportation Security Administration's (TSA) Freedom Center located in Herndon, Virginia. The Freedom Center is also referred to as the Transportation Security Operations Center (TSOC).

The NCRCC comprises an interagency team charged with coordinating airspace security for, as the name implies, the Nation's capital, particularly for more sensitive locations such as the White House and U.S. Capitol complex, which the USCP evacuated on 20 April. This team includes FAA, DOD, USCP, USSS, as well as the United States Park Police (USPP). DOD sponsored the Golden Knights parachuting show at the Nationals Park stadium on 20 April, which inadvertently triggered this incident.

The NCRCC carries out extensive, multi-layered procedures to vet flights in the Washington, DC Special Flight Rules Area and Flight Restricted Zone (DC SFRA/FRZ), which overlies the capital and its surrounding area. NCRCC procedures include advance and near real-time coordination among the participating partners.

In the case of Golden Knights parachuting shows and other, comparable special event flights in the DC FRZ, the FAA's NCRCC ATSC team normally notifies its interagency NCRCC counterparts, including USCP and USSS, of the operations in this sensitive airspace multiple days before the actual event. The NCRCC ATSC Team did not carry out this advance coordination for the Golden Knights flight on 20 April as is accepted common, accepted practice. The NCRCC ATSC Team sometimes (but not routinely) also provides pre-event notification to interagency NCRCC counterparts the day of the actual event. The NCRCC ATSC Team did not provide this "day of" notification for this Golden Knights flight.

If agencies responsible for law enforcement and security in the capital, including, USCP LEOs on the ground at the U.S. Capitol, observe an unknown, potentially suspicious aircraft, long-standing, interagency procedures call for them to coordinate with the NCRCC to determine whether a bona

vide threat exists and to coordinate appropriate interagency response action. On 20 April, the USCP CP at the U.S. Capitol, which had received reports from LEOs observing an unknown aircraft and parachutists in the vicinity of the U.S. Capitol complex, did contact the NCRCC at approximately 1827L through the USCP Watch Officer, who is a member of that interagency team.

The NCRCC, including its FAA, USSS, and USCP members, confirmed at approximately 1827-1829L they were only aware of a single flight in the area: an authorized U.S. Army flight carrying out a Golden Knights parachuting show, which was remaining clear of P-56A. This information was shared among the NCRCC's interagency members, including with the USCP and the USSS representatives. The NCRCC USCP Watch Officer communicated this validation to the USCP CP at the U.S. Capitol at approximately 1829L. However, during this telephone conversation between the USCP CP and the NCRCC USCP Watch Officer, there were persistent questions about the correlation between: a) reports from Law Enforcement Officers (LEO) on the ground to the USCP CP of a Cessna with a red strip flying over U.S. Capitol complex buildings; and b) information from the NCRCC that only a solo flight (GKA264) by the Golden Knights was flying in the area, and that it was avoiding P-56A and was authorized.

The USCP CP Watch Commander at the U.S. Capitol advised the NCRCC USCP Watch Officer at 1830.02L the USCP had ordered the evacuation of the U.S. Capitol complex.

RECOMMENDATIONS / WAY FORWARD:

Based on the findings of this initial AAR, the following corrective actions are recommended:

- 1) ATO's System Operation Security directorate (AJR-2) quickly implement procedures reinforcing advance coordination by the NCRCC ATSC Team of special event flights in the DC FRZ with the USCP, USSS, and other interagency partners participating in the NCRCC.
- 2) AJR-2 cooperate with the USCP, USSS, DOD, and other key airspace security stakeholders to determine if common, interagency lessons learned from this incident can be established and used to improve coordination.

ATTACHMENTS:

- A. Re-validated timeline of incident
- B. Chart depicting track of GKA264

DATE 26 April 2022

INCIDENT: U.S. Capitol Complex Evacuation on 20 April Triggered by Golden Knights Flight

SUBJECT: **Attachment A (Timeline)** to *Re-Validated AAR on Airspace Security Coordination on 20 April U.S. Capitol Evacuation Triggered by Golden Knights Flight and Way Forward*

- NOTES:**
- The timeline below was constructed by an ATO team, which, working 23-25 April, re-validated and built on the ATO's After-Action Report (AAR) on the 20 April subject incident. This previous AAR was produced on 22 April at 1630Z.
 - The ATO review team re-visited all information available on the incident related specifically focusing on airspace security actions taken by the FAA and interagency partners at the NCRCC. The ATO review team's efforts emphasized reexamining primary sources - e.g., re-interviewing the agency's Air Traffic Security Coordinator (ATSC) on duty at the NCRCC during the incident, and listening to and analyzing audio recordings of the telephone conversations conducted by National Capital Region Coordination Center (NCRCC) ATSC and NCRCC United States Capitol Police (USCP) personnel on duty during the incident.
 - As needed to provide critical context (e.g., deviations from codified procedures or common practice), supplemental notes are provided below.
 - The identification of the multiple USCP personnel involved in this incident may be confusing since the names of the participating positions are not well differentiated. The timeline uses precise naming conventions below for these positions: USCP Command Post (CP) at the U.S. Capitol; USCP CP Watch Officer versus Watch Commander; and NCRCC USCP Watch Officer. Also note the ATSC position is exclusively an FAA ATO position.
 - Some of the time stamps below are approximated due to the review team's necessary reliance on the recollection of FAA personnel who directly participated in this incident, and the nature of audio recordings shared by the Transportation Security Operations Center (TSOC), which are uncertified for use in investigations and presented inaccurate time stamps. Time stamps from FAA recordings -e.g., from the Potomac Terminal Radar Approach Control (PCT) - cannot be corroborated or correlated to any other time stamp originating outside the FAA. Caveats regarding individual timeline entry time stamps are provided as appropriate.
 - Any description of actions taken by non-FAA personnel have only been validated through interviews with FAA personnel, who directly participated in this incident. The ATO review team does not have the jurisdiction to further verify or corroborate the actions or communications of any non-FAA personnel identified as a participants in this incident such as the NCRCC USCP Watch Officer.
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Time (All Times in Local (L) and Zulu (Z))	Description of Action	Validation / Source
24 March (26 days before the Golden Knights flight on 20 April)		
1556L 1956Z	<ul style="list-style-type: none"> The Team Manager (TM) of the FAA’s National Capital Region Coordination Center (NCRCC) Air Traffic Security Coordinator (ATSC) Team received a courtesy copy of an application by the U.S Army to the FAA’s local Flight Standards District Office (FSDO) for a Certificate of Waiver or Authorization (COA) authorizing a Golden Knights parachute show at Nationals Park on 20 April. The U.S. Army also copied the Potomac Terminal Radar Approach Control facility (PCT) to initiate cooperation on needed airspace and Air Traffic Control (ATC) arrangements. <p><u>Supplemental Notes:</u></p> <ol style="list-style-type: none"> <i>The COA application to the local FSDO and coordination with PCT are unrelated to airspace security coordination with the NCRCC</i> <i>The NCRCC ATSC Team uses this courtesy copy for situational awareness and as a reminder to carry out any needed airspace security coordination</i> 	<p><u>Confirmed</u> by copy of e-mail from PCT to the FAA NCRCC ATSC TM with package for the Golden Knights flight (GKA264)</p> <p>(PCT Airspace & Procedures Specialist and FAA NCRCC ATSC TM)</p>
19 April (one day before Golden Knights flight)		
0844L 1244Z	<p>The FAA NCRCC ATSC TM asked the Support Specialist at PCT to confirm the status of any ATC coordination with the U.S. Army on the subject Golden Knights special event flight.</p> <p><u>Supplemental Notes:</u></p> <ol style="list-style-type: none"> <i>Airspace and ATC arrangements are typically finalized and shared by PCT with the NCRCC ATSC Team 3-4 days in advance of the actual execution of the special event flight</i> <i>Regarding the advance notification issue: It is common, accepted practice (but not codified in written procedures) that the NCRCC ATSC Team normally provide advance notification to the interagency counterparts within the NCRCC when this</i> 	<p><u>Confirmed</u> e-mail from PCT to the NCRCC TM on 19 April at 0844 -- Subj: “US Army Golden Knights Paradrop Washington Nationals 20 Apr 2022 (UNCLASSIFIED)”</p>

Time (All Times in Local (L) and Zulu (Z))	Description of Action	Validation / Source
	<i>final package from PCT is shared. <u>The NCRCC ATSC Team did not provide this advance notification in the case of the 20 April Golden Knights flight.</u></i>	
0846L 1246Z	<ul style="list-style-type: none"> The PCT Support Specialist advised the NCRCC ATSC TM the facility had received additional information about the Golden Knights event and would be transmitting the finalized airspace and ATC plans to the NCRCC ATSC Team. 	<u>Confirmed</u> e-mail from PCT to the NCRCC TM on 19 April at 0844 -- Subj: "US Army Golden Knights Paratroop Washington Nationals 20 Apr 2022 (UNCLASSIFIED)"
0856L 1256Z	<ul style="list-style-type: none"> NCRCC ATSC TM emailed the NCRCC ATSCs about the Golden Knights operation and established a placeholder for the upcoming special event flight in the NCRCC Status Board within SkyWatch, an automation system used by the FAA's ATSC teams, but inaccessible by interagency partners. <p><u>Supplemental Notes:</u></p> <ol style="list-style-type: none"> As indicated previously, the NCRCC ATSC Team deviated from common accepted practice at this point, and did not provide advance notification to the other NCRCC interagency participants 	<u>Confirmed</u> e-mail from PCT to the NCRCC TM on 19 April at 0844 -- Subj: "US Army Golden Knights Paratroop Washington Nationals 20 Apr 2022 (UNCLASSIFIED)"
20 April (day of the Golden Knights flight; before the USCP CP inquires with the NCRCC about a suspicious aircraft)		
1808L 2208Z	Golden Knights flight (GKA264) departed Andrews Air Force Base (ADW)	<u>Confirmed</u> per AADS Data
1817L 2217Z	<ul style="list-style-type: none"> NCRCC ATSC on duty logged the start of the Golden Knights flight into SkyWatch and paged "US Army Golden Knights Parachute Activity at National Park". At some point shortly thereafter, the NCRCC ATSC observed the NCRCC USCP Watch Officer monitoring the Golden Knights flight on their own air picture display. <p><u>Supplemental Notes:</u></p> <ol style="list-style-type: none"> The distribution of this page from the NCRCC ATSC included the Transportation Security Administration 	<u>Confirmed</u> per SkyWatch page out and NCRCC ATSC statement; and NCRCC ATSC statement provided at 0933L on 21 April; and further confirmed via in-person interview of NCRCC ATSC at 0900L on 23 April

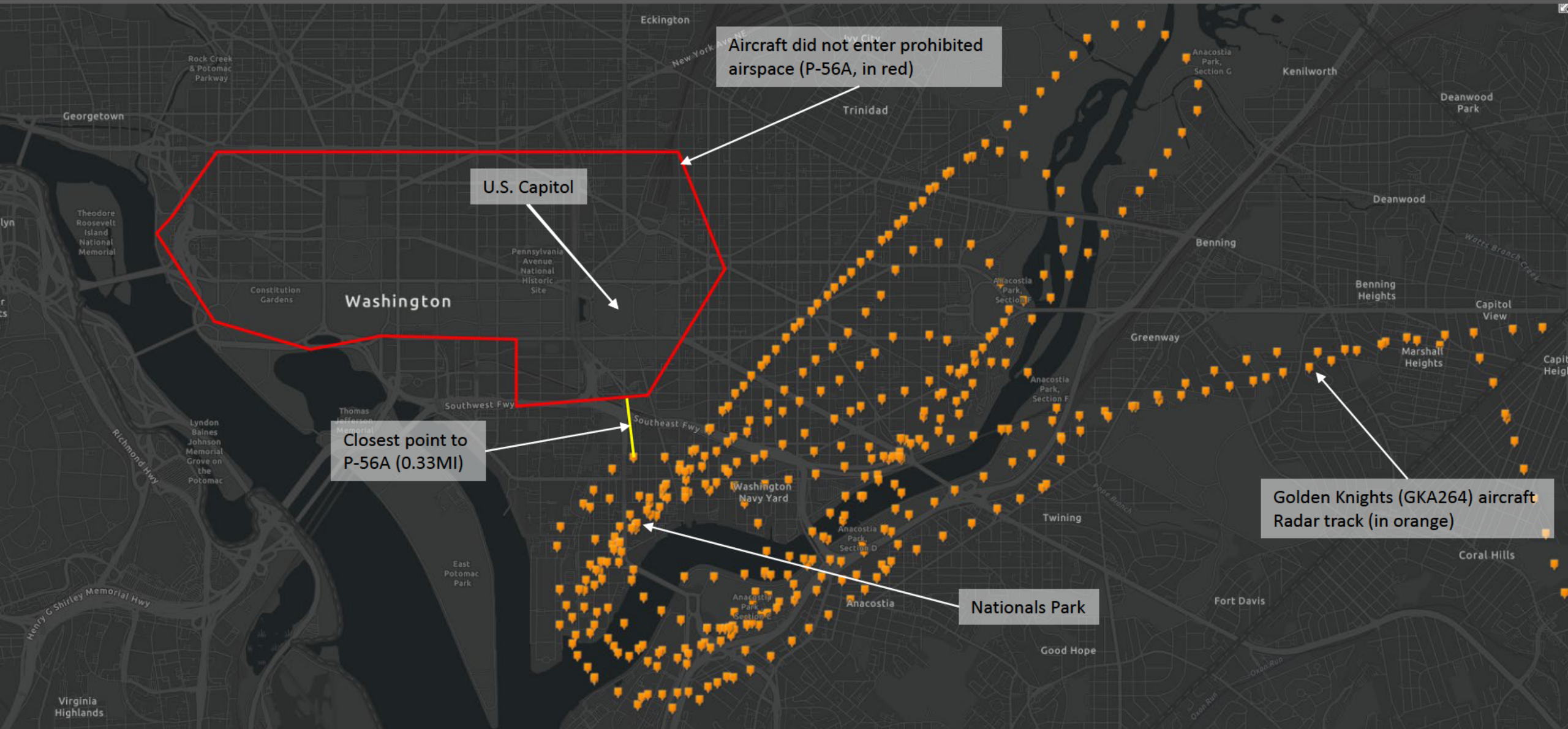
Time (All Times in Local (L) and Zulu (Z))	Description of Action	Validation / Source
	<p><i>(TSA) Command Duty Officer (CDO) at the Freedom Center and the TSA National Operations Center (NOC), but did not go to any other interagency partners, including the NCRCC USCP and United States Secret Service (USSS) positions</i></p> <p>2. Regarding the pre-event, "day of" notification issue: the NCRCC ATSC sometimes (but not routinely) provides a pre-event notification of a special event flight to the rest of the NCRCC on the day of that event. The NCRCC Team did not provide this pre-event, "day of" notification in the case of the 20 April Golden Knights flight.</p>	
20 April (day of the Golden Knights flight; starting with when the USCP Command Post (CP) inquiries with the NCRCC about a suspicious aircraft)		
1826L 2226Z	<ul style="list-style-type: none"> USCP field Law Enforcement Officers (LEO) reported to USCP Command Post (CP) at U.S. Capitol complex observations of a Cessna flying in the vicinity of the U.S. Capitol, John Adams Building, and Rayburn House Office Building. 	<p><u>Confirmed</u> by TSA representative in discussions with AJR-2 Review Team at NCRCC on 23 April</p>
1827.30L 2227.30Z	<ul style="list-style-type: none"> (1min 38 sec conversation) -- USCP Command Post (CP) Watch Officer at the U.S. Capitol called the NCRCC USCP Watch Officer and asked if they had any information on a Cessna overflying John Adams Building, and Rayburn House Office Building. The NCRCC USCP Watch Officer stated that his air picture was only showing one aircraft. NCRCC USCP asked the NCRCC ATSC if the Golden Knights aircraft was being accompanied by a second aircraft, possibly a Cessna with red stripe. The NCRCC USCP Watch Officer advised the USCP CP at the U.S. Capitol the observed aircraft is an authorized Golden Knights flight and is not in P-56A, the prohibited area overlying the U.S. Capitol complex. 	<ul style="list-style-type: none"> <u>Confirmed</u> by AJR-2 Review Team's review of TSA audio recordings on 23 Apr 2022 at NCRCC, including a review of the telephone call between the USCP CP call and the NCRCC USCP Watch Officer at 1827.30L <u>Confirmed</u> by NCRCC ATSC statement provided at 0934 on 21 April and in-person interview with NCRCC ATSC at 0900L on 23 April <u>Confirmed</u> by AJR-2 Review Team's review of

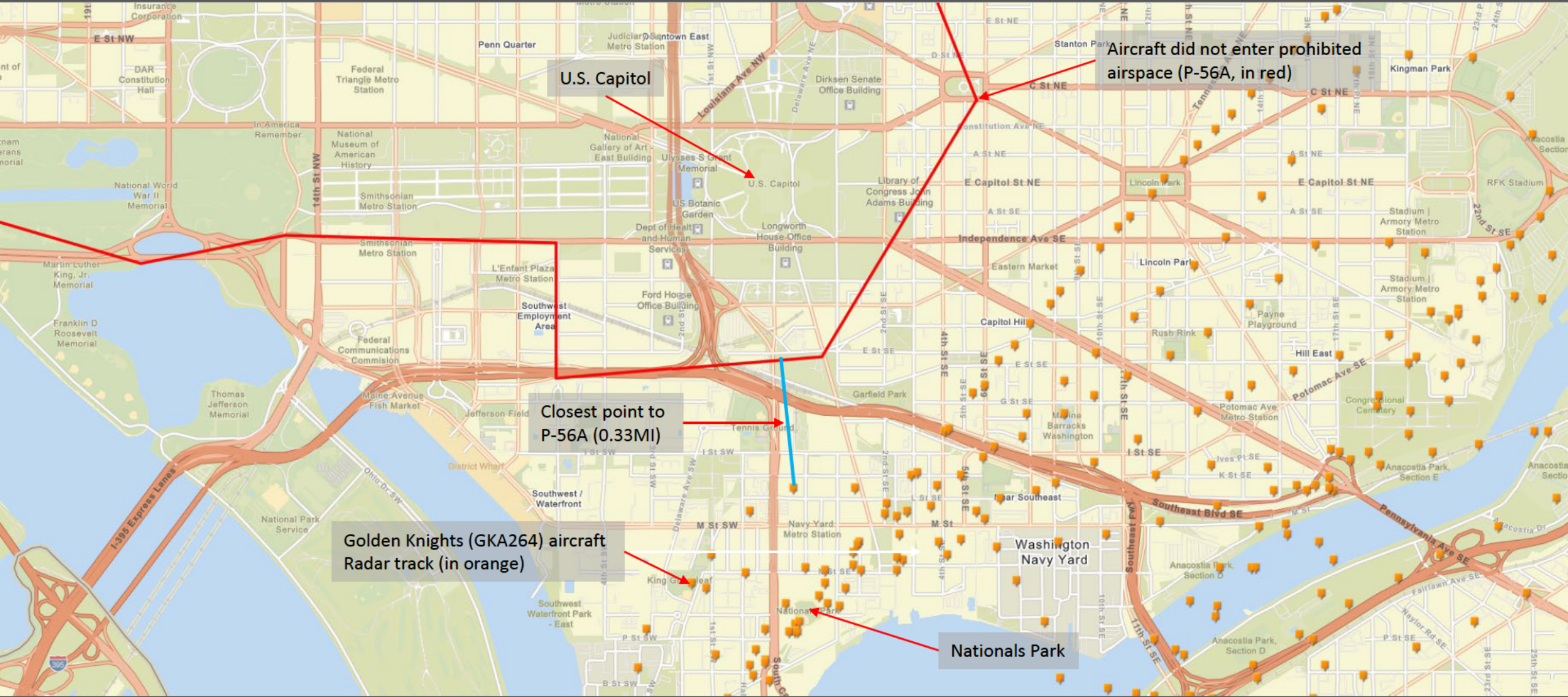
Time (All Times in Local (L) and Zulu (Z))	Description of Action	Validation / Source
	<ul style="list-style-type: none"> The USCP CP Watch Officer at the U.S. Capitol advised the NCRCC USCP Watch Officer to call USCP CP Watch Commander at the U.S. Capitol. <p><u>Supplemental Notes:</u></p> <ol style="list-style-type: none"> The NCRCC USCP Watch Officer uses the Air Marine Operations Surveillance System (AMOSS), a Customs and Border Patrol (CBP) system separate from the Airspace Awareness Detection System (AADS) used by FAA and TSA. The USCP did not notify the Domestic Events Network (DEN) at this point or throughout the incident. 	<ul style="list-style-type: none"> TSA audio recordings on 23 April at NCRCC
1829L 2229Z	<ul style="list-style-type: none"> FAA NCRCC ATSC coordinated with the PCT, the FAA ATC facility controlling the relevant airspace, and verified the Golden Knights flight was a solo flight. FAA NCRCC ATSC advised the NCRCC USCP Watch Officer that the Golden Knights operation only involved a single aircraft, and that the flight was an approved operation staying clear of P-56A. 	<ul style="list-style-type: none"> <u>Confirmed</u> via PCT transcripts, NCRCC ATSC statement and subject Review Team interviews <u>Confirmed</u> via statement provided at 0934L on 21 April and in-person interview with NCRCC ATSC and AJR-2 Review Team representatives at ATSCC at 0900L on 23 April
1829.20L 2229.20Z	<ul style="list-style-type: none"> (1min 7 sec conversation) – the NCRCC USCP Watch Officer advised the USCP CP Watch Commander at the U.S. Capitol that the NCRCC was only observing a single aircraft in the area: a solo Golden Knight flight (GKA264), which was remaining outside P-56A and was orbiting down by the river. The NCRCC USCP Watch Officer and the USCP CP Watch Commander engaged in a brief discussion regarding the description (type and colors) and position of the aircraft being reported by LEOs on the ground at the U.S. Capitol. The reports to the USCP CP indicated a Cessna with a red strip was flying over the U.S. Capitol complex. The NCRCC was observing a solo U.S. Army De Havilland Canada DHC-6 aircraft 	<ul style="list-style-type: none"> <u>Confirmed</u> via in person meeting with AJR-24 and interagency team leads (USSS, USCP, TSA representatives) on 21 April at the NCRCC <u>Confirmed</u> via audio recording review by ATO review team representatives at NCRCC on 23 April

Time (All Times in Local (L) and Zulu (Z))	Description of Action	Validation / Source
	<p>conducting the Golden Knights flight (GKA264) clear of P-56A and down near the river.</p> <ul style="list-style-type: none"> • (42 seconds into this conversation) -- the USCP CP Watch Commander at the U.S. Capitol advised the NCRCC USCP Watch Officer at 1830.02L that the USCP had initiated U.S. Capitol complex evacuation orders. • The USCP CP Watch Commander instructed the NCRCC USCP Watch Officer to continue to work to reconcile the difference in aircraft characteristics (between what was being reported by LEOs to the USCP CP versus what the NCRCC was seeing) and to call him back. <p><u>Supplemental Notes:</u></p> <ol style="list-style-type: none"> 1. <i>NCRCC participants, including FAA, USSS, DOD, and USCP indicated confidence regarding the position (clear of P-56A and down by the river), solo status, and authorization of the Golden Knights flight at this point.</i> 	
<p>Between 1830L- 1832.02L 2230Z- 2232Z</p>	<ul style="list-style-type: none"> • (Approximate times) –The USSS Joint Operations Center (JOC) Watch Officer notified the NCRCC USSS Watch Officer that the Golden Knights aircraft was authorized. • The NCRCC USSS watch officer advised their counterpart NCRCC USCP watch officer and the FAA NCRCC ATSC that the flight being discussed was an aircraft carrying out a Golden Knights parachuting show at the Nationals Park, the baseball stadium, which was nearby but not within the P-56A area, and that the USSS was not taking any action. • USCP CP instructed the NCRCC USCP Watch Officer to “figure it out” since the USCP had just evacuated the U.S. Capitol complex. <p><u>Supplemental Notes:</u></p> <ol style="list-style-type: none"> 1. <i>While the call between the NCRCC USCP Watch officer and USCP CP Watch Commander at the U.S. Capitol</i> 	<ul style="list-style-type: none"> • <u>Confirmed</u> by TSOC representative (based on audio recordings of NCRCC USSS Watch Officer telephone communications) and relayed to the ATO review team at the NCRCC on 23 April • <u>Confirmed</u> by the ATO review team analysis of TSA audio recordings on 23 April at NCRCC

Time (All Times in Local (L) and Zulu (Z))	Description of Action	Validation / Source
	<p><i>time stamped above at 1829.20L was being conducted, the USSS JOC and NCRCC USSS Watch Officer was concurrently communicating. It is unknown exactly what triggered the USSS call.</i></p>	
20 April (day of the Golden Knights flight; after the U.S. Capitol complex was evacuated)		
<p>1832L 2232Z</p>	<ul style="list-style-type: none"> • USCP CP at the U.S. Capitol and NCRCC USCP Watch Officer continued a telephone conversation during which the USCP CP stated LEOs on the ground were reporting to the CP a white and blue Cessna with a red stripe was flying directly over the Rayburn House Office Building • This conversation ended with NCRCC USCP Watch Officer stating the Golden Knights would be parachuting over Nationals Park, the baseball stadium situated next to the Anacostia River. <p><u>Supplemental Notes:</u></p> <p>1. Regarding the knowledge of the U.S. Capitol evacuation issue: <i>The NCRCC ATSC was unaware that the U.S. Capitol complex had been evacuated by the USCP at this point.</i></p>	<ul style="list-style-type: none"> • <u>Confirmed</u> by ATO review team analysis of two post-evacuation audio recordings of telephone conversations between the USCP CP and the NCRCC USCP (1832.13 and 1838.01 recordings) at NCRCC on 23 April
<p>Between 1832-1843L 2232-2243Z (approx. after 1832L)</p>	<ul style="list-style-type: none"> • NCRCC ATSC observed a media report that the U.S. Capitol complex was being evacuated • NCRCC ATSC asked the NCRCC USCP Watch Officer twice if the USCP had evacuated the U.S. Capitol complex. • NCRCC USCP Watch Officer replied each time that “they didn’t push it out” or “didn’t send it out”. NCRCC ATSC believed this to mean the media reporting was erroneous and no evacuation had been ordered. • At approximately 1837L / 2237Z, the FAA ATO Director of System Operations Security (AJR-2), 	<ul style="list-style-type: none"> • <u>Confirmed</u> by ATO review team follow-up re-interview of NCRCC ATSC on 24 Apr 2022 and the NCRCC ATSC’s statement provided at 0934L on 21 April • <u>Confirmed</u> by ATO review team follow-up re-interview of NCRCC ATSC on 24 April and review of TSA audio recordings of FAA landlines on 25 April

Time (All Times in Local (L) and Zulu (Z))	Description of Action	Validation / Source
	<p>promoted by third party inquiries, called the NCRCC ATSC to ask if the U.S. Capitol had been evacuated.</p> <ul style="list-style-type: none"> The NCRCC ATSC asked the NCRCC USCP Watch Officer for a third time if the U.S. Capitol had been evacuated. The NCRCC USCP Watch Officer confirmed the U.S. Capitol complex had been evacuated. The NCRCC Watch Officer relayed this confirmation to the director of AJR-2. <p><u>Supplemental Notes:</u></p> <p>1. Regarding the knowledge of the U.S. Capitol evacuation issue: <i>The NCRCC ATSC did not find out about the evacuation of the U.S. Capitol after the fact and after a call from the director of AJR-2, which prompted the ATSC to press the NCRCC USCP Watch Officer for confirmation.</i></p>	
1849L 2249Z	<ul style="list-style-type: none"> USCP reported the "All Clear." 	<u>Confirmed</u> by preliminary after-action summary provided by NCRCC TM at 1956 on 20 April
2255L 0255Z	<ul style="list-style-type: none"> NCRCC ATSC on duty logged in SkyWatch, "US Army parachute operations over Washington stadium. 2255 Operations complete." 	<u>Confirmed</u> via SkyWatch





9-ATO-NCRCC (FAA)

From: Keenley, Ryan P (FAA)
Sent: Tuesday, April 19, 2022 8:56 AM
To: 9-ATO-NCRCC (FAA)
Subject: FW: US Army Golden Knights Paratroop Washington Nationals 20 Apr 2022 (UNCLASSIFIED)
Attachments: 2022_04_20_GKA PAJA NATS PARK.pdf

Ryan P Keenley
Manager, FAA National Capital Region Coordination Center
FAA System Operations Security
National Tactical Security Operations
703-563-3118 D
(b) (6) C

From: Hall, John P (FAA) <john.p.hall@faa.gov>
Sent: Tuesday, April 19, 2022 8:46 AM
To: Keenley, Ryan P (FAA) <ryan.p.keenley@faa.gov>
Cc: 9-ATO-NCRCC (FAA) <9-ato-ncrcc@faa.gov>
Subject: RE: US Army Golden Knights Paratroop Washington Nationals 20 Apr 2022 (UNCLASSIFIED)

Yes, briefing attached.

Respectfully,

John P. Hall
Air Traffic Control Support Specialist
Airspace and Procedures
Potomac TRACON
(b) (6) cell
John.P.Hall@faa.gov
9-AEA-PCT530-Events@faa.gov

From: Keenley, Ryan P (FAA) <ryan.p.keenley@faa.gov>
Sent: Tuesday, April 19, 2022 8:44 AM
To: Hall, John P (FAA) <john.p.hall@faa.gov>
Cc: 9-AEA-PCT530-Events (FAA) <9-AEA-PCT530-Events@faa.gov>?
Subject: FW: US Army Golden Knights Paratroop Washington Nationals 20 Apr 2022 (UNCLASSIFIED)

Good morning,

Have you all heard any more about this?

Ryan P Keenley
Manager, FAA National Capital Region Coordination Center

FAA System Operations Security
National Tactical Security Operations
703-563-3118 O
(b) (6) C

From: (b) (6)
Sent: Thursday, March 24, 2022 3:56 PM
To: 7-AEA-DCA-FSDO (FAA) <7-AEA-DCA-FSDO@faa.gov>; Keenley, Ryan P (FAA) <ryan.p.keenley@faa.gov>; Hall, John P (FAA) <john.p.hall@faa.gov>
Cc: Dreikorn, Charlene (FAA) <charlene.dreikorn@faa.gov>; (b) (6) USARMY USAREC (USA)
(b) (6)
Subject: US Army Golden Knights Paradrop Washington Nationals 20 Apr 2022 (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Good Afternoon!

Please find our application for Certificate of Authorization for a parachute jump to be performed at the Nationals Ballpark on 20 Apr 2022. All the necessary forms are attached. If you have any questions, please don't hesitate to reach out! Have a great evening!

Blue Skies!

(b) (6)
US Army Parachute Team, Golden Knights
Fort Bragg, NC
(b) (6)
910-432-9433 office
(b) (6)

CLASSIFICATION: UNCLASSIFIED

Attachment 2

CALLSIGN	ACFT TYPE	ACFT REG	DEPT	DEPT DOMESTIC	DEPT TIME	DEST	DEST DOMESTIC	DEST TIME	MODE 3	ALT	SPEED	FIX
GKA264	DHC6		KADW	Y	D202208	KADW	Y	202213	5330	VFR/20	110	KADW

Created By: bryant.s.vaughan | Incident Date: 22:17 04/20/2022 | POD: NCRCC



NCR-COORDINATION Event

Created By:	bryant.s.vaughan
Incident Date:	22:17 04/20/2022
Status:	Closed
POD:	NCRCC
Primary Code:	NCR-COORDINATION
Reporting Facility:	NCRCC

Other Information

Paged:	Yes
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Remarks

US Army parachute operations over Washington Nationals stadium. 2255: Operations complete

EDIT

CLOSE

DELETE

Closed

MEDICAL

Sick passenger.

NCRCC

N28QW

P28A

OXB

Closed

WAIVER-MD3

MD3 requirements verified.

VFR

LAS

PHL

ORD

EWR

HNL

OXB

VKX

LAS

LAS

DCA

PTK

VFR

2W5

DKX

Attachment 4

From: [Vaughan, Bryant S \(FAA\)](#)
To: [Timm, Chad \(FAA\)](#)
Subject: Vaughan Statement on 4/20/22
Date: Thursday, April 21, 2022 9:34:13 AM

I was the FAA ATSC on position for the events that took place on 4/20/2022. I was aware of the parachute operations that was taking place before the Washington Nationals baseball game. The information was contained in the “binder” that we maintain for special events, as well as the Status Board. I was briefed by the day shift crew about the event.

When I noticed the Golden Knights aircraft on the RADAR display, I sent out a page on our SKYWATCH alert at 1817L, of the parachute operation. I’m not sure of the time, but I noticed Kyle Brown, from USCP, had a close up flight track of the aircraft, monitoring the situation of the US Army flight, holding east of the prohibited area. At 1827L, Officer Kyle Brown from the USCP asked me about a Cessna that was possibly with the Golden Knights aircraft, thinking maybe it was a photo aircraft involved with the event. He had just received the information from a phone call. He mentioned a Cessna with a red strip was reported by USCP over or near the Capitol.

Seeing the flight history trail of the aircraft and monitoring the situation myself, I only observed one aircraft. I called PCT to verify the status and it was confirmed that the jump plane was a single DH-6. Officer Brown relayed to someone on the phone of the approved event taking place over the stadium. After hanging up, I overheard him and USSS discussing about how personal at the Capitol have the same equipment and should notice that this is not an issue and the FAA has approved the operation. I called Ryan Keenley to notify him about the concerns of the event. Soon after, I heard mention of the Capitol being evacuated. I asked Kyle Brown of when that occurred, and he said something along the lines “they didn’t push it out” or “didn’t send it out”. Gary Miller called asking about the evacuation. I double checked with Kyle Brown and he repeated the phrase. That’s when I relayed to Kyle that our director is saying that the building did evacuate. Kyle then said that they did evacuate but the messaging system wasn’t sent out, and the actual system inside the building alerted everyone. That’s where I went heads down and started calling and answering phones. The conversations in front of me continued about the event. Kyle said that he wasn’t sure why they didn’t listen to him after he explained who the aircraft was and how it was an approved event.

I continued to gather times from what I could. I looked at a replay to see where the Jump aircraft was when I sent the SKYWATCH entry. That was at 1817L and the aircraft just departed ADW and was north bound. The Jump aircraft entered the first turn over the stadium at 1821L to 1822L.

I talked to Kyle to find when the calls were made. The first call was 1827L then 1828L. The 1828L call was him telling the person again that there was no Cessna, just the Golden Knights aircraft.

Well after the event, I walked up to Kyle and told him that I was writing a statement and explaining our interactions. He mentioned that he was doing the same thing. I explained how I was confused on why things went the way that they unfolded. He and the USSS officer explained how things like this happen but that’s why we were here. And they should have listened to Kyle when he told them the flight was coordinated with the FAA before they evacuation took place.

Based on further conversations and observations, I understand that USCP knew of the Golden Knights jump several minutes before the 1828 call was made to evacuate the Capitol.

Bryant S. Vaughan

Air Traffic Security Coordinator, FAA National Capital Region Coordination Center
FAA System Operations Security
National Tactical Security Operations

(P): (b) (6)

(A): (b) (6)

Attachment 5

From: [Kopp, Thomas E \(FAA\)](#)
To: [Faig, Michelle L \(FAA\)](#)
Subject: FW: Capital Evacuation time line
Date: Sunday, April 24, 2022 12:51:35 PM

From: Keenley, Ryan P (FAA) <ryan.p.keenley@faa.gov>
Sent: Wednesday, April 20, 2022 8:23 PM
To: Timm, Chad (FAA) <chad.timm@faa.gov>
Subject: FW: Capital Evacuation time line

Bryant is adding more clarity and I will outline standard chain of events.

Ryan P Keenley
Manager, FAA National Capital Region Coordination Center
FAA System Operations Security
National Tactical Security Operations
703-563-3118 O
(b) (6) C

From: 9-ATO-NCRCC (FAA) <9-ato-ncrcc@faa.gov>
Sent: Wednesday, April 20, 2022 7:56 PM
To: Keenley, Ryan P (FAA) <ryan.p.keenley@faa.gov>
Subject: Capital Evacuation time line

Quick timeline...

2217: Skywatch page: US Army parachute operations over Washington Nationals stadium.

2228: USCP received a phone call asking about a Cessna circling over the Capital. NCR FAA coordinated with PCT to verify the Golden Knights flight was a solo flight.

2229: NCR USCP relayed the information to the caller and confirmed it was the US Army parachute team.

2232: AIR CON RED (Evacuation notice) sent for the US Capitol.

2249: All clear issued.

Extra info: I noticed USCP was tracking the flight on their system before any of this conversation started. At no time did the flight enter P56A. Shortly after I paged the info on Skywatch, Gary called. I even mentioned to the POD about concerns of the circling jump aircraft.

Bryant S. Vaughan

Air Traffic Security Coordinator, FAA National Capital Region Coordination Center
FAA System Operations Security
National Tactical Security Operations

(P): (b) (6)

(A): (b) (6)

PRIMARY CODE: NCR-COORDINATION

Date: 2022-04-20T22:17Z

Status: Closed

POD: NCRCC

Reporting Facility: NCRCC

Created By: bryant.s.vaughan

REMARKS

US Army parachute operations over Washington Nationals stadium. 2255: Operations complete