



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

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

7/28/2022

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

Dear Mr. Greenewald:

This letter responds to your Freedom of Information Act (FOIA) request, 2022-06548, dated April 22. Your request sought information regarding the evacuation of the United States Capitol on April 20, 2022.

A search was conducted by the Air Traffic Organization, System Operations Services, System Operations Security Group and enclosed is the requested record.

If you owe fees for the processing of this request, an invoice containing the amount due and payment instructions will be enclosed.

You have the right to seek assistance from the Federal Aviation Administration (FAA) FOIA Public Liaison via phone (202-267-7799) or email (7-AWA-ARC-FOIA@faa.gov) noting FOIA Public Liaison in the Subject.

Sincerely,

DocuSigned by:

238B52A3B4A04AF...
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



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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, 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 timestamps 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. Timestamps from FAA recordings -e.g., from the Potomac Terminal Radar Approach Control (PCT) - cannot be corroborated or correlated to any other timestamp originating outside the FAA. Caveats regarding individual timeline entry timestamps are provided as appropriate.
 - Any description of actions taken by non-FAA personnel has 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 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 a copy of an e-mail from PCT to the FAA NCRCC ATCSC TM with the package for the Golden Knights flight (GKA264)</p> <p>(PCT Airspace & Procedures Specialist and FAA NCRCC ATCSC TM)</p>
19 April (one day before the 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 of the 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> Regarding the advance notification issue: <i>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 April 2022 (UNCLASSIFIED)”</p>

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	<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 April 2022 (UNCLASSIFIED)"
0856L 1256Z	<ul style="list-style-type: none"> NCRCC ATSC TM e-mailed 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 commonly 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 April 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

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	<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: <i>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.</i></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 the 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. 	<ul style="list-style-type: none"> <u>Confirmed</u> by TSA representative in discussions with AJR-2 Review Team at NCRCC on 23 April
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 a red stripe. The NCRCC USCP Watch Officer advised the USCP CP at the U.S. Capitol the observed aircraft was an authorized Golden Knights flight and was 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 April 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

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	<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. 	<p>TSA audio recordings on 23 April at NCRCC</p>
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

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	<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

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	<p><i>timestamped above at 1829.20L, was being conducted, the USSS JOC and NCRCC USSS Watch Officer were concurrently communicating. It is unknown exactly what triggered the USSS call.</i></p>	
<p>20 April (day of the Golden Knights flight; after the U.S. Capitol complex was evacuated)</p>		
<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 April 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

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	<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 the 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