

Seattle Air Route Traffic Control Center

Name of Facility Preparing Transcription  
Seattle Air Route Traffic Control Center

Subject of Transcription  
Air-Ground Communications Pertaining to the Incident to  
Northwest Airlines Flight 305

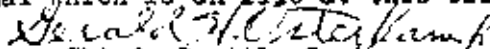
Date and Period of Time Covered by Transcription  
0337:11 GMT to 0545:29 GMT 25 November 1971

Agencies Making Transmissions and Abbreviation of Each	
Northwest Airlines Flight 305	NW305
Seattle ARTCC Position R2	SEA R2
Seattle ARTCC Position R5	SEA R5
Seattle ARTCC Position R6	SEA R6
Seattle ARTCC Position R10	SEA R10

I HEREBY CERTIFY that the following is a true transcription of the recorded conversation pertaining to the subject incident.

  
Gerald H. Osterkamp  
Chief, Seattle ARTCC

I certify that this is a true copy of the original which is on file at this office.

  
Chief, Seattle Center

0337:11 NW 305 Northwest three oh five we're ah  
 (7:37 PM, PST)

0337:17 SEA R2 Northwest three zero five ident verify assigned  
 one zero thousand

0337:23 NW 305 (Unintelligible) three zero five  
 . . . . .

0339:43 SEA R2 Northwest three zero five say altitude now  
 . . . . .

0340:02 SEA R2 Northwest one zero correction Northwest three  
 zero five say altitude please

0340:06 NW 305 Three oh five through sixty five hundred ah trying  
 to get the steps down down back there ah  
 . . . . .

0340:37 NW 305 One oh five ah three oh five we're gonna level off  
 here for a while at seven thousand he wants the  
 steps down and ah we're gonna have er about down  
 to a hundred and sixty knots

0340:48 SEA R2 Northwest three zero five roger  
 . . . . .

0341:22 SEA R2 Northwest three zero five advise if you change  
 altitudes over

NW 305 Okay we'll hold at seven here we got the back steps  
 down now and ah it looks like we aren't gonna be  
 able to climb anymore ah we'll hold seven thousand

0344:34 SEA R2 Northwest three oh five roger  
 (7:44 PM, PST)

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0349:18 SEA R2  
(7.49 PM, PST)

Northwest three zero five in event of lost communications contact Seattle Center one three three point niner

0350:05 SEA R2

Northwest three zero five Toledo altimeter two niner niner eight

0351:31 NW 305

Center Northwest three oh five ah we're gonna climb out climbing up ah to ten thousand and ah we're through nine now

0351:42 SEA R2

Northwest three zero five roger report level at one zero thousand

NW 305

Roger

- - - - -

0353:34 NW 305

Northwest three oh five we're leveling at ten thousand

SEA R2

Northwest three oh five roger

0353:40 NW 305

Airspeed in the vicinity of one seventy one eighty

SEA R2

Three oh five roger

- - - - -

0359:10 SEA R2

Northwest three zero five contact Seattle Center one three three point niner

0359:15 NW 305

Ah one thirty three point nine

(7.59 P.M. - PST)

- - - - -

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0413:14 NW 305 Center four oh five (unintelligible) twenty point  
(8:13 PM, PST) nine ten thousand

SEA R5 Northwest three zero five ident

- - - - -

0415:52 SEA R5 Northwest three zero five the Portland ah altimeter  
three zero zero three

NW 305 Zero zero three

- - - - -

0433:36 SEA R5 Northwest three zero five contact Seattle Center  
one two five point eight

0433:46 NW 305 Twenty five point eight so long

SEA R5 Good day sir

- - - - -

0433:51 NW 305 Seattle Center Northwest three zero five ten  
thousand

0433:55 SEA R6 Northwest three zero five Seattle Center one zero  
thousand ident

- - - - -

0445:45 SEA R6 Northwest three zero five Eugene altimeter three  
(8:45 PM - PST) zero zero six

NW 305 Ah one three zero point six

---

SEA R6 Negative sir Eugene altimeter three zero zero six

NW 305 Okay switching

SEA R6 Negative sir remain on this frequency that's an altimeter ah the current altimeter is three zero one one

0446:06 NW 305  
(8:46 PM, PST)

Oh okay three zero one one  
-----

0454:47 SEA R6 Northwest three zero five Seattle radio check

NW 305 Three oh five load and clear

0454:53 SEA R6 Roger sir I lost your transponder  
-----

0503:36 SEA R6 Northwest three zero five contact Seattle Center now on one two five point three

0503:41 NW 305 Okay twenty five point three Northwest three oh five  
-----

0503:57 NW 305 Seattle Center Northwest three zero five at ten thousand

0504:05 SEA R10 Northwest three zero five Seattle Center ident  
(9:04 AM - PST)  
-----

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0513:10 SEA R10 Northwest three zero five Medford altimeter three  
(9:13 AM, PST) zero one three

0513:16 NW 305 Three zero one three

- - - - -

0528:01 SEA R10 Northwest three zero five request the outside air  
temperature at your altitude

NW 305 Ah three oh five you came on with somebody else  
say again

SEA R10 Northwest three zero five request the outside air  
temperature at your altitude

0528:28 NW 305 Ah (unintelligible) minus five

SEA R10 Understand minus five zero five

NW 305 (Unintelligible)

SEA R10 Northwest three zero five verify that temperature  
as centigrade

0529:04 NW 305 That's okay centigrade

SEA R10 Roger

- - - - -

0538:31 SEA R10 Northwest three zero five the Montague altimeter  
(9:38 P.M., PST) three zero one one

- - - - -

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0541:48

SEA R10

Northwest three zero five the Montague altimeter  
three zero one one

(9:41 PM, PST)

0541:52

NW 305

Three zero one one roger three oh five

0543:26

NW 305

Ah Northwest three zero five

SEA R10

Northwest three zero five go ahead

0543:32

NW 305

Roger we'd like to start climb to eleven thousand  
(unintelligible) okay with you

SEA R10

Northwest three zero five ah climb to one one  
thousand under your conditions are approved  
report reaching

0543:46

NW 305

Three oh five

0545:20

SEA R10

Northwest three zero five contact Oakland Center  
on one two zero point four good luck sir

0545:29

NW 305

Okay one two zero point four thank you

(9:45 PM, PST)

SE 164-81

FEDERAL AVIATION ADMINISTRATION LOG

OAKLAND (CALIFORNIA) CENTER

Insertions have been made to convert the Greenwich  
Mean Time (GMT) to Pacific Standard Time (PST).



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

AIR ROUTE TRAFFIC CONTROL CENTER  
5125 Central Avenue  
Fremont, California 94536



30 November 1971

Facility : Oakland Air Route Traffic Control Center


Subject : Report Concerning Hijacking of Aircraft NW305

Date : 25 November 1971 -- 0544 GMT to 0635 GMT

List of Agencies :

Oakland Center	OAK ARTCC
Red Bluff Sector	(RBL)
Oakland Center	OAK ARTCC
Reno Sector	(RNO)
Oakland Center	OAK ARTCC
Coordinator Position E03	(E03)
Oakland Center	OAK ARTCC
Coordinator Position E04	(E04)
Oakland Center	OAK ARTCC
Watch Supervisor Position	(WSE)
Oakland Center	OAK ARTCC
Flow Control Position	(FCC)
Seattle Center	SEA ARTCC
Sector D10	
Reno Tower	RNO Twr
Reno, Nevada	
NW305	NW305

Certification : I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject hijacking.

  
DONALD E. ERLIN  
Chief, Oakland Center

GMT  
TIME

0544

(9:44 PM, PST)

OAK ARTCC: Red Bluff  
(RBL)

SEA ARTCC: Here's a handoff on Northwest three zero five

OAK ARTCC: Okay we don't see a target as yet  
(RBL)

SEA ARTCC: Okay he's climbing slowly to one one thousand

OAK ARTCC: J M  
(RBL)

0545

OAK ARTCC: Seattle go ahead with uh try again the handoff Northwest  
(EO4) three oh five

SEA ARTCC: Northwest three zero five uh out of one zero thousand  
climbing slowly to one one thousand is one mile south  
Fort Jones

OAK ARTCC: Radar contact Northwest three zero five  
(EO4)

SEA ARTCC: L E

OAK ARTCC: W X  
(EO4)

0546

(9:46 PM  
PST)

NW305: Uh climbing to eleven we're out of ten seven

OAK ARTCC: Northwest three zero five roger climbing to one one  
(RBL) thousand ident

NW305: (Unintelligible)

GAT  
TIME

OAK ARTCC: Northwest three zero five roger have radar contact uh  
(RBL) part of your transmission was blocked by another aircraft  
go ahead with your request again

OAK ARTCC: Nine eight three stand by . . Northwest three zero five  
(RBL) anything at all that you're requesting is approved uh  
you're requesting direct Reno at this time . . is that  
correct

NW305: I want to go direct Red Bluff to Reno and uh we can either  
do it on our own navigation or accept a radar vector if  
you want to give it to us

OAK ARTCC: Uh roger Red Bluff direct Reno is approved . . I'd like  
(RBL) you a little bit farther south and clear a few more of  
the hills at one one thousand prior to going direct . .  
however if you keep me advised I'll give you headings at  
any time

0547

(9:47 PM, PST)

NW305: You can give us headings so I can get to Red Bluff please

OAK ARTCC: Uh roger depart Red Bluff then heading of zero nine zero  
(RBL) vector to Reno

NW305: Okay will do

OAK ARTCC: Northwest three zero five Oakland Center radio check . .  
(RBL) Rescue nine eight three I'm transmitting only on UHF  
now . . I don't believe the Northwest can uh copy . . uh  
you can monitor on one two zero point four but transmit  
on three zero six point nine

0552

(9:52 PM, PST)

OAK ARTCC: Northwest three zero five the Red Bluff altimeter three  
(RBL) zero one eight

NW305: Three zero one eight thank you

GMT  
TIME

0553

(9:53 PM, PST)

OAK ARTCC: Give me periodic checks on his position then  
(WSE)

OAK ARTCC: Okay they are ten miles apart now . . we're starting to  
(EO4) turn the rescue

OAK ARTCC: Yeah but I mean uh Northwest's position and any time you  
(WSE) change his frequency or his altitude or whatever

OAK ARTCC: Yeah he's fifty northwest of Red Bluff Victor twenty  
(EO4) three

OAK ARTCC: Okay  
(WSE)

0555

OAK ARTCC: Northwest three zero five are you now level at one one  
(RBL) thousand

NW305: Three oh five roger we're level at one one

0559

OAK ARTCC: Northwest three zero five traffic ten o'clock eight miles  
(RBL) westbound

NW305: This three zero five that for us

0605

(10:05 PM, PST)

OAK ARTCC: Northwest ten northwest Red Bluff  
(EO4)

OAK ARTCC: Verify ten northwest of Red Bluff  
(WSE)

OAK ARTCC: Yep ten northwest to be exact  
(EO4)

OAK ARTCC: Okay and vector what  
(WSE)

OAK ARTCC: Be zero niner zero out of Red Bluff  
(EO4)

GMT  
TIME

OAK ARTCC: Okay thank you

0606 (10:06 P.M., PST)

OAK ARTCC: Northwest three zero five traffic twelve o'clock six miles northbound  
(RBL)

NW305: Zero five roger

0607

NW305: This Northwest three zero five er we start our turn to ninety that okay

OAK ARTCC: Northwest three zero five affirmative  
(RBL)

0608

OAK ARTCC: And Red Bluff now three zero one eight  
(RBL)

NW305: Three zero one eight

0609

OAK ARTCC: Northwest three zero five present time Reno weather is clear and the visibility twelve  
(RBL)

NW305: Roger thank you

0611

OAK ARTCC: Okay he's over Red Bluff turning  
(EO4)

0614 (10:14 P.M., PST)

OAK ARTCC: Northwest three zero five you can expect radar vectors to intercept the ILS active runway one six at Reno  
(RBL)

NW305: Zero five roger vectors for ILS for one six

OAK ARTCC: That's correct  
(RBL)

GMT  
TIME

NW305: Is the course that we're operating uh unpressurized and we're going to need a very slow descent whatever vectoring is necessary to get us about a three hundred per minute rate of descent ah maybe five at the outside uh we'll need plenty of time to do this and uh set ourselves up

0615

NW305: You read three zero five center

OAK ARTCC: Eh Northwest three zero five Oakland Center roger  
(RBL) affirmative I did copy a slow rate of descent and unpressurized

NW305: Roger thank you

0623

OAK ARTCC: Northwest three zero five the Reno altimeter three zero  
(RBL) zero niner

NW305: Uh thirty oh nine

OAK ARTCC: Right  
(RBL)

0626

(10:26 PM, PST)

OAK ARTCC: Northwest three zero five contact Oakland Center one two  
(RBL) eight point eight

NW305: Okay one twenty eight eight bye

OAK ARTCC: Good day now  
(RBL)

NW305: Oakland Center Northwest three zero five we're eleven thousand

OAK ARTCC: Northwest three zero five roger ident  
(RNO)

GMT  
TIME

0628

(10:28 PM, PST)

OAK ARTCC: Northwest three zero five left heading zero six zero  
(RNO)

NW305: Okay zero six zero three oh five

NW305: On this kinda configuration uh we make pretty shallow  
turns cause it kills off our speed pretty much if we make  
a standard

OAK ARTCC: I understand you need a long final into Reno so I'm  
(RNO) taking you up about oh twenty five or thirty miles north  
of Reno

NW305: Okay

0632

OAK ARTCC: Reno Approach Center  
(EO3)

RNO Twr: Reno

OAK ARTCC: Let's see if we can give you a handoff Northwest three  
(EO3) zero five

RNO Twr: I don't see anything west yet

OAK ARTCC: Okay stretch your radar well out to the northwest  
(EO3)

RNO Twr: Okay I'm out fifty miles now

0633

(10:33 PM, PST)

OAK ARTCC: Okay  
(EO3)

RNO Twr: Is he still on thirty one

GMT  
TIME

OAK ARTCC: Yeah he's on thirty one  
(EO3)

0634

(10:34 PM, PST)

RNO Twr: Okay radar contact Northwest three zero five at forty two miles

OAK ARTCC: Okay forty two west northwest of Reno heading zero six zero one one thousand  
(EO3)

RNO Twr: L H

OAK ARTCC: Wink what frequency for Reno Approach  
(FCC)

RNO Twr: Put him one twenty six three please

0635

(10:35 PM, PST)

OAK ARTCC: One twenty six three  
(EO3)

RNO Twr: Right

OAK ARTCC: Will do  
(EO3)

OAK ARTCC: Northwest three zero five uh Reno Approach one one niner point two  
(RNO)

OAK ARTCC: Northwest three zero five Oakland  
(RNO)

NW305: Three oh five go ahead

OAK ARTCC: Roger Reno Approach on one two six point three  
(RNO)

NW305: Twenty six three for approach roger



SE 164-81

FEDERAL AVIATION ADMINISTRATION LOG

RENO (NEVADA) CENTER

Parentetical insertions have been made to  
convert the Greenwich Mean Time (GMT) to Pacific Standard,  
Time (PST).

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

29 November 1971

AIRPORT TRAFFIC CONTROL TOWER  
Reno International Airport  
1900 National Guard Way  
Reno, Nevada 89502



Transcription prepared by Reno Airport Traffic Control Tower, Reno, Nevada.

Subject: Conversation between Northwest Airlines Flight 305 and Reno Departure Control (Radar), Reno Local Control and Oakland Air Route Traffic Control Center pertinent to the incident of Northwest Airlines Flight 305 on 25 November 1971 between 0632 GMT and 0722 GMT.

Date and period of time covered by the transcription:

25 November 1971, from 0632 GMT to 0722 GMT.

Agencies making transmissions and abbreviation for each:

Reno Departure Control (Radar):	RNO TWR DR
Reno Local Control:	RNO TWR LC
Oakland Air Route Traffic Control Center:	OAK ARTCC
Northwest Airlines Flight 305:	NW305

I HEREBY CERTIFY that the following is a true transcription of the recorded conversation pertaining to the subject incident.

*J. E. Harris*  
J. E. HARRIS  
Chief, Reno Airport Traffic Control Tower

0632 GMT

10:32 PM, PST

RENO TWR DR: RENO

OAK ARTCC: LET'S SEE IF WE CAN GIVE YOU A HANDOFF NORTHWEST THREE ZERO FIVE

RENO TWR DR: I DON'T SEE ANYTHING WEST YET

OAK ARTCC: OKAY STRETCH YOUR RADAR WAY OUT TO THE NORTHWEST

0633 GMT

10:33 PM, PST

RENO TWR DR: OKAY I'M OUT TO FIFTY MILES NOW

OAK ARTCC: OKAY

RENO TWR DR: IS HE STILL ON THIRTY ONE

OAK ARTCC: HE'S ON THIRTY ONE WE HAVE A ALSO CODE ELEVEN THIS IS A AIR RESCUE  
FIVE ZERO NINE EIGHT THREE

OAK ARTCC: AND THE LET ME GIVE YOU THE TYPE I DON'T KNOW IF HE'S GOING TO  
FOLLOW HIM IN FOR A LANDING

OAK ARTCC: AND IT'S A C ONE THIRTY COPY

RENO TWR DR: YEAH

OAK ARTCC: OKAY

0634 GMT

10:34 PM, PST

RENO TWR DR: RADAR CONTACT NORTHWEST THREE ZERO FIVE AT FORTY TWO MILES

OAK ARTCC: FORTY TWO WEST NORTHWEST OF RENO HEADING ZERO SIX ZERO ONE ONE  
THOUSAND

RENO TWR DR: LH

OAK ARTCC: OKAY RESCUE FIVE ZERO NINE EIGHT THREE IS AH SIX IN TRAIL FIVE MILES PROVIDING HIS OWN SEPARATION

RENO TWR DR: OKAY I DON'T HAVE HIM YET

OAK ARTCC: OKAY HE'S ON CODE ELEVEN HOWEVER HE IS AT ONE TWO THOUSAND

RENO TWR DR: LH

0635 GMT *10:35 PM, PST*

OAK ARTCC: WAIT WHAT FREQUENCY FOR RENO APPROACH

RENO TWR DR: PUT HIM ON ONE TWO SIX POINT THREE

OAK ARTCC: ONE TWO SIX THREE

RENO TWR DR: RIGHT

OAK ARTCC: WILL DO

NW305: RENO APPROACH THIS IS NORTHWEST THREE ZERO FIVE ELEVEN THOUSAND HEADING ZERO SIX ZERO

RENO TWR DR: NORTHWEST THREE ZERO FIVE RENO APPROACH RADAR CONTACT THIRTY MILES NORTHWEST OF RENO USING RUNWAY ONE SIX WIND ZERO TWO ZERO DEGREES VARIABLE AT SEVEN ALTITUDE THREE ZERO ONE ZERO MAINTAIN PRESENT HEADING FOR VECTOR TO THE ILS FINAL APPROACH COURSE EXPECT LOWER ALTITUDE AH CORRECTION EXPECT A LOWER ALTITUDE IN TWENTY MILES

NW305: OKAY AH WE'RE TRYING TO MAKE CONTACT WITH THE BACK NOW AND AH WE'RE GOING TO GET THESE STEPS UP BEFORE WE CAN MAKE OUR LANDING SO AH WE'LL PROCEED IN AND AH WE'RE LEAD TO BREAK IT OFF AT SOME POINT AND WE'LL KEEP YOU ADVISED

0636 GMT *10:36 PM, PST*

RNO TWR DR: OKAY FINE

0637 GMT *10:37 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU CAN EXPECT NINE THOUSAND IN THREE MILES

NW305: OKAY NINE THOUSAND THREE MILES

0638 GMT *10:38 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE DESCEND AND MAINTAIN NINE THOUSAND TURN  
RIGHT HEADING ZERO NINE ZERO

NW305: RIGHT TO ZERO NINE ZERO THE HEADING AND DOWN TO NINE

RNO TWR DR: NORTHWEST THREE ZERO FIVE TURN RIGHT HEADING ONE THREE ZERO

NW305: RIGHT TO ONE THREE ZERO

0639 GMT *10:39 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE UPON INTERCEPTING THE RENO LOCALIZER TURN  
INBOUND

NW305: OKAY UPON INTERCEPTING THE LOCALIZER WE'LL TURN INBOUND

0642 GMT *10:42 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU APPEAR TO BE ABOUT A MILE EAST OF THE  
LOCALIZER NOW A RIGHT TURN BACK TO ABOUT ONE NINE ZERO WILL PUT YOU  
BACK ON

NW305: OKAY ON ONE NINE ZERO

RNO TWR DR: NORTHWEST THREE ZERO FIVE DESCEND AND MAINTAIN EIGHT THOUSAND TWO  
HUNDRED

NW305: EIGHT THOUSAND TWO HUNDRED ON THE ALT

0643 GMT *10:43 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE WHAT'S THE STATUS ON THE STAIRS NOW SIR

NW305: AH WE HAVEN'T BEEN ABLE TO GET AHEAD OF ANYBODY YET UR TRYING TO CONTACT HIM AND AH THEY'RE STILL DOWN SO I WE HAVEN'T DECIDED YET AH WE MIGHT COME IN AND LAND WITH THEM DOWN THERE'D BE SOME SPARKS SO

RNO TWR DR: OKAY IF YOU THINK YOU'RE GOING TO HAVE TO CIRCLE I'D SUGGEST YOU'D MAINTAIN ABOUT EIGHTY TWO HUNDRED

NW305: OKAY IS THAT EIGHTY TWO HUNDRED ON THE CIRCLE

RNO TWR DR: THAT'S OKAY

NW305: OKAY THANK YOU

0644 GMT *10:44 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE IF YOU DECIDE TO CIRCLE MAKE YOUR CIRCLE TO THE LEFT AND EAST OF THE LOCALIZER COURSE

NW305: THREE ZERO FIVE ROGER

0645 GMT *10:45 PM, PST*

NW305: AND THREE ZERO FIVE WE'LL PROBABLY BE AH HOLDING IN THE MARKER AREA OR THE AREA OF THE MARKER HERE AH WE'LL CIRCLE TO THE LEFT

RNO TWR DR: OKAY

RNO TWR DR: THREE ZERO FIVE MAINTAIN EIGHT THOUSAND FIVE HUNDRED FOR YOUR CIRCLE

NW305: AH THREE ZERO FIVE OKAY

0646 GMT

NW305: THREE ZERO FIVE AH WE'RE JUST COMING UP TOWARDS THE MARKER HERE  
WE'LL START HER IN

RNO TWR DR: NORTHWEST THREE ZERO FIVE ROGER

RNO TWR DR: TRAFFIC WILL BE HOLDING ABOVE YOU AT TWELVE NO PROBLEM

NW305: THREE ZERO FIVE ROGER

0647 GMT *10:47 PM, PST*

NW305: RENO TOWER CAN WE GET THE WIND AGAIN

RNO TWR DR: THREE ZERO FIVE SAY AGAIN

NW305: CAN WE HAVE A WIND CHECK

RNO TWR DR: ONE FOUR ZERO DEGREES AT FIVE

NW305: ROGER

0648 GMT *10:48 PM, PST*

NW305: APPROACH AH THREE ZERO FIVE WE CAN'T SEEM TO RAISE HIM BACK THERE  
IF HE IS THERE WE KIND OF HATE TO WE'D JUST AS SOON LAID WITH THE  
THING HANGING DOWN IT ISN'T ALL THE WAY DOWN AND THEN PROBABLY  
WOH'T HAVE ANY PRESSURE ON IT SO WE HOPE IT'LL (unintelligible)  
FREE AND AH WHERE DO YOU WANT US TO GO AFTER WE GET ON THE GROUND

RNO TWR DR: NORTHWEST THREE ZERO FIVE PLAN TAXIING NORTH TO THE TERMINAL RAMP

NW305: AH WE DON'T WANT TO GET INTO THE TERMINAL AREA SOME AH RUNWAY THAT'S  
CLEAR OF THE TERMINAL

RNO TWR DR: OKAY STANDBY

0649 GMT

RNO TWR DR: THREE ZERO FIVE DO YOU WANT TO HOLD ON THE RUNWAY

NW305: AH IF WE'VE GOT SOMEBODY ELSE COMING IN THERE WE'D JUST SOON GET OFF ON THE TAXIWAY SOMEWHERE

RNO TWR DR: OKAY WE CAN PUT YOU UP NEAR THE TERMINAL IT'S WELL CLEAR OF THE ALL BUILDING AREAS IT'S A AH VERY LARGE RAMP AREA

NW305: AH I WANT TO STAY AWAY FROM ANY HAZARD IF THE BOMB GOES OFF WE DON'T WANT IT TO HINDER ANYONE AND UH WE'LL WAIT THE FUEL TRUCKS TO PULL UP SO AH ANYWAY IF YOU GOT A WIDE APRON

0650 GMT *10:50 PM, PST*

RNO TWR DR: OKAY I BELIEVE THE WIDE APRON WOULD BE BEST

RNO TWR DR: DO YOU WANT TO START INBOUND NOW SIR ON YOUR APPROACH

NW305: JUST A MINUTE

0651 GMT *10:51 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU CAN PLAN ON PARKING IN THE TERMINAL RAMP IT'LL BE A HUNDRED AND FIFTY YARDS BACK FROM THE TERMINAL

NW305: OKAY YOU JUST LEAD US WHEN WE GET ON THE GROUND

RNO TWR DR: WE'LL DO IT

RNO TWR DR: DO YOU PLAN ON BRINGING IT IN NOW SIR

NW305: YES SIR

0652 GMT *10:52 PM, PST*



RNO TWR DR: THREE ZERO FIVE TRAFFIC ELEVEN O'CLOCK TWO MILES NORTHBOUND WELL ABOVE YOU

NW305: THREE ZERO FIVE

NW305: OKAY WE'RE GONNA MAKE ONE MORE CIRCLE THEN WE'LL PROBABLY COME IN

0655 GMT *10:55 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE THREE MILES FROM SPARKS RADIO BEACON CLEARED FOR AN ILS ALPHA APPROACH

NW305: CLEARED FOR THE APPROACH THREE ZERO FIVE

0657 GMT *10:57 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE REMAIN ON THIS FREQUENCY AND CONTACT TOWER AT THE OUTER MARKER

NW305: OKAY WE'LL REMAIN ON THIS FREQUENCY WITH YOU AH BE ADVISED APPROACH THAT UH WE'RE NOW MARKER INBOUND AND UH AH WE'RE GOING TO BE LANDING WITH THE AIR STAIR IN THE DOWN POSITION AH WE DON'T SEEM TO GET ANY RESPONSE FROM OUR FRIEND IN THE BACK

RNO TWR DR: DO YOU WANT THE EQUIPMENT STANDING BY

NW305: SAY AGAIN PLEASE

RNO TWR DR: DO YOU WANT THE EMERGENCY EQUIPMENT TO STAND BY

NW305: NEGATIVE NEGATIVE WE DON'T WANT ANY FLASHING LIGHTS WE DON'T WANT ANYTHING BUT A NORMAL SITUATION WE ASK THAT YOU TREAT THIS AS NORMAL LANDING IN EVERY RESPECT OVER

RNO TWR DR: YES SIR THAT'S THE WAY IT'LL BE

NW305: THANK YOU

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER CLEARED TO LAND

0658 GMT *10:58 PM, PST*

NW305: NORTHWEST THREE ZERO FIVE ROGER UNDERSTAND CLEARED TO LAND -----  
THE FULL LENGTH OF THE RUNWAY IS AVAILABLE

RNO TWR LC: AFFIRMATIVE

NW305: THANK YOU

0659 GMT *10:59 PM, PST*

NW305: SAY YOUR ALTIMETER PLEASE

RNO TWR LC: THREE ZERO ONE ZERO

NW305: THIRTY TEN THANK YOU

0702 GMT *11:02 PM, PST*

NW305: WANT US TO ROLL TO THE END

RNO TWR LC: THREE ZERO FIVE YOU CAN TURN RIGHT THERE IF YOU LIKE AT THE AN  
RUNWAY AND THEN ANOTHER RIGHT TURN AT THE TAXIWAY

NW305: OKAY WE'LL TURN DOWN THE ACTIVE RUNWAY WE DON'T KNOW THE NUMBER  
IS IT TWO FIVE

RNO TWR LC: RIGHT THERE AT THAT RUNWAY THAT YOU'RE ON NOW IS A RIGHT TURN AND  
THEN A RIGHT TURN AT THE BLUE LIGHTS

NW305: ROGER UNDERSTAND IT BE A RIGHT TURN NOW AH FIRST UH -----  
TAXIWAY

RNO TWR LC: OKAY CONTINUE AHEAD TO THE BLUE LIGHTS THEN A RIGHT TURN AND THE  
TERMINAL WILL BE THE NORTH END AND I WILL GIVE YOU INSTRUCTIONS AS  
YOU PROCEED

NW305: OKAY AND AH THIS AH THE AREA YOU'RE TAKING US TO IS AH SOMEWHAT OF  
A A ISOLATED AREA IS IT NOT

RENO TWR LC: IT IS THE EAST END OF THE TERMINAL RAMP AH WHERE YOUR FUELLING WILL  
BE AVAILABLE TO YOU

0703 GMT *11:03 PM, PST*

NW305: OKAY UNDERSTAND

NW305: SEE ANY SPARKS COMING OFF THE TAIL AT ANY TIME ON AH TOUCHDOWN

RENO TWR LC: NEGATIVE NONE AT ALL THE ONLY THING THAT'S VISIBLE ON THE TAIL IS  
LIGHTS AH APPARENTLY ON YOUR RAMP

NW305: ROGER UNDERSTAND STAIR LAMPS AH STAIR LIGHTS

RENO TWR LC: I DO SEE SOME AH SPARKS NOW JUST A FEW AH TRAILING YOU AH AS YOU'RE  
TAXIING IN

NW305: OUR AH PASSENGER TRIED TO DISEMBARK

RENO TWR LC: I STILL DON'T AH GETTING A FEW SPARKS NOT VERY MANY AT ALL

NW305: OKAY WE'LL TRY TO SLOW OUR TAXIING HERE AS MUCH AH IT PROBABLY  
IS DRAGGIN AH

0704 GMT *11:04 PM, PST*

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER YOUR FLAPS ARE RETRACTED

NW305: AH ROGER THANK YOU

RENO TWR LC: OKAY CONTINUE STRAIGHT AHEAD AND AH ON YOUR LEFT YOU'LL SEE A AH  
SERIES OF LITTLE RED LIGHTS POINTING TO THE RAMP IT'LL BE A LEFT  
TURN THERE YOU'LL BE PARKED ON THE EAST EDGE OF THE AH CONCRETE  
RAMP THAT THAT AH ADJOINS

NR305: OKAY UNDERSTAND THAT'LL BE THE FIRST LEFT AND THEN STAY TO THE EAST WHICH WILL BE THE OUTER SIDE OF THE RAMP IS THAT CORRECT

RNO TWR LC: THAT'LL BE AH TO YOUR AH AFTER YOU ONCE MAKE YOUR AH QUARTER LEFT TURN IT'LL BE ON YOUR RIGHT SIDE REMAIN JUST OFF OF THE TAXIWAY ON THE RIGHT SIDE OF THE RAMP

NR305: OKAY UNDERSTAND AND AH AH DO YOU HAPPEN TO KNOW HOW MANY FUEL TRUCKS YOU HAVE STANDING BY

0705 GMT *11:05 PM, PST*

RNO TWR LC: STAND BY I'LL SEE IF I CAN FIND OUT FOR YOU

RNO TWR LC: OKAY YOU CAN START YOUR LEFT TURN ANY TIME AH NORTHWEST THREE ZERO FIVE THEY'LL BE IN THAT AREA JUST TO YOUR LEFT THERE YOU CAN PARK IN THERE AH CLOSE TO THE TAXIWAY

NR305: OKAY UNDERSTAND AH WE'LL AH WE'LL FULL RIGHT OFF HERE AND AH AH I THINK AH MAYBE WE'LL FACE THIS THING TO THE AH IN A NORTHERLY DIRECTION HERE AH THAT'LL ALLOW FREE ACCESS TO THE FUEL TRUCKS FROM AH WE'LL THAT'LL LEAVE OUR NOSE SOMEWHERE NEAR THE FUEL TRUCKS IS WHAT WE'RE GETTING AT I GUESS

RNO TWR LC: OKAY YOU CAN START A RIGHT TURN OR YOU CAN PARK IT RIGHT THERE YOUR CHOICE

NR305: WE'LL START A RIGHT TURN THEN IN ORDER FOR THE AH TRUCK TO GET ACCESS

RNO TWR LC: OKAY THERE'S ONE TRUCK AVAILABLE DO YOU WANT TWO

NR305: AFFIRMATIVE WE'RE GONNA NEED ANOTHER FUEL TRUCK WE'RE GONNA NEED APPROXIMATELY THIRTY FIVE TO FORTY THOUSAND AH POUNDS OF AH AH KERO

0706 GMT *11:06 PM, PST*

RNO TWR LC: UNDERSTAND THIRTY FIVE TO FORTY THOUSAND POUNDS

NW305: ROGER WE'LL GET AN AN TRY TO FIGURE HERE IN JUST A MOMENT AN

0707 GMT *11:07 PM, PST*

RNO TWR LC: ARE YOU READY TO START YOUR REFUELING NOW WITH BOTH TRUCKS THREE ZERO FIVE

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: AN I'M SORRY WE'RE TALKING TO THE COMPANY AN RENO GO AHEAD SIR

RNO TWR LC: THREE ZERO FIVE ARE YOU READY TO START YOUR REFUELING NOW

NW305: AFFIRMATIVE AN DO YOU HAVE AN AN VEHICLE WITH AN THAT'S MONITORING US AT THIS TIME OUT THERE NEAR THE FUEL TRUCK

RNO TWR LC: AN THERE IS A FUEL TRUCK OUT THERE WE HAVE HIM ON GROUND CONTROL FREQUENCY

NW305: FINE AN AN WE WOULD LIKE TO BE IN DIRECT COMMUNICATIONS WITH HIM IF WE MAY PLEASE

RNO TWR LC: THE ONLY WAY WE CAN DO THAT AN'LL BE TO CHANGE AN YOUR FREQUENCY NOW TO ONE TWO ONE POINT NINER

NW305: OKAY AN DO DO YOU HAVE ANY CONTACT WITH EM

RNO TWR LC: AFFIRMATIVE

NW305: AN DID YOU SAY AFFIRMATIVE

RNO TWR LC: AFFIRMATIVE WE ARE TALKING TO THEM

0708 GMT *11:08 PM, PST*

NW305: OKAY AH I'LL TELL YOU WHAT STAND BY JUST A MOMENT WE'RE AH WE'RE  
GONNA LOOK BACK HERE AND SEE WHAT'S GOIN ON

RENO TWR LC: OKAY

0709 GMT *11:09 PM, PST*

NW305: AH GROUND AH OR RENO STAND BY FOR JUST AH FEW MOMENTS PLEASE WE'LL  
BE BACK WITH YA

RENO TWR LC: THREE ZERO FIVE ROGER

0711 GMT *11:11 PM, PST*

RENO TWR LC: THREE ZERO NORTHWEST THREE ZERO FIVE RENO TOWER

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

0712 GMT *11:12 PM, PST*

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

0713 GMT *11:13 PM, PST*

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER DO NOT TOUCH ANYTHING ABOARD  
THE AIRCRAFT EXIT THE AIRCRAFT FROM THE FRONT DO NOT TOUCH ANYTHING  
ABOARD THE AIRCRAFT AND EXIT FROM THE FRONT

NW305: AH RENO RENO THIS IS NORTHWEST AH THREE ZERO FIVE

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: OKAY SIR BE ADVISED THAT AH WE APPARENTLY AH OUR PASSENGER TOOK  
LEAVE OF US SOMEWHERE AH BETWEEN HERE AND SEATTLE WE HAVE AH MADE  
A RATHER CURSORY EXAMINATION OF THE AIRCRAFT FOR THE AH BRIEF CASE

AND AH WE ARE UNABLE TO DO THIS WE WOULD LIKE TO SECURE THE AIRCRAFT  
WE'LL LEAVE THE BEACON ON WE'RE GOING TO WELL FACT OF THE MATTER IS  
WE'RE GOING TO SHUT EVERYTHING DOWN WE'RE GOIN TO TAKE LEAVE OF THE  
AIRCRAFT WE WOULD REQUEST THAT AH WE HAVE GROUND TRANSPORTATION IF  
YA WOULD AH WE DON'T NEED THE FUELERS WE CERTAINLY THANK THEM FOR  
STANDING BY AND EVERYONE ELSE WE REALLY APPRECIATE THE SUPPORT AND  
HELP WE GOT AND IF WE COULD GET SOME AH TRANSPORTATION INTO AH WELL  
AH I THINK UNITED HAS AN OPERATIONS AH DEPARTMENT HERE DO THEY NOT

0714 GMT

*11:14 PM, PST*

RNO TWR LC: THREE ZERO FIVE AFFIRMATIVE DO NOT TOUCH ANYTHING ON THE AIRCRAFT  
DEPART THE AIRCRAFT FROM THE FRONT ENTRANCE DO NOT TOUCH ANYTHING  
ON IT JUST DEPART IT FROM THE FRONT WE WILL HAVE TRANSPORTATION  
AVAILABLE

NW305: OKAY AH BE ADVISED AH WE GOT NO FRONT AH STEPS AND AH WE JUST SOON  
NOT HAVE ANYONE COME OUT HERE AH WE'LL GO DOWN THE BACK STEPS AND  
AH AH WE'LL BE TAKING LEAVE OF THE AIRCRAFT AND SHUTTING IT DOWN  
AT THIS TIME AND WE'LL STAND AH ON THE FORWARD PART OF THE AIRCRAFT  
AWAITING AH TRANSPORTATION

RNO TWR LC: DO YOU CAN YOU REMEMBER THE LAST TIME YOU VISUALLY OSCUR OB  
OBSERVED SA THE HIJACKER

NW305: I'M SORRY I AH AH WE HAVE AH BEEN GIVEN ORDERS IF YOU'LL IF YOU'LL  
PARDON US FOR AH NOT CUTTING YA SHORT BUT WE'VE BEEN GIVEN ORDERS  
NOT TO NOT TO AH ANSWER ANY QUESTIONS AT THIS TIME

0715 GMT

*11:15 PM, PST*

RNO TWR LC: THREE ZERO FIVE CAN YA STAND BY ONE MINUTE PLEASE

NW305: OKAY STANDING BY

RNO TWR LC: ALL RIGHT YOU'RE GONNA EXIT THE AIRCRAFT NOW AND STAND BY THE FRONT  
IS THAT CORRECT

NW305: THAT IS AFFIRMATIVE THE ONLY THING THAT WE'LL NEED OUT HERE IS A  
GROUND TRANSPORTATION THE TIE OTHER GENTLEMAN AH WE THANK THEM  
VERY MUCH AS AH ER ALONG WITH YOU PEOPLE FOR THE SUPPORT THAT YOU  
----- WE'LL BE IN THE NOSE OF THE AIRCRAFT AWAITING AH  
TRANSPORTATION

RNO TWR LC: THREE ZERO FIVE TRANSPORTATION WILL PICK YOU UP AT THE FRONT OF THE AIRCRAFT

0716 GMT *11:16 PM, PST*

NW305: THANK YOU VERY MUCH AH OVER AND OUT

0720 GMT *11:20 PM, PST*

NW305: AH RENO READ AH NORTHWEST THREE ZERO FIVE SIR

RNO TWR LC: THREE ZERO FIVE NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: AH ROGER AH WE'VE GOT OUR APU RUNNING OUT HERE AH AND THE AH FEEL HAVE COME ON BOARD WE AH WE'D LIKE TO REQUEST THAT AH AN ONE OF TWO THINGS EITHER WE HAVE A GROUND POWERED UNIT AH AVAILABLE SO WE CAN SHUT DOWN OUR APU OR HAVE A FIRE GUARD WITH A BOTTLE AVAILABLE AH FOR FIRE PROTECTION PURPOSES

RNO TWR LC: ROGER STAND BY

0721 GMT *11:21 PM, PST*

RNO TWR LC: THREE ZERO FIVE RENO TOWER

NW305: THREE ZERO FIVE GO AHEAD

RNO TWR LC: THEY WILL PROVIDE YOU A FIRE BOTTLE TEMPORARILY AND THEN BRING OUT THE POWER UNIT TO PLUG IT IN

NW305: OKAY FINE WE'RE GONNA TAKE LEAVE OF THE AIRCRAFT AT THIS TIME WE'LL BE OUTSIDE WAITING FOR THEM THANKS A LOT

RNO TWR LC: ROGER

NW305: GOOD NIGHT SIR

0722 GMT *11:22 PM, PST*

RNO TWR LC: GOOD NIGHT