

1
Flight Superintendent 1/20
↑
Mazl Steven Citino
not recorded

WD 11 ODC 20

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Sgt
Pazach
↓
Flesh
Commence

ATC originally
→ MEADS 1996 1999 WD
→ similar to ATC
→ deal w blocks of attitude

Charlie Oscar

P 6 of 52 Citino & Hawk
w/ GK

Summary 925 not controlling

Team 21 relay not uncommon

????? very dangerous no one
wants to do that

Final line w/ 925 P8 log

DECLASSIFIED UNDER AUTHORITY OF THE
INTERAGENCY SECURITY CLASSIFICATION APPEALS PANEL,
E.O. 13526, SECTION 5.3(b)(3)

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max subsone 600

Shelly knew what she was doing

Radar trouble, because we never
set up to do this stuff - we
were over water

Q 93 was designed for over water
intercepts maneuver symbols

p 20 "look for other planes"
could be ATC

Never practiced CAPs over a city
Never capped a city
Capping - war time no FAA

When zoom in Q 93 resolution
lossy
Designed for long range
intercepts

Doesn't remember ever
seeing ROE change or shut down

He authenticated once for
peacetime ROE
Never had a host target to do

Process

MSGt Citino (Quit)

WD 1-3

- MS 4 = FOX MS 5 = truck

MS 3 = SL

pair the fighters = take 2 point match
up w/ ALC to get bearing range

• no problems estab. comms w/ L ALC

- "which we're not controlling"
→ means no H comms yet w/ Q

- Not uncommon to relay

- >>>> = up to NEADS to maintain
separation, not FAA

≈ 600 kts = subsonic

≈ 35 mi out "Comms a problem b/c over
the land"

- Q-93 designed for over-water, not
great to point out, over the land.

- doesn't remember who told him to ask a/c if P is burning.
- "Our main job is to look for
- ~~them~~, pre-9/11 even posted CAPS over cities.
- ↳ ~~Yes~~ Sometimes posted CAPS over cities in war time scenarios (+ Alaska totally shit damn)
- sometimes CAP

Ps. 18 → Figure out A/C ready to wing CAP point.

- prob. below 8,000 ft comms prob
- Q93 for long-range intercepts not close in CAP control w/ point-outs etc.

- "NO" "Shoot-down or transition ROE?"
 ↳ NO

ROE

If we

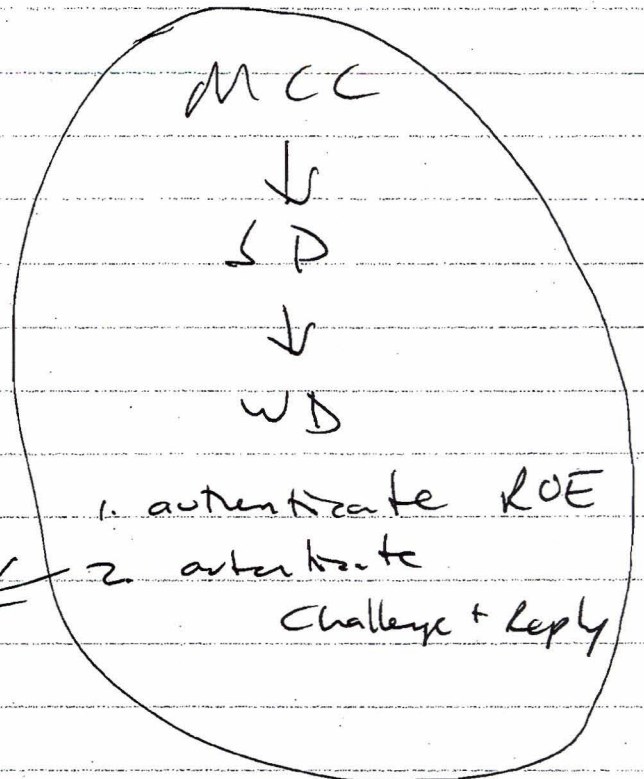
SD sets orders from MCC
orders from SD

① ID

② decide to commit

Peacetime ROE Authent.
was done to ensure
everyone on same
sheet

Seconds ← 1. authenticate ROE
2. authenticate
Challenge + Reply



CAPS w/ Wakeup Scenarios

★ Neuron @ his WD posit was made
aware of any HJ or suspected HS
A/C heading for DC (93)

MSGT Steven Citino 1/20/04

- Very defensive, no recording

- Start time 2:20
- Flight Superindendant of Quit 25
- William Huckabone "Huck" SC's technician
- ANG 1996 here at NEADS, 1999 a Weaps Director, controller since 1990
- Very familiar with FAA procedures
- 9/11: Saw WTC in the break-room. Ran into ops floor to see if they knew, was told to sit down b/c you're controlling Langley. Not sure who passed that along, usually SD Fox, but not sure.
- Langley: I take over the intercept once their airborne
- SD team inputs the scramble order.
- WD works the scramble, doesn't issue the order
- Did you know of the specifics of the scramble order?
"No, didn't hear them – wasn't there. The orders are usually quite generic anyways. I remember that the mission was to CAP Washington DC."
- Huck talks to ATC, SC talks to the fighters. Major Fox supervises SC.
- Can't talk to a/c until they're airborne. Usually handed off by the ATC.
- "Part of the scramble agreements at the time" for them to head east "because of traffic." Doesn't recall the scramble heading or altitude (010 at 290)
- Norfolk Approach should give Quit to Giant Killer.
- "090/60 typical for all scrambles"
- "Not a clear procedure back then for that type of operation" (scrambling North over land and not out to sea)
- "I got the hand off from Giant Killer"
- Usually can see the radar contact of when a/c take off. "Radar contact" reported if he did – may be in the transcripts.
- "WD's responsibility to get the a/c heading north" "That's my job, yes. But they're being controlled by other ATC's."
- "I was ordered to go AFIO" – very likely came from the SD,
- "CO" initials when working the floor.
- "PT" – Miles asks, SC doesn't know.
- Did you establish comms to the a/c before or after AFIO? "can't remember"
- "Doesn't recall"