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MEMORANDUM FOR THE RECORD

Event: GIANT KILLER visit
 Type of event: Recorded Interview
 Date: Wednesday, December 03, 2003
 Special Access Issues: None
 Prepared by: Miles Kara
 Team Number: 8
 Location: GIANT KILLER
 Participants – ATCM Michael John Defeo, the Air Traffic Control Division Officer on 9-11
 Participants - Commission: Miles Kara, Kevin Shaeffer
 Observer – LT Florencio Yuzon, Counsel, Office of the Chief of Naval Operations

Note: Please refer to the recorded interview for further details.

DECLASSIFIED UNDER AUTHORITY OF THE
 INTERAGENCY SECURITY CLASSIFICATION APPEALS PANEL,
 E.O. 13526, SECTION 5.3(b)(3)
 ISCAP APPEAL NO. 2011-048, document no. 28
 DECLASSIFICATION DATE: September 29, 2014

Background:

Chief Defeo had just transferred to GIANT KILLER from the USS Roosevelt. He had over 20 years experience in air traffic control, including instructor time. He started as the Air Space Chief and then became the Division Officer. He had no watch standing experience at GIANT KILLER. He was in charge of a 62-person division and was the administrative assistant to the Operations Officer.

GIANT KILLER is responsible for special use air space off the East Coast--90,000 square miles of off-shore space. They are an advisory control for air activity involving ships as well.

Scrambles from Langley. There are at least 43-45 letters-of-agreement with entities up and down the coast. Scramble LOA were designed to facilitate communication between the facilities that are involved. GIANT KILLER does not have too much involvement in the process. The flight strip is generated by the tower—all designed stereo routes. He mentioned 090 for 60, specifically.

He was shown the letter-of-agreement in effect on 9-11 and referred staff to a chart on the wall. They would work to deconflict air space for the scrambled aircraft to ensure safe transit.

NEADS is in overall charge of scrambled aircraft.

9/11:

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Chief Defeo was at the Doctor's that morning. He left the facility at about 0835 hrs and learned at the medical office that a plane had hit the first tower and on the way back learned that the second tower had been hit. He went to the floor and was briefed by the Operations Officer and Petty Officer Clipper. He ensured that his positions were manned and then stepped back so as not to interfere with ongoing activities.

Chief Defeo was shown the scramble order broadcast by NEADS. He observed that there was no indication of what the scramble was for. There was not enough information to enter a flight plan in the system. Normally the flight would be vectored to a specific point, VFR.

Chief Defeo was then shown a replication of the flight strip for the Langley scramble on 9-11. He thought the vector and DME were entered to get the flight out there so someone could head them where they needed to go.

Chief Defeo opined that the flight strip data was such because Langley Tower wanted to get the flight out and up quickly so that HUNTRESS could control them. If the lead pilot had asked to turn then GIANT KILLER would have worked to clear the air space for him. GIANT KILLER can tell an aircraft to "proceed direct." If that was done, however, they would still have to work through Washington Center.

Chief Defeo was asked to listen to a portion of the FAA tape to identify the female GIANT KILLER voice. He identified the voice as probably that of Petty Officer Pullen.

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M.J. Defeo ACCM 1/14/04

20 yrs xper Theo Ross

Watch Sup Ryan Penacola

* Scrambles

Instr - taught all phases of ATC

GK

AirSpace Chief in then DIVO

62 person

Division

LAI 43 - 45 up & down the coast
Doesn't recall Langley Scrambles prior

090 for 60

065 for 90

Proceed Direct Baltimore