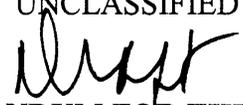


MEMO 4021485



MEMORANDUM FOR THE RECORD

(R)

Event: Kevin Schott, Area 1 Air Traffic Controller

Type of event: Interview

Date: Thursday, September 25, 2003

Special Access Issues: none

Prepared by: Cate Taylor

Team Number: 8

Location: Indianapolis Air Traffic Control Center

Participants - Non-Commission: Kevin Schott, Area 1 ATC; Eileen

Participants - Commission: John Farmer, Dana Hyde, Cate Taylor

Background

For seven and a half years, Schott was in the US Air Force. Schott worked as an MP for four of these years where he cross-trained into an approach control position in the tower. In 1989, he joined the FAA and went through full FAA ATC training at Indi. By 1992, Schott was a fully trained ATC at Indi. He also spent about two and a half years in the Traffic Management Unit.

The difference in his training between the military and the FAA was very different. While the military is cut and dry, the FAA was more like learning a game and getting evaluations.

Military protocol for a hijack uses the same handbook as the FAA: the 7110.65. The standard operating procedures are the same now as they were when Schott was in the Air Force.

FAA protocol for NORDO, which happens daily, is to attempt to reach the pilot, notify the supervisor, and go back to the previous sector to verify codes. For a no transponder situation, the controller is instructed to try to contact and reestablish communication with another transponder if possible.

Loss of transponder happens several times in the bad radar sections of Indi's airspace. Schott participated in refresher training sessions every year for NORDO, no transponder, and hijacking individually.

Traffic Management Unit

The TMU oversees the entire airspace for the Indi center. The unit looks at the flow of air traffic through major airports, route structures, and adjusts air traffic depending on any

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overload and communicates with towers, airlines and command centers. They look at weather conditions and terrain. They pick up the slack of retired military positions.

9/11 Experience

Schott began working the early morning Air Traffic Management shift where he began to analyze sectors and make calls to command centers. Steve Lutomski was his supervisor. He came back from a break to learn that a plane had crashed into the WTC. Linda Povinelli called Schott and told him that they had lost AA77 and were looking for the aircraft. She gave Schott the location of the last point of contact with AA77. When they could not find a beacon code, Povinelli asked Schott to call the Air Force Search and Rescue but Schott doesn't recall hearing any reports of a crash site.

Schott was looking for a primary target but could not find AA77. The primary radar was not working well on 9/11. Schott heard that Atlanta has a better primary radar and was able to track AA77 the whole time.

When the second plane hit the WTC, Schott thought that AA77 might be hijacked. After this, Schott got the order to ground flights from Steve Harding in the command center. Once all planes were grounded, Schott went on break and learned that a plane had hit the Pentagon.

During the morning, primary targets were kept on but AA77 was never seen after it first disappeared off radar. Schott did not know that the blank spot in the radar existed.

Recommendations

Schott believes that fixing the blank spot is a must. Primary radar is invaluable so it should be kept but there should be some type of system to see all flights.