

NICOSIA, KATHLEEN



BEGPRODNO : M-INT-00039397
BEGBATES : 265A-NY-280350-302-9627
DATE : 09/15/2001
FBIDESC : WYATT, NANCY A
FULLTEXT :

09/18/2001

NANCY A. WYATT, American Airlines Flight Service Manager, was interviewed at her place of employment AMERICAN AIRLINES, LOGAN INTERNATIONAL AIRPORT, EAST BOSTON, MASSACHUSETTS, telephone number [REDACTED]. After being advised of the interviewing Agents and the nature of the interview, WYATT provided the following information:

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WYATT provided the station assignment chart and the cabin equipment diagram. These documents describe the duties and assignments of the flight crew onboard the aircraft. American Airlines Flight 11 was a 767-200. It is a three class plane, including first class, business class, and coach. American Airlines Flight 11 was equipped with a video monitor which played the safety demonstration. There was no manual safety demonstration.

KAREN MARTIN was the crew member assigned to the number one position. Her jumpseat was located at position 1L, it is the first seat located on the left hand side of the aircraft. When MARTIN sat in the seat her back would be to the cockpit, the entry door would be to her right and she would be facing a closet. MARTIN would be able to see the passenger sitting in seat 2B, WALEED M. ALSHEHRI by leaning over to her left.

MARTIN was responsible for verifying all cabin emergency equipment, her preflight position was Zone A (first class) and Zone B (business class), boarding and departure position was Zone A, she armed the front left and right doors. MARTIN was the crew member who used the P.A. system to inform the passengers of the safety features of the aircraft. She assisted all cabins with their duties. MARTIN was the purser who verified and deposited all money from the sale of headsets, movies, and liquor and forms. When deplaning she would be located at the entry door.

MARTIN was the crew member who took the boarding passes for the passengers boarding Flight 11.

KATHLEEN NICOSIA, was the crew member assigned to the number two position. Her jumpseat was located at position 3L, it is the last seat on the left hand side of the aircraft. She sits

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SA [REDACTED] SA [REDACTED]

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facing the aisle, able to see down the aisle all the way through to first class. NICOSIA'S responsibilities included checking emergency equipment on the left hand side in Zone B (business class) and Zone C (main cabin, coach). Her preflight position was to remain within five rows of last seat on the right and left

hand side, her boarding position was the back galley, and to assist Zone C, her departure position was the back galley and Zone C on the right hand side. NICOSIA armed the rear doors on the left and right hand side of the aircraft. When deplaning she would be located at the back of the aircraft on the left hand side.

BETTY ONG was the crew member assigned to the number three position. Her jumpseat was located at position 3L, it is the last seat on the left hand side of the aircraft. She sits facing the aisle, able to see down the aisle all the way through to first class. ONG's responsibilities include checking emergency equipment in Zones B and C. Her boarding position was Zone A, assisting at the door, if flight attendant six was onboard she would pull the tickets. ONG was to check Zone B and C on the left hand side at departure, for the safety demonstration area she would operate the video monitor in Zone C and if it was a manual safety demonstration she would be on the right hand side of Zone B and C, her service area would be the main cabin. When deplaning she would be located at the back of the aircraft.

BETTY SNYDER was the crew member assigned to the number four position. Her jumpseat was located at position 2R, her back is facing the front of the aircraft and she is facing the aisle in the main cabin. SNYDER'S responsibilities included checking emergency equipment for Zone A on the left and right hand side. Her boarding position is located in the mid galley and to assist Zone B, at departure she is located in the mid galley and Zone B on the right hand side. During the safety demonstration she monitors Zone B, during a manual safety demonstration she is located at Zone A on the right hand side. ONG's service area was the mid galley and the business class aisle. When deplaning she would be located in Zone B and C.

BARBARA ARESTEGUI was the crew member assigned to the number five position. Her jumpseat was located at position 1RC, she is facing the galley on the right center, her back is to the

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passengers in first class. There is a mirror located above the galley, which allows the crew member to detect movement in the first class cabin. ARESTEGUI is located in the forward galley during boarding and she is to assist Zone A. During departure she is located in the forward galley. During the video safety demonstration she monitors Zone A and during a manual safety demonstration she assists with Zone A on the left hand side. ARESTEGUI's service area was the forward galley and the first class aisle. When deplaning she would be located at Zone A.

JEFFREY COLLMAN was the crew member assigned to the number six position. His jumpseat was located at position 2L, he sat in the aisle of the main cabin. He would be able to see the aisle of the main cabin and business class. COLLMAN'S responsibilities included relieving flight attendant number three during boarding position, cabin check of Zone A at departure, during a video safety demonstration monitor Zone A and during a manual safety demonstration relieve flight attendant number four in Zone A on the right hand side. COLLMAN'S service area included the main cabin and first class. When deplaning he would

be located at Zones B and C.

SARA LOW was the crew member assigned to the number seven position. Her jumpseat was located at position 2R forward facing the front of the aircraft. He would be able to see the aisle of the business class and the aisle into first class. LOW'S responsibilities included a boarding position of Zone B on the left hand side, cabin check departure of Zone B on the left hand side. During the video safety demonstrations she monitored Zone B and during a manual safety demonstration she was located in Zone B on the left hand side. LOW'S service area included business class on the left hand side. When deplaning she would be located at Zone C.

JEAN ROGER was the crew member assigned to the number eight position. Her jumpseat was located at position 1LC, she would be facing the cockpit with her back to galley number 2, and the first class passengers. ROGER'S responsibilities included a boarding position of Zone B on the right hand side, cabin check of Zone B on the right hand side at departure. During the video safety demonstration she would relieve flight attendant number three, and monitor Zone C, during a manual safety demonstration she would relieve flight attendant number 2, and be in Zone C on

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the left hand side. Her service area was the main cabin. When deplaning she would be located at the middle of Zone C.

MADLINE SWEENEY was the crew member assigned to the number nine position. Her jumpseat was located at position 3LC, she was in the center of the back of the main cabin. There are two seats located there, one on the right and one on the left. SWEENEY'S responsibilities included a boarding position at Zone C and a cabin check departure of Zone C. During the video safety demonstration she relieves flight attendant number 3 and monitors Zone C, and during the manual safety demonstration she would relieve flight attendant number 2 in Zone C on the left hand side. SWEENEY'S service area included the main cabin. When deplaning she would be located in the back of Zone C.

SWEENEY was the crew member who telephoned a manager while in flight on American Airlines Flight 11.

[REDACTED] was the crew member assigned to the number eight position. She called in sick.

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: M-INT-00065418
: 265A-NY-280350-302-17013
= 09/11/2001
: [redacted]
: 09/14/01

[redacted] was interviewed at SKY CHEFS, INC., 1 Wood Island Park, Logan International Airport, Boston, MA 02128, phone number [redacted]. After being advised of the nature of the interview and the identity of the interviewing agent and the MA State Trooper, [redacted] provided the following information.

[redacted]

He has worked for SKY CHEFS, INC. since July 27, 1961. A time period of approximately 40 years. His position at SKY CHEFS is [redacted]

[redacted] came to work on September 11, 2001 at 4:30 AM. His regular shift is 4:30 AM to 12:30 PM. His responsibility as a [redacted] is to enter a plane and check everything with a flight attendant regarding the catering supplies. [redacted] works out of a room at AMERICAN AIRLINES AA on the terminal. [redacted] normally enters the plane before the passengers to check the catering supplies.

On September 11, 2001, [redacted] entered the AA flight 11 as the passengers were boarding. He entered flight 11 for the first time at approximately 7:20 AM and went to the business class section. He said hello to the flight attendants and he said hello to flight attendant number two, KATHY NICOSIA. [redacted] was on flight 11 for less than five minutes the first time he arrived.

When [redacted] was onboard AA flight 11 there were no cleaning personnel present. Normally between 9 and 5 individuals will clean a 767.

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MSP Trooper
SA [redacted]

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SYLVIO GIANGREGORIO

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After checking business class on flight 11, GIANGREGORIO went to check AA flight number 1547 because it was leaving at 7:25 AM. He then went back to flight 11 entering from the jet way and went straight to the back of the plane where he checked the catering supplies for approximately three to four minutes. He then went to first class and checked the catering supplies and went through the top ten item checklist.

After hearing that flight 11 did not reach its destination, [redacted] went to AA and gave a written statement.

[redacted] finally advised that an individual named MOHAMMED Last Name Unknown LNU had been in the field for a short time. [redacted] defined in the field as working in the area with access to the airplanes. MOHAMMED LNU speaks English and keeps to himself. He is responsible for checking catering items more inside of SKY CHEFS facility than on the field.

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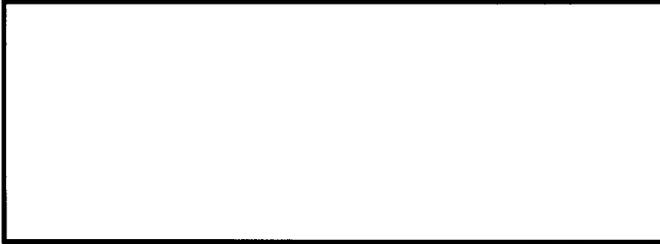
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DATE
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FULLTEXT

: M-INT-00072623
: 265A-NY-280350-302-23426
= 09/18/2001
: NICOSIA, GEORGE
: 9/22/01

On September 18, 2001, GEORGE NICOSIA, widower of Flight Attendant KATHLEEN NICOSIA, [redacted] Winthrop, Massachusetts, telephone number [redacted] was advised as to the identity of the interviewing agent and the nature of the interview. Also on the telephone was GEORGE and KATHLEEN NICOSIA's daughter, MARIANNE NICOSIA. GEORGE NICOSIA advised as follows:

His wife, KATHLEEN ANN NICOSIA, nee Hawkins, was a flight attendant onboard American Airlines Flight 11. KATHLEEN NICOSIA was described by her husband as a white female, date of birth: June 26, 1947; place of birth: South Bend, Indiana; Social Security Number: 303-50-9478; religion: Presbyterian; 5' 4 1/2" tall; 170 pounds; shoulder length brown curly hair; green eyes; pierced ears.

KATHLEEN NICOSIA was wearing her navy blue American Airlines uniform. She carried with her blue flight attendant luggage which consisted of a carry-on bag, as well as a suitcase. She had her suitcase because this was to be a two day trip. KATHLEEN NICOSIA was also carrying her purse and a lunch box.



KATHLEEN NICOSIA was due to return on American Airlines Flight 12 on September 12, 2001. She was due to arrive at Logan Airport at 10:00 PM.

MARIANNE NICOSIA dropped her mother off at Logan Airport on the morning of September 11, 2001. The family's last contact with KATHLEEN NICOSIA was when her daughter dropped her off at the airport. KATHLEEN NICOSIA did not have a cell phone with her as the family's two cell phones were at home. KATHLEEN

9/18/01 Winthrop, MA telephonically
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SA [redacted]

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NICOSIA did not make any cell calls that GEORGE or MARIANNE NICOSIA were aware of.

GEORGE NICOSIA knew of no threats to his wife.

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: M-INT-00023270
: 265A-NY-280350-302-38838
= 09/13/2001
: DONNA FODER [REDACTED] NEW YORK(NY),1
: 09/25/01

DONNA FODER, [REDACTED] arrived at the FEDERAL BUREAU OF INVESTIGATION, Hudson Valley Resident Agency, on September 13, 2001, at 4:20 p.m., to turn over items she picked up on September 11, 2001, outside the shops located just up from the PATH train below the Twin Towers.

The following items were obtained from DONNA FODER:

1. VISA credit card, number 4326 9027 0003 7522
BANK BOSTON
KATHLEEN NICOSIA;

2.

3.

4.

5.

6.

7.

8.

9.



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SA [REDACTED]

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DONNA FODER

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12.

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