



draft
MEMORANDUM FOR THE RECORD

Event: Rudolph Gayde, Area 3 ATC

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: Rudolph Gayde, Area 3 ATC; Eileen

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

Background

Gayde began with the FAA in 1970, was laid off in 1981, and hired back in 1996 to the same area and sector at the Indi Center. In either 1974 or 1975, Gayde worked a hijacking. The emphasis at that time was not to interfere in any way. Chase planes were involved with this hijack and Gayde's responsibility was focused on talking to the hijacked plane and the chase planes on different frequencies while they were in the airspace Gayde was covering.

Much has changed in the FAA since Gayde started in 1970. All tracking of aircraft was done manually. Changes came in the mid 70's with radar data processing. Gayde believes that European technology is far better than the FAA, but staffing is not much different. While visiting a German air traffic control center, Gayde saw that the resolution was better the scope and the lights were kept on since that did not create a glare.

Gayde had never thought a suicide hijack was a possibility and had never been presented with this situation in a training exercise.

While Gayde had experienced NORDO and no transponder separately, he had never seen this scenario together. In either event, Gayde would immediately call his supervisor.

Experience on 9/11

Gayde was scheduled to work the 7:00am-300pm shift in the Henderson sector of area 3. He took a break just before AA77 lost communication with Indi. While on break, a friend told him about a plane hitting the WTC and Gayde did not believe this so he went into the cafeteria to watch the television.

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Gayde returned to Area 3 after the both WTC towers were hit and grounded flights. He noticed that the primary was on but Gayde reports that it was not working in high altitude. The primary radar was kept on for a few days after 9/11.

After Action

Gayde believes that Boston's decision to involve NORAD was due to their location. Boston deals with international flights where Indi only deals with domestic flights.

Gayde was aware that the radar was not working in the Lynchburg sector, where the blank spot is.

When he wrote his statement, Gayde went back to the recorded tapes for accuracy. Gayde was required to amend his report by adding the phrase that Jeff Meyers of the FAA litigation department came up with.

Since Gayde started in the early 1970's, the manuals for air traffic controllers have gotten larger from the addition of legal language.

Recommendation

Gayde believes the new policy to report every deviation of an aircraft to a supervisor is an overreaction.