

BEGPRODNO : M-INT-00024829
BEGBATES : 265A-NY-280350-302-40624
DATE = 10/06/2001
FBIDESC : INTERVIEW OF JOHN KRISS, AA PILOT
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/07/2001

JOHN KRISS, date of birth [redacted] was interviewed at [redacted]

[redacted] After being advised of the identity of the interviewing agent and the nature of the interview KRISS provided the following information:

KRISS is an American Airlines AA pilot. He currently flies east coast and international routes as captain on Boeing 767's. KRISS recognized one of the terrorist's picture published in the newspaper USA Today. KRISS viewed two black and white pictures of SATAM AL SUQAMI, from AA Flight 11, one with AL SUQAMI in western garb and one traditional. KRISS stated that the pictures look an awful lot like a man who attempted to ride in the jumpseat of a Boeing 767 that KRISS was piloting. 9/11 Personal Privacy

Within the last year on a flight from Miami to the upper east coast of America a middle eastern man attempted to ride in the jumpseat. The man showed KRISS an identification card and his FAA license. KRISS recalled that the man acted oddly because when he entered the cockpit he stood directly behind the captain's seat making it very difficult for KRISS to turn around and talk to him. Most pilots, upon entering the cockpit, stand directly behind the center console where it is easier for the pilot to turn and talk. KRISS' policy was not to allow jumpseat riders if there was open cabin seating. In this instance there was open seating so the man did not ride in the jumpseat.

The man is further described as wearing a pilot's uniform with grey pants, a white or light blue shirt, epaulets, wings and a captain's hat which appeared to be the uniform of an unidentified commuter airline. The man had bad acne scarring which may have been faked. He had dark hair and was clean shaven with no moustache.

Investigation on 10/06/2001

at [redacted]

File # 265A-NY-280350-302
9/11 Law Enforcement Privacy

Date dictated 10/07/2001

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Continuation of FD-302 of JOHN KRISS

, On 10/06/2001 , Page 2

KRISS provided the following list of flights. It is probable that the incident referred to above occurred on one of these flights:

AA flight 1818 on 01/16/2001 from Miami to LaGuardia
AA flight 1818 on 01/22/2001 from Miami to LaGuardia
AA flight 1818 on 01/28/2001 from Miami to LaGuardia
AA flight 1488 on 04/14/2001 from Miami to LaGuardia

The incident may also have occurred, but is less probable, on the following flights:

AA flight 1488 on 08/02/2001 from Miami to LaGuardia
AA flight 1262 on 08/16/2001 from Miami to JFK
AA flight 934 on 11/26/2000 from Miami to Boston
AA flight 934 on 11/12/2000 from Miami to Boston

The D4 or D5 listings on the flight manifests should indicate any jumpseat requests.

American Airlines provided the manifests for the above noted flights. A review of the manifests does not show SATAM AL SUQAMI as a passenger or non-revenue flier. The manifests have been placed in a 1A envelope.

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BEGPRODNO : M-INT-00042991
BEGBATES : 265A-NY-280350-302~43464
DATE = 09/19/2001
FBIDESC : INTERVIEW OF DEBORAH STEWARD ICF SF1879
FULLTEXT : 09/20/01
Reference lead control number SF1879

Deborah Steward, born [REDACTED] was advised of the identity of the interviewing agent. She was further advised that she was being interviewed in connection with an investigation involving American Airlines AA flight 59 which she worked on 06/07/01. She provided the following information:

Steward advised that she has been a flight attendant with AA for approximately 17 years. She stated that on 06/07/01 she worked as an extra flight attendant on flight 59. As an extra her duties included working in the back of the plane and pulling tickets, which would include putting tickets through the meter as passengers entered the plane.

She did not recall any specific information (to include passengers) regarding the flight. She was shown a photograph of Marwan Al Shehhi who was believed to have received a tour of the cockpit on flight 59. After viewing the photograph, Steward advised that she did not recall seeing Shehhi on the flight. Steward was shown photographs of all the subjects believed to be on AA flights 11 and 77 and United Airlines flights 93 and 175. Upon viewing the photographs Steward advised that she did not recall seeing any of the individuals on flight 59.

Steward advised that she did not work on 06/10/01.

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09/19 & 20/2001 [REDACTED]

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09/20/01

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BEGPRODNO : M-INT-00024171
BEGBATES : 265A-NY-280350-302~39902
DATE = 10/09/2001
FBIDESC : GIN YEE
FULLTEXT :

10/09/2001

GIN YEE, born [REDACTED] social security
account number [REDACTED] was interviewed at his place of
employment American Airlines, Logan International Airport, East
Boston, Massachusetts. YEE resides at [REDACTED]
[REDACTED] After being
advised of the identity of the interviewing Agent and the nature
of the interview YEE voluntarily provided the following
information:

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YEE strictly works trans-continental flights from
Boston to San Francisco and Los Angeles.

YEE was shown a photo spread of the nineteen suspected
hijackers of September 11, 2001. YEE identified MARWAN ALSHEHHI
as a passenger on one of the trans-continental flights YEE
previously worked. ALSHEHHI sat in seat 2A or 3A, a window seat
in First Class. YEE stated ALSHEHHI had a friendly manner but
did not say anything. As ALSHEHHI boarded the plane he stopped
and peaked into the cockpit. This is not unusual because YEE has
seen many other people peak into the cockpit as they boarded the
plane. ALSHEHHI had a carry on bag, described as a small tote
bag carried on his shoulder. There was an American Airline
employee who sat next to him on the flight. ALSHEHHI did not
talk or associate with anyone else on the flight.

10/06/2001 Boston, Massachusetts

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10/09/2001

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BEGPRODNO : M-INT-00003877
BEGBATES : 265A-NY-280350-302~30852
DATE : 09/27/2001
FBIDESC : SHEILA JIMENEZ [REDACTED]
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/29/2001

SHEILA JIMENEZ [REDACTED]

was

contacted at her home. After being advised of the identity of the interviewing agent and the fact that she was being interviewed regarding the possible presence of suspected terrorist hijacker MARWAN AL SHEHHI aboard American Airlines AA flight number 59 on June 10, 2001, Ms. JIMENEZ provided the following information:

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Ms. JIMENEZ is employed as a flight attendant with American Airlines AA and has been so employed for approximately fifteen months. It was explained to Ms. JIMENEZ that it is now believed that MARWAN AL SHEHHI, one of the persons believed responsible for the terrorist attacks that occurred in New York City and Washington D.C. on September 11, 2001, may have been aboard AA flight number 59 that traveled from John F. Kennedy JFK airport in New York City to San Francisco, California.

Ms. JIMENEZ referred to a calender that she maintains in which she records here work-related travels. Ms. JIMENEZ determined through a review of this calender that she had worked as a flight attendant aboard an AA flight June 9, 2001. Ms. JIMENEZ was staying in San Jose, California on June 10, 2001.

Ms. JIMENEZ reviewed a number of photographs that are believed to depict the suspected hijackers. Ms. JIMENEZ felt that the photographs depicting MARWAN AL SHEHHI and WAIL M. AL SHERRI seemed familiar to her, but was unable to recall in what place or setting she had seen these individuals.

Ms. JIMENEZ was asked if it is common for passengers to request a tour of the cockpit. According to Ms. JIMENEZ, it is not unusual for a person to view the cockpit of an aircraft and to receive a brief tour of same. This is a "public relations" maneuver, as was the previous policy of extending "jump seat" privileges to any licensed pilot. Since September 11, 2001, however, this policy concerning "jump seat" privileges has been curtailed to the point that only AA pilots can sit in these seats next to the cockpit.

Investigation on 9-27-2001

at [REDACTED]

File # 265A-NY-280350-MM
by 9/11 Law Enforcement Privacy

Date dictated 9-29-2001

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BEGPRODNO : M-INT-00037039
BEGBATES : 265A-NY-280350-302-6927
DATE = 09/13/2001
FBIDESCR : WARRANT ISSUED ON VEHICLE ID #JT2AE92E9J3137546
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/13/2001

Pursuant to a search warrant issued in the Eastern District of Virginia, a search was conducted in Northern Virginia at a Federal Bureau of Investigation FBI secure warehouse on the following vehicle with the available interior fluorescent lighting

The vehicle was a Toyota Corolla, four door passenger vehicle, bearing vehicle identification number JT2AE92E9J3137546 on the front dashboard visible through the front windshield, on the driver's side front door and on the vehicle's frame support post between the driver's side front and rear doors. The odometer read "162,540" and the trip odometer read "060.3." The fuel gauge did not register the amount of fuel in the vehicle. Body damage to the exterior of the vehicle included minor scratches throughout the exterior, a small crack in the driver's side rear taillight and a small crack in the passenger side front orange turn signal light. The hood covering the engine compartment had a total of three sections of grey metallic patches on the front and both sides of the hood.

The vehicle's license plates, both front and rear, were covered with brown paper affixed with tape. The rear licence plate, issued in the state of California, read "3JFZ283" and displayed two separate decals reading "JUL" and "2001" in the respective upper corners reading from left to right. The "2001" decal also had the notations "CA", "G9633096" and "ACTM" ("ACTM" was printed vertically). The front license plate also read "3JFZ283" but did not have any other significant identifiers.

All mounted tires, with the exception of the rear passenger's side tire, were "WINSTON CLASSIC METRIC" brand measuring 185/70R13 86T. The mounted rear passenger's side tire was a "STEEL BELTED METRIC RADIAL" brand also measuring 185/70R13 86T. The spare tire, located in the trunk in the designated spare tire storage area under the carpeting and a thin sheet of wood was a smaller tire than the mounted tires often referred to as a donut tire.

The driver's side rear wheel well was missing the factory installed mud flap present on the other wheel wells. The gas cap

Investigation on 09/13/2001 at Northern, Virginia

File # 265D-NY-280350-302 Date dictated
by Special Agents 9/11 Law Enforcement Privacy

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had a lock feature which required the use of a key. Both the vehicle's trunk and gas port were accessible using a lever located between the driver's seat and the driver's door. The transmission was a standard five speed. There was a "Toyota" brand radio and cassette player installed in the dashboard. The windows and door locks were manually operable. All windows were closed except the driver's door window which was ajar approximately three inches. A "TUNE UP MASTERS" sticker was positioned on the inside of the front windshield in the upper driver's side corner.

Photography of the vehicle and selected items referenced below were photographed by FBI Washington Field Office WFO Photographer [REDACTED] Assisting in the recovery of the items referenced below were WFO Special Agents SA [REDACTED]

Special Agent [REDACTED] recovered the following items from the aforementioned vehicle as described below.

From the driver's side of the inside of the trunk in a black nylon duffle bag bearing the logo "CENCAL",

ITEM 1 one 1 grey spiral notebook;

ITEM 2 one 1 yellow and black colored box cutter reading "CHINA" on one side;

ITEM 3 one 1 "BRAUN" brand model "1008" electric shaver with power cord attached to an orange two prong US standard electrical plug;

ITEM 4 one 1 FALLS CHURCH YELLOW CAB CO. business card bearing printed telephone number 534-1111;

ITEM 5 one 1 maroon and gold decorative book containing printed foreign writing (throughout this document, reference to foreign writing refers to non-English, Arabic style writing);

ITEM 6 one 1 yellow and green Quartz alarm clock manufactured by FANG SENG displaying the time 11:01:53 containing to AA sized "SUPER POWER" brand batteries clock was not running;

ITEM 7 assorted clothing including a towel, men's size 29x29 brown dress pants, two 2 small white t-shirts, brown and white striped shirt, grey t-shirt, black shorts, grey and brown knee

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length outfit, four white socks, size small men's "BVD" brand briefs, white knit hat, two black socks, grey briefs and three black belts with metallic buckles;

ITEM 8 one 1 9.5"x6" green covered spiral notebook containing handwritten writings in a foreign language and an handwritten note in English reading "1-888-342-5878";

ITEM 9 one 1 compact disk reading "THE HOLY QUR'AN", "ABDUL RAHMAN AL. SODIAS" and "ZAROOD FOR SOUNDS AND VISIONS";

ITEM 10 six 6 rolls of "SCOTCH 3M" brand decorative and repair tape, two 2 rolls of which were red in color, and four 4 rolls of which were black in color, two 2 rolls of which were almost completely used;

ITEM 11 one 1 customer copy of a BANK OF AMERICA cashier's check numbered 001304906 dated 01/30/2001 in the amount of \$5,745.00 payable to the order of PAN AM INTERNATIONAL FLIGHT ACADEMY and remitted by what appeared to read "HAMI HANJOUR";

ITEM 12 three 3 sheets of paper containing foreign language writing on both front and back;

ITEM 13 eighteen 18 pieces of torn paper which, when juxtapositioned, appear to be printed materials concerning travel information for AMERICAN AIRLINES FLIGHT 77 and containing handwritten notes on one piece reading [REDACTED]

ITEM 14 one 1 identification card reading "PAN AM INTERNATIONAL FLIGHT ACADEMY, HANI HANJOUR, 3824 E. ROESER RD., PHOENIX, AZ, CLASS #01-03-022, B737 RATING PROGRAM";

ITEM 15 miscellaneous toiletries including two 2 packages of "NICE" brand cough drops, twelve 12 "TROJAN" brand condoms in a "TROJAN" brand box, one 1 clear shoe polish, one 1 black shoe polish, "NIVEA" brand face scrub, "MITCHUM" brand deodorant, one 1 brush, "BREATH REMEDY" brand tongue spray, "NIVEA" brand night cream, "DRY IDEA" brand deodorant, "DR. SCHOLL'S" brand foot powder, "KLEENEX" brand tissues, and one 1 razor blade protective cover;

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ITEM 16 assorted candy including one 1 "SNICKERS", one 1 "TWIX", one 1 "REECES STICKS", one 1 peanut "M&Ms" and one 1 "SNICKERS";

ITEM 17 silver place setting dinner knife;

ITEM 18 one 1 ink pen with logo reading "RESIDENCE INN" and having an apparently chewed cap;

ITEM 19 miscellaneous paper items including one 1 greeting card, one 1 USA map, one 1 cassette tape sleeve reading "DISCO INFERNO", two 2 books in foreign language and two 2 romance type books in the English language;

ITEM 20 miscellaneous items including one 1 "KOSS" brand earphone case, one 1 hand exerciser, one 1 "BERKLEY" brand nylon coated wire, "SUPER G" brand 9 volt battery, one 1 "OPTIMA" brand pen and pencil set, one 1 set of wooden beads, two 2 plastic bags, one 1 piece of cardboard, two 2 small luggage type padlocks, two 2 small keys on ring, one 1 US dime and one 1 plastic case containing pencil lead;

ITEM 21 one 1 clear plastic cassette case;

ITEM 22 braided twine;

ITEM 23 one 1 piece of paper bearing printed foreign language and one 1 "WESTCLOX" brand alarm clock;

ITEM 24 four 4 cockpit drawings reading "AVSOFT B757", one 1 of the instrument panel, one 1 of the overhead panel, one 1 of the center pedestal and one 1 of the maintenance panel;

ITEM 25 one 1 black nylon bag bearing the logo "CENCAL".

Items 1 through 21 were located in the main storage area of Item 25. Item 22 was located in the largest side pocket of Item 25, the side of the bag bearing the "CENCAL" logo. Item 23 was located in the larger pocket on the side of Item 25 opposite the "CENCAL" logo. Item 24 was located in the end pocket on Item 25 on the side of the bag where the flap covering the main storage area is permanently attached.

Collected from the passenger's side of the inside of the trunk:

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ITEM 26 one 1 black nylon briefcase sized bag containing one 1 "BODY MASSAGER" brand plastic battery operated body massager with two 2 D sized batteries removed by SA [REDACTED] one 1 "KANSAI" brand clock with AA sized battery removed by SA [REDACTED] and six 6 cough drops in the bottom of the nylon bag;

ITEM 27 one 1 open box of "W-TIPS" brand cotton swabs, one 1 blue watering can, one 1 blue carrying case bearing the logo "MUDD", one 1 orange square piece of paper, one 1 "ASA" brand grey plastic shield, two 2 grey socks and one 1 white cloth

which appears to be a large men's shirt tied together to form a laundry carrier which contained assorted shoes, belts, towels, shirts, pants and a toothbrush;

ITEM 28 miscellaneous automobile paper work including one 1 automobile insurance policy issued by PROGRESSIVE MARATHON INSURANCE CO., policy number 60475921-0 for [REDACTED] and 1 California Department of Motor Vehicles Registration Card of [REDACTED] at the aforementioned address.

The collection of items from the vehicle's trunk was concluded at 5:42 AM on 09/13/2001.

Collected from the storage pocket on the front driver's side door:

ITEM 29 miscellaneous papers including one 1 FIRST UNION NATIONAL BANK set of starter checks with no pre-printed name or address for account number 1010042787697, one 1 California Department of Motor Vehicles Interim Driver's license receipt reading "D2416698, NAWAF M S ALHAZMI, [REDACTED] SAN DIEGO, CA 92111", one 1 FIRST UNION NATIONAL BANK receipt, one 1 white envelope postmarked 08/29/01 containing FIRST UNION NATIONAL BANK information regarding a check card for "HANI HANJOUR, [REDACTED] LAUREL, MD 20707", and one 1 receipt reading "CALDWELL FLIGHT ACADEMY, ESSEX COUNTY AIRPORT, FAIRFIELD, NJ 07004, 973-227-1707, HANI HANJOUR, [REDACTED] PATERSON, NJ" which reflected a 06/11/2001 aircraft rental of aircraft number N9746K.

Collected from underneath the driver's seat:

ITEM 30 one 1 20 ounce "PEPSI" brand plastic soda bottle and 2 white styrofoam cups.

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9/11 Law Enforcement
Sensitive

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Collected from the console located in the front of the vehicle between the driver's and passenger's seats:

ITEM 31 three 3 keys on a ring

ITEM 32 one 1 business card of [REDACTED] Travel Consultant [REDACTED], telephone number [REDACTED]
one 1 piece of apparent register receipt paper from the TARGET STORE with handwritten notes reading "B/W arrow pointing right TO WASHINGTON arrow pointing right TO GREENBELT", a SHOPPER'S CLUB receipt dated 09/03/01 at 6:08 PM, Maryland Motor Vehicles Digital Driver's Licence receipt dated 09/05/01 at 12:17 with the address reading "505 [REDACTED] LAUREL, MD 20707", and a GIANT FOODS receipt dated 09/09/01 at 15:40 hrs;

Collected from storage pocket on the front passenger's side door:

ITEM 33 one 1 information sheet from the SHERWOOD REGIONAL LIBRARY in Alexandria, VA, one 1 informational map from LARCHMONT VILLAGE APTS in Alexandria, VA with apartment unit [redacted] circled and one 1 automatic teller machine receipt dated 08/18/01;

ITEM 34 one 1 compact disk and case reading "PAN AMERICAN INTERNATIONAL FLIGHT ACADEMY, 737 WALKAROUND";

Collected from the front passenger's side floorboard:

ITEM 35 one 1 DULLES INTERNATIONAL AIRPORT parking receipt for entry into the parking area dated 09/11/01 at 7:25 AM and numbered #H861-606;

ITEM 36 one 1 yellow cassette tape with foreign writing, one 1 FIRST UNION receipt dated 09/10/01 for account number 1010042788049 and one 1 white styrofoam cup.

Collected from underneath the passenger's side front seat:

ITEM 37 one 1 "JORDACHE" brand hairbrush.

Collected from the glove box compartment:

ITEM 38 one 1 white piece of paper bearing handwritten notes reading "OSAMA 589 5316", two 2 boxes of checks, numbered 101-

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400, for HUDSON UNITED BANK, Levittown, PA for NAWAF M S ALHAZMI, [redacted] Fort Lee, NJ 07024-3701, account number 39809997755.

Collected from the rear floorboard on the driver's side:

ITEM 39 two 2 MAIL BOXES ETC receipts signed by NAWAF ALHAZMI dated 09/10/01, one at 1:01 PM the other at 13:05 HRS, which were stapled to a US Post Office Express Mail receipt numbered EE81641971US and mailed to UNITED ARAB EMIRATES [redacted]

[redacted] LAUREL, MD 20707, one 1 "7-11 CONNECTIONS" brand phone card bearing PIN 740-058-1825 and one 1 QUALITY INN business card of [redacted] Assistant Manager, Laurel, MD with telephone number [redacted]

Collected from the rear floorboard on the passenger's side:

ITEM 40 one 1 pair of sunglasses with only one arm.

Collected from the rear window interior deck:

ITEM 41 one 1 NYC 5 Boroughs Atlas book, one 1 Washington, DC Area Visitor's foldout map with telephone number reading [redacted]

1947" written on the map (*number is unreadable but appears to be a 4 or 9) and one US Atlas book without a cover that contains a white piece of printed material at page 177.

The collection of Items 1 through 41 was completed at 7:25 AM on 09/13/2001. Custody of the vehicle was maintained by SA [REDACTED] until 8:30 AM when custody was turned over to [REDACTED] for further evidence processing.

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Privacy

BEGPRODNO
BEGBATES
DATE
FBIDESCR
FULLTEXT

: M-INT-00011077
: 265A-NY-280350-302~44507
= 09/17/2001
: [REDACTED] INTERVIEW AT AMERI SUITES
: FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/17/2001

[REDACTED]
[REDACTED] was interviewed at the AMERI-SUITES

HOTEL in Chicago. After being advised of the identity of the interviewing Agents and the nature of the interview, he provided the following information:

[REDACTED] advised he is a pilot for AMERICAN AIRLINES AA. He flew into Chicago on AA Flight 91 from London, Heathrow Airport on September 15, 2001. He stated he has some information regarding the terrorist attacks which took place in the United States on September 11, 2001. [REDACTED] stated he is quite certain that one of the hijacking suspects, MARWAN AL-SHEHRI, aka MARWAN AL-SHEHRI, was a passenger who flew on an AA plane piloted by [REDACTED] on June 7, 2001. [REDACTED] stated that he piloted AA Flight 59 on June 7, 2001 from John F. Kennedy Airport in New York to San Francisco. This plane left early in the morning, sometime between 8 and 9 a.m. and was a Boeing 767. On that day, [REDACTED] was training First Officer, [REDACTED] and this was [REDACTED] first day in the cockpit. After his initial training of her, he was approached by the head flight attendant who introduced AL-SHEHRI to him. The head flight attendant told [REDACTED] that AL-SHEHRI wished to speak with him. [REDACTED] spoke to AL-SHEHRI for approximately fifteen minutes. AL-SHEHRI introduced himself to [REDACTED] as "MARWAN" and stated that his name is easy to remember, all one had to think about was the word "moron".

AL-SHEHRI presented his pilot license and boarding card to [REDACTED] and asked if he could sit in the jump seat in the cockpit. He then proceeded to sit down in the jump seat and asked again if he could sit there. [REDACTED] stated that he could sit there for now. AL-SHEHRI asked if he could sit in the jump seat during the flight and [REDACTED] responded that he could not. AL-SHEHRI asked if anyone can sit in the jump seat during the flight and [REDACTED] stated that only pilots with agreements with AA could sit in the seat. AL-SHEHRI answered that he had been in the cockpit on other airlines and [REDACTED] replied that some foreign carriers do allow people to sit in the cockpit but that AA does not. AL-SHEHRI asked if he was an agent or an employee of the airline if he could sit in

Investigation on 09/17/01 at Chicago, Illinois

File # 265D-NY-280350

Date dictated 09/17/01

by [REDACTED] 9/11 Law Enforcement Privacy

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the jump seat and [REDACTED] stated even those people are not authorized to sit in the cockpit unless they receive authorization from senior management at AA. [REDACTED] explained to the interviewing Agents that in order to sit in the cockpit in a jump seat a person would require a jump seat boarding card marked with either "W1" or "W2" rather than a seat number, valid AA identification or identification from another major airline with an agreement with AA to allow such a thing, and a legitimate pilot license).

[REDACTED] described AL-SHEHRI as a middle-eastern male (he may have stated he was from the United Arab Emirates), of medium height, slightly overweight, with short dark hair, balding, wearing smallish eye glasses, and dressed in business casual attire. AL-SHEHRI spoke excellent English with only a slight accent. [REDACTED] can not recall if AL-SHEHRI was carrying any luggage.

AL-SHEHRI commented to [REDACTED] that he had flown small multi-engine planes but "nothing like this". AL-SHEHRI asked [REDACTED] about how the auto pilot on the plane operated, he also asked about the Flight Management Computer FMC and how to enter a point of destination. He also asked many "standard questions" that many people ask, such as, how fast, how far, and how high a Boeing 767 can fly. One area of interest to AL-SHEHRI that most people do not ask about concerned the amount of fuel the plane was carrying. He asked if a plane flying to San Francisco is full of fuel. [REDACTED] answered that it is not because if the plane was full of fuel it could fly at least ten and a half hours. The trip to San Francisco only takes half that time so the plane is not fully fueled.

At one point during their discussion, [REDACTED] believes that AL-SHEHRI stated he has a friend or relative who works as a reservation agent for a major airline. He did not further identify this person nor did he further identify the airline for which this person may work. AL-SHEHRI told [REDACTED] that he was employed as a computer engineer.

AL-SHEHRI flew first class on flight 59 on the day he had his discussion with [REDACTED] advised that when he provided answers to AL-SHEHRI's questions, AL-SHEHRI repeated the answers back to [REDACTED] without fail. At the time of the discussion, [REDACTED] thought this was unusual. He believed at the time that AL-SHEHRI was repeating the answers because he was not a native English

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Continuation of FD-302 of [REDACTED]

, On 09/17/01 , Page 3

speaker; however, he now believes that he may have been imprinting the information for later recall.

[REDACTED] advised that AL-SHEHRI seemed genuinely interested in matters pertaining to flying a Boeing 767. He visually inspected the cockpit in detail and was reluctant to leave the cockpit at all. [REDACTED] had to gently advise him he must leave before they took off. When he asked AL-SHEHRI to leave, he told AL-SHEHRI he could come back into the cockpit once they stopped at the gate in San Francisco, however AL-SHEHRI never did come back. AL-SHEHRI at no time asked [REDACTED] about transponders or voice recorders in a Boeing 767. At all times, AL-SHEHRI was polite and thankful. AL-SHEHRI did mention that he had flown planes in SAUDI ARABIA.

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BEGPRODNO
BEGBATES
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FULLTEXT

: M-INT-00010935
: 265A-NY-280350-302~5138
: 09/18/2001
:
: FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/18/2001

[redacted] telephone:
[redacted] He was advised of the identities of the interviewing Agents and was already aware that he was being interviewed concerning HANI HANJOUR. [redacted] advised that he is a commercial pilot for [redacted] and a flight simulator instructor for JET TECH in Phoenix, Arizona. JET TECH is a division of PAN AM INTERNATIONAL and has telephone number: 800 570-5823. When in Phoenix, [redacted] stays at the WINDHAM HOTEL near the airport. He said that voice mail messages can be left for him at [redacted]

9/11 Personal Privacy

[redacted] advised that he has been employed by JET TECH for approximately nine months. He said that he telephoned the JET TECH office this morning from SIMULATOR TRAINING, INCORPORATED STI in Seattle, where he had enrolled in a course, and was advised that the FEDERAL BUREAU OF INVESTIGATION FBI wanted to talk to him about one of his former students, HANI HANJOUR. [redacted] immediately contacted the Seattle FBI office which, he learned, had already established a liaison with STI.

[redacted] immediately recalled HANI HANJOUR as a Middle Eastern student of his who had said that he was from Saudi Arabia. He described HANJOUR as about 5'5" tall and frail with dark hair, dark eyes and a dark complexion. He kept his hair short and was usually unshaven. [redacted] could recall no distinguishing characteristics of HANJOUR's appearance but described his demeanor as "nice" and "pleasant". [redacted] was shown a black and white photocopy of an E-mailed photograph of HANI HANJOUR who is suspected of being one of the hijackers of AMERICAN AIRLINES Flight 77 which was crashed into the PENTAGON on September 11, 2001. [redacted] advised that the individual pictured looked like his former student HANI HANJOUR, except that he did not recall his student's hairline as having receded as far as that of the person in the photograph.

[redacted] recalled that HANJOUR was trained in a BOEING 737-200 simulator and that he shared time with another student named [redacted]. He believes that [redacted] may have taken a job with SOUTHWEST AIRLINES. [redacted] has no further record of [redacted] but

Investigation on 9/17/01

at [redacted]

File # 265A-NY-280350-302

Date dictated 9/17/01

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September 17, 2003 11:46 am

Page 1

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[PDF page 1]

FD-302a (Rev. 10-6-95)

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265A-NY-280350-302

Continuation of FD-302 of [REDACTED], On 9/17/01, Page 2

[REDACTED] believes that the JET TECH office should have records indicating how he can be contacted. [REDACTED] is not aware of any other JET TECH instructor who worked with HANJOUR nor of any other student who knew him. [REDACTED] believes that [REDACTED] did not know HANJOUR before JET TECH paired them in the same simulator and that [REDACTED] was not happy about the pairing because HANJOUR proved to be such a bad pilot that he limited the progress that [REDACTED] could have made.

[REDACTED] explained that the course given to HANJOUR was primarily pattern flying. It consisted of ground checks, engine startup, takeoff and flying around the vicinity of the airport in order to facilitate instrument landings. He described HANJOUR as "totally clueless" adding that he seemed to have no practical flight experiences whatsoever. The impression that HANJOUR gave [REDACTED] was that he just wanted to get certified on a course so that he could get a job when he returned to SAUDI ARABIA.

[REDACTED] recalled that HANJOUR crashed the simulator but believes it was due to incompetence and not deliberate. He added that the simulator program did not include buildings. [REDACTED] thinks that HANJOUR had a logbook in which he wanted [REDACTED] to sign off but [REDACTED] did not do so. [REDACTED] said that HANJOUR did not even know how to do his check list response and was no where near being ready to do an actual check out flight. HANJOUR seemed to make no progress during the course and was not certified by JET TECH. [REDACTED] does not know how, or in what form, HANJOUR paid for the course. [REDACTED] added that HANJOUR was so bad that he never bothered discussing the radio or transponder with him although he appeared to know their purpose and location in the cockpit.

[REDACTED] consulted his own logbook and provided the following information about HANJOUR's time in the simulator:

February 27, 2001 - four hours with [REDACTED] switching seats after two hours;

February 28, 2001 - scheduled but called in sick;

March 1, 2001 - eight hours with [REDACTED] half in each seat;

March 2, 2001 - four hours above;

March 4, 2001 - not scheduled;

[PDF page 2]

FD-302a (Rev. 10-6-95)

Continuation of FD-302 of [REDACTED], On 9/17/01, Page 3

March 5, 2001 - scheduled but did not show up.

[REDACTED] recalled that during his last session on March 3, HANJOUR turned off the simulator himself, in frustration, and never came back.

[REDACTED] stated that he only had one conversation with HANJOUR outside the simulator. This occurred when HANJOUR offered to drop him off at his hotel on his way home. HANJOUR indicated that he resided with a cousin in east Phoenix. [REDACTED] said he never met the cousin, nor any other associate of HANJOUR's, and never even saw him in the company of another person. He never mentioned having lived in any other part of the United States and never mentioned having any family here. [REDACTED] recalled that HANJOUR was a good driver but a poor English speaker. He drove an old beat up car but [REDACTED] could not remember the make or model. HANJOUR did comment to [REDACTED], during their one conversation, that the Islamic laws in Saudi Arabia were much stricter than the laws in the United States.

[PDF page 3]

BEGPRODNO : M-INT-00077088
BEGBATES : 265A-NY-280350-302-28784
DATE = 09/30/2001
FBIDESCR :
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/30/2001

[redacted] was

[redacted] Also present during this interview was [redacted]. The purpose of this interview was to obtain information regarding Hani Hanjour and other terrorist. After being advised of the identity of the investigating Special Agent and the purpose of the interview, [redacted] provided the following information:

[redacted] advised that until recently he was a United Airlines United Customer Service Agent CSA. United laid [redacted] off as a result of the September 11, 2001 attack on the United States. [redacted] worked for United for approximately thirteen and one-half years. [redacted] worked at Sky Harbor Airport PHX for about one year. As a CSA, [redacted] sells customers tickets, re-books customers, and checks customers in at the ticket counter. [redacted] said that he normally worked at United's ticket counter.

[redacted] advised that he checked in and dealt with Hani Hanjour and five of his associates at United's ticket counter. [redacted] believes this occurred between August 12, 2001 and August 30, 2001. After reviewing his work schedule records [redacted] guessed that it may have been September 10, 15, 16, or the 23rd of 2001. [redacted] said this occurrence was after 5pm in the evening.

[redacted] reviewed the news photos of the nineteen 19 known Hijackers and advised Mohamed Atta was definitely one of the Middle Eastern ME men with Hani Hanjour. [redacted] believes four of the five ME men to be Hani Hanjour, Mohamed Atta, Satam M. A. Al Suqami, and Wail M. Alshehri. [redacted] thinks that the other ME man may have been Waleed M. Alshehri or Majed Moqed. [redacted] said that check-in information for these individuals would be maintained in United's computer data base under [redacted] employee identification number 044058.

[redacted] explained that he was working the First Class check-in line at the time. Two of the ME men came from the regular

Investigation on 09/29/01

at [redacted]

File # 265A-NY-280350-302
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9/11 Personal Privacy

265A-NY-280350-302

Continuation of FD-302 of [REDACTED]

On 09/29/01 , Page 2

check-in line and the other three, Hani Hanjour, Mohamed Atta, and Satam M. A. Al Suqami were in the First Class check-in line.

[REDACTED] said that he helped the two from the regular check-in line because the First Class line was empty. Hani Hanjour, Mohamed Atta, and Satam M. A. Al Suqami arrived at the First Class line after helping them. [REDACTED] assisted them next.

[REDACTED] advised that Hani Hanjour stepped up to the ticket counter and asked to have his ticket re-routed out of Phoenix, Arizona instead of Los Angeles, California. Hani Hanjour wanted to go from Phoenix, Arizona to New York, New York or to Boston, Massachusetts. Hani Hanjour was well dressed wearing a dark blue suit tailored to look like a flight captain's uniform. Hani Hanjour was also wearing a captain's hat. [REDACTED] described Hani Hanjour as a thirty year old ME man, approximately 5'8", weighing 150-160 lbs. [REDACTED] examined Hani Hanjour's itinerary which had his name listed as Hani Hanjour or Hanjour. [REDACTED] thinks that Hani Hanjour's ticket was purchased through Travelocity, an internet web site for purchasing airline tickets.

[REDACTED] asked Hani Hanjour for identification and the credit card he used to purchase his ticket. Hani Hanjour provided a passport from Saudi Arabia and a Gold colored card that was either a credit card or Hani Hanjour's Mileage Plus Card. [REDACTED] said that it is possible that this was an award ticket. Hani Hanjour had a pilot training manual for a Boeing 727 or a Boeing 747 which he placed on the counter. The manual had a yellow cover with black bold lettering. [REDACTED] distinctly remembers thinking the United States must be selling airplanes to the Saudi's.

Hani Hanjour presented [REDACTED] with a pocket knife and asked [REDACTED] if he could take this on the airplane. [REDACTED] recommended that he check it in his luggage; Hani Hanjour complied. One of the other ME men, [REDACTED] believes to be Satam M. A. Al Suqami, asked [REDACTED] if a box cutter could be carried onboard the airplane. [REDACTED] told them that a box cutter would not be allowed on the airplane. Satam M. A. Al Suqami said that he needed his box cutter with him because he worked at a warehouse. [REDACTED] thought this was inconsequential and gave Hani Hanjour his boarding pass.

The third person, [REDACTED] believes to be Mohamed Atta, addressed [REDACTED] and asked if there was a problem. At that time Hani Hanjour, Satam M. A. Al Suqami and Mohamed Atta spoke to one another in another language. [REDACTED] described Mohamed Atta to be in his mid forties, balding and wearing sunglasses.

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265A-NY-280350-302

Continuation of FD-302 of [REDACTED]

, On 09/29/01 , Page 3

Satam M. A. Al Suqami presented a passport that could have been from India, United Arab Emirates UAE or Saudi Arabia. [REDACTED] recalls that the name on this passport was something like "Alwaheedi." Satam M. A. Al Suqami told [REDACTED] that he was not flying today but wanted to change his flight itinerary for a future flight in early September 2001. [REDACTED] guessed that it may have been for a flight on September 4, 2001. [REDACTED] remembers that the flight was from Phoenix, Arizona to Boston, Massachusetts and the return flight was on September 11, 2001 to Los Angeles, California. [REDACTED] said that Satam M. A. Al Suqami wanted to change the return flight starting point from Boston, Massachusetts to Dulles, Washington D.C. Satam M. A. Al Suqami also requested a seat change to the bulk head area, row three 3. [REDACTED] made this change for Satam M. A. Al Suqami.

Mohamed Atta presented a passport that could have been from UAE or Saudi Arabia. Mohamed Atta requested an itinerary change in a future flight as well. Mohamed Atta wanted to change his flight so he could fly with Satam M. A. Al Suqami. [REDACTED] changed Mohamed Atta's flight so that he could fly from Phoenix, Arizona to Boston, Massachusetts in early September 2001, possibly September 4, 2001 and then returning from Dulles, Washington D.C. to Los Angeles, California on September 11, 2001.

[REDACTED] recalls that one of the itinerary's had the name Naraq on it. [REDACTED] also said from reviewing the news photos of the nineteen 19 known Hijackers that Faye Banihammad looks vaguely familiar.

[PDF page 3]

BEGPRODNO
BEGBATES
DATE
FBIDESCR
FULLTEXT

: M-INT-00031593
: 265A-NY-280350-GJ-808
= 09/21/2001
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[PDF page 1]

265A-NY-280350-302

2

9/11 Closed by Statute

September 5, 2003 5:35 pm

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9/11 Closed by Statute

[PDF page 2]

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9/11 Closed by Statute

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[PDF page 3]

265A-NY-280350-302

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9/11 Closed by Statute

9/11 Closed by Statute

[PDF page 4]

265A-NY-280350-302

5

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[PDF page 5]

Chedim 77

BEGPRODNO : M-INT-00074024
BEGBATES : 265A-NY-280350-302~25078
DATE : 09/13/2001
FBIDESC : INTERVIEW OF SCOTT BELL
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

9/11 Personal Privacy

Date of transcription 09/23/2001

SCOTT BELL, born [REDACTED]

[REDACTED] home, was interviewed at Dulles International Airport in the presence of American Airlines attorney KAREN ERIKSON SPROLE, born [REDACTED] social security account number [REDACTED]. After being advised of the identities of the interviewing agents and the nature of the interview, BELL provided the following information:

BELL advised that he had been previously interviewed by Special Agent [REDACTED] FBI. However, during that interview BELL had not been shown pictures of the hijacking subjects for American Airlines flight 77. BELL was shown those pictures but did not recall checking-in any of them while working at the ticket counter on the morning of September 11, 2001. However, BELL stated that the picture of HANI HANJOUR stood out in his mind more than the other pictures. BELL also stated that the picture of MAJED MOQED seemed familiar as though BELL had seen him in the airport before.

BRENDA BROWN, DIANE LEADS, GRACE PAERCIONI, VON ALLEX, FRANCISCO AYALA, (first name unknown) Hill, and (first name unknown) Stock were also working the ticket counter on September 11, 2001.

9/11 Law Enforcement Privacy

~~Hani~~

Vaughn Alex - checked in 2nd at Hozmis
- checked in Hazon

Investigation on 09/13/2001

at

Dulles International Airport

File # 265A-NY-280350-302

Date dictated

09/23/2001

by [REDACTED]

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~~NAWAF~~ NAWAF
AL HAZMI

BEGPRODNO : M-INT-00001365
BEGBATES : 265A-NY-280350-302~32438
DATE = 09/14/2001
FBIDESC : MICHAEL TODD JENSEN; CONTROL# BA597
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 - 9/11 Personal Privacy

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/15/2001

RAPID START CONTROL NUMBER BA597 REGARDING THE VISA DEBIT
CARD NUMBER 4158740011865303 USED BY NAWAF M S ALHAZMI AT THE
TARGET STORE, 3343 LAUREL FORT MEAD ROAD, LAUREL, MARYLAND.

Michael Todd Jensen, born [REDACTED]

[REDACTED] was
contacted at the Target store, 3343 Laurel Fort Meade Road, Laurel,
Maryland, 20724, telephone number 301-483-0934, regarding lead
BA597 from Newark NK691 for captioned case. After being advised of
the identity of the interviewing agent and the purpose for the
interview, he provided the following information:

Jensen, a security team member, does not normally work at
this Target store and was there covering for a fellow security
manager. Jensen was advised by SA [REDACTED] that the FBI is
interested in transaction for \$73.48 that occurred at the store on
08/27/2001 using a Visa debit card number 4158740011865303 by NAWAF
M S ALHAZMI. Jensen was advised that the transaction occurred at
Point of Sale Terminal number 10070080.

Jensen obtained the Point of Sale Terminal information
and advised that it is check out #10. Jensen provided a copy of
the transaction and advised that it was a debit card transaction so
they would not have a signed receipt. Jensen then advised that the
items that were purchased were one 1 Optima Signature Series Pens
Ball Point & Pencil Set and one 1 Original Leatherman Wave Multi-
tool. Jensen stated that he would provide to SA [REDACTED] with one
each of exactly what was purchased.

See attached

Jensen also searched for and obtained one 1
surveillance video tape of an individual in the checkout area
between 2:30 p.m. and 3:00 p.m. on 08/27/2001, one 1 surveillance
video tape of an individual at checkout #10 between 2:30 p.m. and
3:00 p.m. on 08/27/2001, and one 1 surveillance video tape of all
camera activity on 08/27/2001.

Jensen advised that the cashier who was working at
checkout #10 at the time of the transaction was cashier [REDACTED]

Investigation on 09/14/2001 at Laurel, Maryland
265D-NY-280350, 265D-NY-280350-NK,

File #
265D-NY-280350-BA
by [REDACTED]

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9/11 Personal Privacy

265D-NY-280350, 265D-NY-280350-NK, 265D-NY-280350-BA

Continuation of FD-302 of Michael Todd Jensen , On 09/14/2001 , Page 2

[REDACTED] Jensen arranged an interview for SA [REDACTED] which was recorded on a separate FD-302.

The items obtained from Jensen at the Target store were placed into evidence.

[PDF page 2]

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BEGPRODNO : M-INT-00001363
BEGBATES : 265A-NY-280350-302~32352
DATE = 09/14/2001
FBIDESC : [REDACTED] CONTROL# BA597
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/15/2001

RAPID START CONTROL NUMBER BA597 REGARDING THE VISA DEBIT
CARD NUMBER 4158740011865303 USED BY NAWAF M S ALHAZMI AT THE
TARGET STORE, 3343 LAUREL FORT MEAD ROAD, LAUREL, MARYLAND.

[REDACTED] was

interviewed at her place of employment, Target, 3343 Laurel Fort
Meade Road, Laurel, Maryland, 20724, telephone number 301-483-0934,
regarding lead BA597 from Newark lead NK691 for captioned case.
After being advised of the identity of the interviewing agent and
the purpose for the interview, he provided the following
information:

9/11 Personal Privacy

[REDACTED] has worked for Target for approximately 1 month as
a cashier. [REDACTED] is teller [REDACTED] and was working, according to
Target records, at checkout #10 on 08/27/2001 at the time of the
purchase by NAWAF M S ALHAZMI. [REDACTED] does remember a person
purchasing a Leatherman Multi-tool and a pen and pencil set but was
not able to provide a description of the person who conducted the
transaction nor the date of the transaction.

[REDACTED] does recall two suspicious Hispanic looking males
who have been in and out of the store for a few weeks. The two
males usually enter the store between 12:00 p.m. and 3:00 p.m. and
were in the store three days in a row approximately two weeks ago.
[REDACTED] stated the two usually wore Jersey type sports shirts that
were multi-colored.

[REDACTED] described individual #1 was as follows:

Sex:	Male
Race:	Hispanic
Height:	5'8"
Weight:	160-180 pounds
Hair:	Short Black or Brown
Clothing:	Reddish colored multi-colored Jersey
Miscellaneous:	2 day growth beard

Investigation on 09/14/2001 at Laurel, Maryland
265D-NY-280350, 265D-NY-280350-NK,

File # 265D-NY-280350-BA Date dictated N/A
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265D-NY-280350, 265D-NY-280350-NK, 265D-NY-280350-BA

Continuation of FD-302 of [REDACTED], On 09/14/2001, Page 2

[REDACTED] described individual #2 was as follows:

Sex:

Male

Race: Hispanic

Height: 5'6"

Weight: 160-180 pounds

Hair: Short Black or Brown

Clothing: Blueish colored multi-colored

Jersey

Miscellaneous: 2 day growth beard

9/11 Personal Privacy

[REDACTED] stated that both individuals like to watch woman in the store and on one occasion they followed her out of the store. After she got into her car the two individuals got into an older maroon or brown colored Honda Accord, possibly a 4-door. [REDACTED] noticed that the car did not have a front license plate.

[REDACTED] provided no further information.

[PDF page 2]



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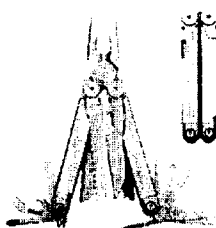
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Leatherman Wave Multi-Tool



product detail page

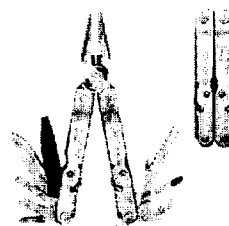
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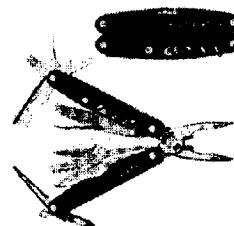
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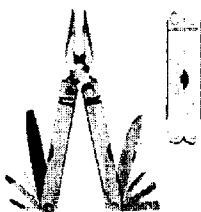
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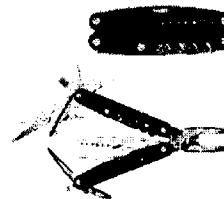
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BEGPRDNO : M-INT-00001718
BEGBATES : 265A-NY-280350-302~1464
DATE = 09/15/2001
FBIDESC : DOUGLAS HENSON 9/14/01
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/15/2001

On 09/14/2001, SA [redacted] interviewed Douglas Henson, born 10/04/1949, social security account number [redacted] at the Logan International Airport Central Parking Garage, Boston, Massachusetts. After being advised of the identity of the interviewing agent, he advised the following:

Henson owns a 2000 black Ford Mustang convertible with Massachusetts license plate [redacted]. Henson was scheduled to fly from Boston to Atlanta on Delta flight 1043 at 7:45 am on 09/11/2001. His flight was scheduled to depart from Terminal C at Logan International Airport.

Henson explained that he arrived at Logan International Airport, and drove straight to the Central Parking Garage. According to his Logan Airport Central Parking ticket, Henson entered the garage at 6:47 am on 09/11/2001. It was very busy at the garage, and took him approximately five minutes to drive from the garage entrance to where he parked on the third floor.

Henson drove to the third floor from the second floor of the garage via the ramp closest to the elevator banks for Terminals E and C. Once on the third floor, Henson found a parking space in row GG. He parked his vehicle nose in.

He did not see anyone in or around the vehicles in the vicinity of where he parked. However, he recalls seeing individuals walking down row FF toward the elevator bank for Terminal A. Henson could not recall how many individuals were walking or any other details regarding them. There were also vehicles filling in the parking spaces on the opposite side of row GG.

Henson did not see or smell any smoke in the vicinity of the vehicles.

According to Boston investigation, a white Mitsubishi Mirage with Virginia license plate YGU4417 was parked in the space diagonally to the right front of where Henson parked. Henson

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Investigation on 09/14/2001 at Boston, Massachusetts

File # 265D-NY-280350
by [redacted]

Date dictated 09/15/2001

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265D-NY-280350

Continuation of FD-302 of Douglas Henson , On 09/14/2001 , Page 2

believes that if there was anyone in the Mirage, he would have seen that person or persons as he grabbed his briefcase and duffle bag out of his vehicle.

He walked down row GG and then on the sidewalk over the ramp to the old section of the garage. He walked to the end of the road and then took a left toward the elevator bank for Terminal C.

At that time, he saw three men walking toward the Terminal C elevator bank. They came from the area of vehicles on the left side of the road that Henson was walking down. The men were in their 30's, and dark skinned. Henson did not notice if they were talking or not. They did not wear anything on their heads. They waited for the elevator. One of the men was kneeling on the ground looking in his duffle bag. One of the other men may also have been carrying a duffle bag. Henson could not recall any other details about the men.

Henson walked past them and went down the stairs. He never saw them again.

Henson did not see any MASSPORT golf carts picking up or dropping off passengers on the third floor.

Henson is 5'11", 220 lbs., and has reddish/brown hair. He wears glasses. The morning of 09/11/2001, he was wearing tan khaki pants and a blue and white vertical long sleeve striped shirt. Henson's duffle bag was over his shoulder and he carried his briefcase.

[PDF page 2]

M-INT-00067834

Production Number: M-INT-00067834
Case/Serial no: 265A-NY-280350-302~19106
Date: 09/19/2001
Description: DIANE GALLAGHER

09/19/2001

DIANE GALLAGHER, American Airlines Employee, Logan International Airport, East Boston, Massachusetts, was interviewed at her place of employment. After being advised of the identity of the interviewing agents and the nature of the interview, GALLAGHER provided the following information:

GALLAGHER interpreted the Passenger Name Record PNR for MOHAMED ATTA and ABDULAZIZ ALOMARI.

The PNR on MOHAMED ATTA and ABDULAZIZ ALOMARI provided the following information:

MOHAMED ATTA and ABDULAZIZ ALOMARI were passengers on the same PNR list.

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US Airways Express - Colgan Air Flight US5930Y (Y stands for coach) departing Portland Maine, 0600, arriving Boston, 0650 on September 11. A connecting flight American Airlines Flight 11, departing Boston 0745, arriving Los Angeles 1059 on September 11, 2001. Hold and confirm for two. The plane was out of the gate and ready to push at 0740 and off the ground at 0759, the estimated time of arrival was 1055 in Los Angeles.

Ticket 0012135020181 was issued to ATTA by mail at 1541 on August 28, 2001. Ticket 0012135020182 was issued to Alomari by mail at 1542 on August 28, 2001. Ticket 0012179084144 was issued to Alomari in Boston by [redacted] at 1655 on September 9, 2001, it was a replacement ticket for ticket number 0012135020182.

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The telephone number listed for ATTA was 954815-3004. The address the tickets were mailed to was MOHAMED ATTA, [redacted]
[redacted]

ATTA was a frequent traveler member with American Airlines. American Advantage number AA6H26L04. Enrollment date August 25, 2001, eligible miles 3745, account status as of September 11, 2001.

The seats/boarding pass were listed as Flight 11J (J stands for business class) on September 11, Boston to Los

09/18/2001 Boston, Massachusetts

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Angeles, hold and confirmed, seat 8D non-smoking aisle, ATTA/MOHAMED. The second seat was Flight 11J (J stands for business class) on September 11, Boston to Los Angeles, hold and confirmed 8G non-smoking aisle, ALOMARI/ABDULAZIZ.

The reservations were sent to US Airways to confirm they were ticketed. The original ticket numbers and the replacement ticket numbers were sent.

The form of payment was a credit card, number BA4011800840507778, expiration number 07/02. Amount charged to the account was \$4,226.00 billed at 1541 on August 28, 2001 to MOHAMED NMN ATTA. Both tickets were purchased by ATTA. American Airlines sent the physical tickets through the mail. The booking was made through the American Airlines web sit. With an American Advantage number the ticket, seat, and boarding pass can be reserved through the website.

MOHAMED ATTA checked two bags on American Airlines Flight 11 to Los Angeles. Both bags were checked in with US Air. The first bag tag was LAX US 138529, by HDQ5XUS at 0543 on September 11, 2001. The second bag tag was LAX US 138530, by HDQ5XUS at 0543 on September 11, 2001.

The paper ticket issued to MOHAMED ATTA contained the following information:

Two coupons issued on August 28, 2001. PNR record indicator JNEHJU. The first coupon was for US Airways Flight 5930, class Y coach, for September 11, 2001, departing Portland, Maine and arriving in Boston, Massachusetts. Time of departure 6:00 a.m. The second coupon was for American Airlines Flight 11, class Y business class, for September 11, 2001, departing Boston, Massachusetts, arriving in Los Angeles, California. Time of departure 7:45 a.m.

The fare in USD was 1954.88, tax 146.62, US tax 5.50ZF, tax 6.00XF, total USD 2113.00.

The form of payment was BA4011800840507778, expiration date 07/02, approval code 009774 issued August 28, 2001.

The original ticket issued to ABDULAZIZ ALOMARI

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provided the following information:

Two coupons issued on August 28, 2001. PNR record indicator JNEHJU. The first coupon was for US Airways flight 5930, class Ycoach, for September 11, departing Portland, Maine and arriving Boston, Massachusetts. Time of departure was 6:00 a.m.

The second coupon was issued for American Airline Flight 11, class J business class, for September 11, departing Boston, Massachusetts, arriving Los Angeles, California. Time of

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departure was 7:45 a.m.

The fare in USD was 1954.88, tax 146.62, US tax 5.50ZF, tax 6.00XF, total USD 2113.00.

The form of payment was BA4011800B40507778, expiration date 07/02, approval code 009774 issued August 28, 2001.

The replacement ticket issued to ADULAZIZ ALOMARI provided the following information:

Two coupons issued on August 28, 2001. PNR record indicator JNEHJU. The first coupon was for US Air flight 5930, class Ycoach, for September 11, departing Portland, Main and arriving Boston, Massachusetts. Time of departure was 6:00 a.m.

The second coupon was issued for American Airline Flight 11, class J business class, for September 11, departing Boston, Massachusetts, arriving Los Angeles, California. Time of departure was 7:45 a.m.

The fare in USD was 1954.88, tax 146.62, US tax 5.50ZF, tax 6.00XF, total USD 2113.00.

The form of payment was BA4011800B40507778, expiration date 07/02, approval code 009774 issued August 28, 2001.

The date of issue was September 9, 2001. It was issued at Boston by 86F, [REDACTED]. The exchange number was 0012135020182/12. It was originally issued on August 28, 2001 by mail. A T325, lost ticket form was completed. This was not the correct form to use. By using this form ALOMARI claimed that

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American Airlines never sent him the ticket and he would not have to pay the one hundred dollar fee for the lost ticket.

MOHAMED ATTA AND ABDULAZIZ ALOMARI had a paper ticket and boarding pass prior to their arrival at the airport. They needed paper tickets because they traveled inter-line (between two airlines). Without the boarding passes we are unable to identify who checked them in. They were checked in at US Airways and their baggage was also checked.

The credit card used by ATTA needed to match the mailing address used by the credit card and by the mailing address used to mail the tickets to.

MOHAMED ATTA AND ABDULAZIZ ALOMARI had access to the Admiral's club because they were booked in business class.

MOHAMED ATTA AND ABDULAZIZ ALOMARI, WAIL ALSHEHRI and WALEED ALSHEHRI all used the same telephone number 954815-3004 as a contact number when booking their reservations.

[PDF page 4]

BEGPRODNO : M-INT-00144024
BEGBATES : 265A-NY-280350-302~54858
DATE = 10/09/2001
FBIDESC :
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/15/2001

[redacted] was given the identity of the interviewing agent and the nature of the interview. She provided the following information:

She is currently employed by WALMART on the Payne Road in Scarborough, Maine. Her work telephone number is [redacted]. [redacted] stated that she works Monday, Tuesday and Thursday from 5:00 PM through 10:00 PM, and Friday, Saturday and Sunday from 9:00 AM to 2:00 PM. She advised that on September 10, 2001, which was a weekday, she was working the 5:00 to 10:00 PM shift. At approximately 9:30 to 9:35 PM, she observed MOHAMAD ATTA in the Walmart wearing a distinctive two-tone shirt. [redacted] first noticed Atta in the men's department looking at a rack of men's shirts. She made a comment to a co-worker who she could not recall regarding Atta's two-tone shirt reminding her of a shirt that Garth Brooks would wear. [redacted] advised that when she first spotted Atta, he was by himself.

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[redacted] then observed Atta walking from the men's clothing to the children's department and standing behind a rack of clothing looking toward the front of the store as though he was waiting for someone. He then walked away and she did not see him again after that. She recalls that he never met with anyone nor was he with anyone when she observed him. She described Atta as between 5'8" and 5'9", a little bit stocky, dark hair pressed down, dark eyes and a dark complexion. He was wearing dark dress pants with the two-tone white and black shirt.

[redacted] stated that she believes she has also seen Mohamad Atta at the Walmart store toward the end of July or early August of 2001. [redacted] believes that she saw him during the day time which meant that it would have to have been a weekend, Friday, Saturday or Sunday. [redacted] recalled that Atta was seen by her on that occasion in the men's department accompanied by two men and two women. The two men accompanying Atta had turbans on their head even though Atta was dressed in western type clothing. These two men had been in the children's department and

Investigation on 10/09/2001 at Portland, Maine

File # 265A-NY-280350-302 Date dictated 10/12/2001
by [redacted] 9/11 Law Enforcement Privacy

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Continuation of FD-302 of [REDACTED], On 10/09/2001, Page 2

walked over and met with Atta. She described these men as well dressed. One of the two wearing a turban asked her about food. He could not speak English very well and she believed he was asking about the food court or a place to eat. She pointed to the food court at the front of the store. The other man wearing a turban said something about a knife or knives and [REDACTED] believed they were looking for silverware and directed these individuals to the housewares's department. At this time, Atta walked from the men's department toward the housewares department. [REDACTED] described the two women with Atta and these two men as wearing long dresses and scarves over their heads. She recalls that Atta was wearing a dark blue long-sleeve shirt, black dress pants and had his hair and facial features the same as when she observed him in the store on September 10, 2001.

[PDF page 2]

BEGPRODNO
BEGBATES
DATE
FBIDESC
INPUTBATCH
FULLTEXT

: M-INT-00023920
: 265A-NY-280350-302~39567
= 09/17/2001
: [REDACTED]
: NCTA_004 (1st Batch of unredacted 302's delivered in August)
: 9/29/01

On September 17, 2001, [REDACTED]

[REDACTED] was interviewed by ALCOHOL, TOBACCO & FIREARMS ATF Special Agent SA [REDACTED] at LOGAN INTERNATIONAL AIRPORT, Terminal C, East Boston, Massachusetts. [REDACTED] provided the following information:

[REDACTED] stated she is a United States citizen and she has no political affiliations of any sort.

[REDACTED] has been employed by HUNTLEIGH SECURITY as a Pre-Board Screener PBS for approximately one 1 month. Her usual days off are Friday and Saturday. Her work shift runs from 0500 through 1300 hours. She works the checkpoint at UNITED AIRLINES.

[REDACTED] worked on September 11, 2001 but noticed nothing unusual.

[REDACTED] is aware that the FEDERAL AVIATION ADMINISTRATION FAA regulation for knives passing through security is 4<". If a knife exceeds this measurement, she calls for a supervisor. The supervisor either confiscates the knife or instructs the individual to check the weapon back at the main baggage checkpoint.

[REDACTED] will allow a box cutter through the checkpoint, if the blade is removed. An employee may pass with box cutters.

From October 4, 2000 through July 6, 2001, [REDACTED] was previously employed as a Supervisor for GLOBE AVIATION SERVICES, AMERICAN AIRLINES, Terminal B. She stated during this time, approximately four 4 month ago, she observed a Middle Eastern man video taping the main security checkpoint. The man, approximately 5'5"-5'6" had one day's growth on his beard. She now knows him to be MOHAMED ATTA. She was bothered by ATTA's filming so she spoke to her supervisor, [REDACTED] about it. [REDACTED] informed her it was a public area and nothing could be done about it. [REDACTED] has no recollection of this event or

9/17/01 East Boston, MA

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9/22/01

[REDACTED]
[PDF page 1]

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[REDACTED] 9/17/01

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conversation). She realized it was ATTA when his photo was displayed on the news. Additionally, she identified ATTA from a photo array shown to her by SA [REDACTED]

[REDACTED] suggested she would be leaving her job. She

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is angry that Americans get a thorough background completed on them, but the aliens hired are not subjected to this background because their records from other countries are not available. She stated at the end of March and early April, HUNTLEIGH started hiring Muslims and Arabs.

[REDACTED] could not pinpoint any co-worker she felt might be involved in the terrorist action of September 11, 2001. 9/11 Personal Privacy

[PDF page 2]

BEGPRODNO : M-INT-00033814
BEGBATES : 265A-NY-280350-302~11062
DATE = 09/13/2001
FBIDESC : SEARCH WARRANT ENTRY MADE TO A BLUE NISSAN ALTIMA
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/13/2001

Pursuant to a search warrant, entry was made to a blue Nissan Altima automobile, bearing Massachusetts registration 3335VI, Vehicle Identification Number VIN 1N4DL01D81C212547, which was located in the garage at the MAINE STATE POLICE MSP Crime Laboratory. A copy of the warrant is attached hereto. The purpose of this entry was to identify evidence contained in the vehicle. There were no items of evidence seized. Present were Special Agent SA [REDACTED] FEDERAL BUREAU OF INVESTIGATION, FBI, Bangor, Maine, Lieutenant [REDACTED] MSP, Director TIMOTHY KUPFERSHMID, MSP Crime Laboratory, Sergeant [REDACTED] MSP Crime Laboratory, [REDACTED] BUREAU OF ALCOHOL, TOBACCO AND FIREARMS ATF, Forensic Photographer [REDACTED] MSP, and SA [REDACTED], FBI, Augusta, Maine.

At approximately 12:15 p.m., before entry was made, it was noted that all four doors to the vehicle were locked and the windows were up. On the exterior of the vehicle, Sergeant [REDACTED] pointed out to SA [REDACTED] a plastic tape placed on the rear passenger window to preserve a fingerprint. There was also damage to the front driver side hubcap. SA [REDACTED] noted the following items inside the car, through the windows:

On the rear seat was a Rand McNally Map of Boston. A white ALAMO map was on the rear floor. A green parking notice and a white tissue paper were on the front center console. There was what appeared to be a map located between the front driver's seat and the center console. Sergeant [REDACTED] took photographs of these items through the windows.

At 1:07 p.m., Lieutenant [REDACTED] was able to open the door to the vehicle using an opening device, as there were no keys available. Forensic Photographer [REDACTED] took photographs of the interior of the vehicle.

SA [REDACTED] with the assistance of SA [REDACTED] opened the Rand McNally 1999 Boston Street Map located in the back seat. It was noted that there appeared to be a line drawn on the map, starting in the vicinity of Route 93, extending west and paralleling north of Route 90, just past Brookline Street, stopping

Investigation on
09/12/2001

at
Augusta, Maine

File #
265D-NY-280350
by [REDACTED]

Date dictated
09/13/2001

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Continuation of FD-302 of SEARCH WARRANT, On 09/12/2001, Page 2

at the vicinity of Rockingham Street and Granite Street. There was also a black mark at section AG 51, at the vicinity of Coolidge Avenue and Arlington Street. The black line picked up again and continued north of I-90, to the vicinity of Ash Street and Commonwealth Avenue, where the line turned south, parallel to Route 95. Another short black line was noted in section AM 41 of the map. The black line extended south through Newton, turning east just north of Boylston Street. The line stopped in the vicinity of Anita Circle and Richardson Road in Newton. The map was taken from the vehicle and photocopied at the MSP Crime Lab. It was returned to the vehicle. A copy of portions of the Rand McNally Boston Street Map reflecting lines drawn, has been attached hereto. It was also noted that the street index had a mark between Washington Street and Woodside Avenue. Forensic Photographer [REDACTED] took photographs of this map.

The white ALAMO Map on the back floor was observed to be a Map of Boston. SA [REDACTED] turned the map over to the side containing directions, and placed it on the back seat. It was observed to have been marked near directions pertaining to the exit of the airport with a circle around Route 1A. There was another mark bracketing directions to Routes 1A, 1, and I-95 north. Forensic Photographer [REDACTED] took photographs of these directions.

In the front passenger compartment, between the driver's seat and the center console, SA [REDACTED] located a Map of Massachusetts and Maine. No markings were immediately observed on these maps. Forensic photographer [REDACTED] took photographs of these maps.

In the side pocket located on the driver's front door, SA [REDACTED] located the following:

1. One ALAMO Folder marked with the number 22.
2. An ALAMO Rental Agreement reflecting number 220-822488-2, reflecting rental of the vehicle in Boston on September 9, 2001 at 18:08 with a scheduled return of September 11, 2001. The rental agreement was signed MOHAMMED ATTA.
3. A Rand McNally U.S. Map. no markings were immediately observed.

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265D-NY-280350

Continuation of FD-302 of SEARCH WARRANT

, On 09/12/2001 , Page 3

4. A Rand McNally New England Map. No markings on this map were immediately observed. Forensic Photographer [REDACTED] took photographs of the rental agreement and the ALAMO folder.

In the driver's visor were insurance papers and vehicle registrations for the rental car. On the passenger front floor was a white piece of paper with a handwritten note, ALAMO and the numbers 07818988 and 07819417. It was noted that the number 07818988 was crossed out. Under the front passenger seat was observed a roll of black tape and a pen.

On the center console, SA [REDACTED] located a green PORTLAND JETPORT parking notice, number 497-432, time stamped September 11, 2001 at 05:40.

At 3:20 p.m., the search was suspended and the vehicle remained in the garage pending the arrival of the evidence response team.

At 5:20 p.m., Forensic Photographer [REDACTED] provided to SA [REDACTED] two copies of photographs taken by [REDACTED] and Sergeant [REDACTED] as well as a set of negatives.

[PDF page 3]

BEGPRODNO : M-INT-00004951
BEGBATES : 265A-NY-280350-302~32063
DATE = 09/14/2001
FBIDESC :
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT :

9/29/01

9/11 Personal Privacy

On September 14, 2001, [REDACTED]

[REDACTED] was interviewed by ALCOHOL, TOBACCO & FIREARMS ATF Special Agent [REDACTED] at LOGAN INTERNATIONAL AIRPORT, Terminal C, East Boston, Massachusetts. MALERBA provided the following information:

[REDACTED] was born in Boston, Massachusetts, United States of America. She is Catholic and has no political affiliations of any sort.

[REDACTED] has been employed by HUNTLEIGH SECURITY as a Pre-Board Screener PBS for approximately five 5 months. Her usual days off are Saturday and Sunday. Her work shift runs from 0700 through 1500 hours.

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On September 11, 2001, [REDACTED] came to work on the BOSTON EXPRESS bus. When she exited the bus, she noticed MOHAMMED ATIA standing on the platform speaking with another man of his same nationality. She believed he had a dark-colored suit on. She did not see him come through the security checkpoint. She does recall a Chinese man causing a problem when denied passage through security for having a laser pointer. The man eventually gave up the batteries and was allowed to pass.

[REDACTED] is aware that the FEDERAL AVIATION ADMINISTRATION FAA regulation for knives passing through security is 4<". If a knife exceeds this measurement, she notifies a supervisor, who then instructs the passenger to check the knife or turn it over to security. There is no record maintained regarding knives.

MALERBA stated she will allow a box cutter through the checkpoint, if the blades are removed.

MALERBA stated there are no co-workers and have been no passengers, she can recall, that have made her suspicious of their intentions or activities.

9/14/01 East Boston, MA

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9/21/01

[REDACTED]
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