

9/11 Commission files

Team 7/ Box 18

Atta's Luggage

**Scanned by Mike Williams of 911myths.com on
23rd Feb 2009**

BEGPRODNO : M-INT-00067834
BEGBATES : 265A-NY-280350-302-19106
DATE = 09/19/2001
FBIDESCR : DIANE GALLAGHER
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : 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.

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, 3389 Sheridan Street, 256, Hollywood, Florida 33021-3606.

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

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SA [redacted] 9/11 Law Enforcement Privacy

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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 ATTIA. Both tickets were purchased by ATTIA. 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 ATTIA 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 ATTIA 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 BA4011800B40507778, 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 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.

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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.

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BEGPRODNO
BEGBATES
DATE
P_DESCR
INPUTBATCH
REDACTEDTEXT

: M-INT-00062150
: 265A-NY-280350-302-46163
= 09/17/2001
: [REDACTED] DEPASQUALE 9/11/01
: NCTA_005 (1st Batch of redacted 302's delivered in August)
: 9/17/01
[REDACTED] DEPASQUALE, born [REDACTED], Social Security
Account Number (SSAN) [REDACTED], of [REDACTED], home telephone [REDACTED], employed by
AMERICAN AIRLINES, [REDACTED], work telephone [REDACTED].
[REDACTED] Port ID Number [REDACTED], was interviewed in the presence of
Trooper [REDACTED] Massachusetts State Police, [REDACTED]. After being advised as to the
identity of

the interviewing parties, and the purpose of the interview, he
provided the following information:

DEPASQUALE is an "Expediter" in the bag room for
handling luggage for AMERICAN AIRLINES, [REDACTED]. When luggage
is not put on their correct flight, they are given to the
Expediter to route to their proper destination. The Expediter
finds an alternate route, using various flights, to get the bags
to their appropriate destination in a speedy fashion. DEPASQUALE
started employment with AMERICAN AIRLINES on January 30, 1967,
and has been the Expediter for about one year.
His supervisor is [REDACTED] CRABTREE and [REDACTED] MISURACA
(phonetic). DEPASQUALE is the first expediter to come in, and
there is no midnight shift expediter. After DEPASQUALE gets off
in the afternoon there is an evening shift expediter who normally
works from 2:00 p.m. to 10:00 p.m.

On 9/11/01 he started work at approximately 5:30 a.m.,
and expected to leave work at approximately 2:00 p.m. When
DEPASQUALE arrived for work there was nothing from overnight.
That morning they had AMERICAN AIRLINE (AA) flight 11 that was
bound from Boston to Los Angeles. Two bags from an incoming U.S.
AIR flight from Portland, Maine, came over too late to make AA
Flight 11. The bags from U.S. AIR are always late, and this is a
common occurrence. DEPASQUALE first saw the two bags at
approximately 7:45 a.m. DEPASQUALE brought them to the Line
Chief, also known as (aka) the Crew Chief, name unknown, to ask
if Flight 11 would take the bags. Flight 11 was already all
closed up, and the Line Chief refused to put them on the plane.
DEPASQUALE then took the two bags to the Expediter's office and
marked them for AA Flight 181, bound for Los Angeles.

Later, at an unknown time, DEPASQUALE heard of the
[REDACTED] 9/11/01
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SA [REDACTED]
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2 [REDACTED] DePasquale 9/11/01

highjacking, and called Mr. CRABTREE about the bags. They called
Sergeant [REDACTED] of the Massachusetts State Police. Sergeant
[REDACTED] opened the bags, finding a Koran, tapes on flying a 757
aircraft, a large folding knife, and a ruler for measuring
distance. The bags were left in the care of Sergeant [REDACTED]
These two bags were marked as belonging to [REDACTED]
ATTA, or for [REDACTED] ATTA. The bags had the U.S. AIR flight number

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ATTA was reported to be on the flight.
The luggage for aircraft model 767's is containerized.
The luggage is put into large hard body containers, and then the
containers are put into the storage compartment of the aircraft.
There is a ladder to go from the passenger compartment to the
luggage department, but the luggage, being in the hard body
containers, would be difficult to access.
DEPASQUALE is not familiar with any newly hired

employees, or any problem employees that authorities should talk to. There are two MUSLIM employees, one first name unknown (fnu), last name [REDACTED], and [REDACTED] [REDACTED] (phonetic). Both of these employees work in the bag room.

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