

## REPORT ON CHECK OF HIJACKERS' MEDICAL CERTIFICATION

I reviewed the six "blue ribbon" airmen files for medical certificate information at the time of the last application for a certificate or rating. I have included the results in Attachment 1, "Hijacker Medical Information based on 'Blue Ribbon' Airman Files."

Since several individuals' last airman applications were dated two to six years before September 11, 2001, I had an aviation safety inspector run the six individuals, by certificate number, through our airman information databases. The query returned information on pilot certificates, medical certificates, accident/incident history, enforcement history, and FAA inspection history.

Four of the hijackers—Mohammed Atta, Marwan Yousel Alshehhi, Ziad Jarrah, and Hani Saleh Hanjoor—showed no change from the information contained in Attachment 1, i.e., no activity in our records since their last airmen applications submitted. However, the medical certificates of two individuals—Waleed Ahmed Al-Shehri and Ali Ayedh Al-Ghamdi—were renewed. The information is as follows:

Waleed Ahmed Al-Shehri	First Class Medical ID# (b) (6) Issued 8/18/2003 Restriction: Must wear corrective lenses
Ali Ayedh Al-Ghamdi	First Class Medical ID# (b) (6) Issued 6/22/2003 Restriction: None

I am in the process of having the Civil Aeromedical Institute (CAMI) in Oklahoma City research the Medical ID numbers to determine where the examinations took place and what medical examiner issued them.

By reviewing documentation we kept and interviewing individuals who were part of Flight Standards' Operations Center, I reconstructed as best I could how Flight Standards classified these six individuals as hijackers who had U.S. pilot certificates.

1. Some time on September 11 or 12, 2001, the Federal Bureau of Investigation requested the FAA provide passenger lists from the four hijacked airplanes. Flight Standards obtained these from the airlines and provided them to an FBI contact. The names of the requesting agent or the agent the information was delivered to are unknown. Typically, information we assembled was provided to the FBI through agency personnel in the then Office of Civil Aviation Security.
2. Within 24 hours, Flight Standards supplied the passenger lists. Within a short interval (no more than a day), the FBI returned copies of the lists with names of passenger-victims starred and 19 other names blank. The FBI then wanted to know if any of these 19 had pilot certificates.
3. Flight Standards personnel submitted all the names to our airmen information system. Because of individuals with the same or similar names (e.g., in some

instances Al-Ghamdi appeared as al-Ghamdi, Alghamdi, Al-Ghamdi, etc.), there were more than 19 airmen reports. Flight Standards provided all results to the FBI.

4. The FBI requested entire airman files for six individuals from the airmen information reports we provided, intimating that these six were the hijackers who were piloting the four aircraft. The FBI also indicated that they had eliminated all other names on the list as possible hijackers. Those individuals were the six included in our earlier briefing. We provided the FBI "blue ribbon" (certified true copies) of all contents of the six individuals' airman files (obtained from the Airmen Registry in Oklahoma City). In late May 2002 we obtained our own "blue ribbon" copies for the purpose of preparation for the Congressional hearing on September 11.

In summary, we have maintained these six individuals in our files as the hijackers who had U.S. pilot certificates based on indications from the FBI.

There are two possibilities to account for this discrepancy:

1. The two individuals whose medicals were renewed in 2003 are legitimate airmen employed by Saudi Airlines in Saudi Arabia. Saudia Airlines is given as their official addresses for both. They could have been highlighted by the FBI because of similar or same names as individuals who were on two of the hijacked aircraft. Unclassified testimony by CIA Director George Tenet before the Congressional hearings focuses only on four pilots—Atta, Alshehhi, Jarrah, and Hanjoor.
2. The two individuals whose medicals were renewed in 2003 are, indeed, two of the deceased hijackers and someone else is using their identities. These two were the only ones of the six who had U.S. Social Security numbers.

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