

Inspector No.
Primary inspector for ATTA
Atlanta International Airport on July 19, 2001

Use of name in report: The Commission would agree, if you want, that the Commission will not use your name or your personal information without prior consultation with DHS/CBP about the information we seek to use. Unless we really feel the need, we won't use your name. However, we will not make the flat promise that we will not under any circumstances use your name. (Circumstances when would use name: probably only in making policy recommendations or factual information that requires a quote.)

Telephone interview date: 05/17/04

Who else has interviewed you: DOJ OIG, FBI, DHS, CBP. DOJ – Oct. 2001.

Do you recollect the inspection of Atta on July 19, 2001? No.

Were you assigned no. on that date? Yes.

Length of service at INS.

FLETC.

- When did you train? How long? PAU Now, not prior to 9/11.
- Training in CT? Yes, FLETCV. We discussed grounds for inadmissibility – 2 hours or so – and different organizations. In FLETC, post embassy bombing. No operational guidance.
- Document fraud? Regular course, 2 hours a day for a week. Trends of time: reviewed fraud documents.
- Databases? Plenty. All ones we use here.
- Mock primary and secondary inspections? Role playing; 2 hours/2 days.
- Cultural training? Yes,
- Behavioral training? Yes,
- Language training? 5 weeks of Spanish.
- Firearms training? A lot. Every day for whole course. No gun on line. Supervisors were armed, but we didn't carry a weapon.

Normal primary.

- Please describe the standard operating procedures you employ in primary screening, including questions asked, documents reviewed, and databases checked. Assuming they speak English, review documents, [redacted]
[redacted] Depends on circumstances if asked about money.
- *Length of stay for B1s:* was there a standard length of stay given pre 9/11? Was that a port decision, or national operating policy? If you gave less than the standard time, were there professional repercussions? 1-3 months. As long as 6 months if deemed necessary "that's a long time." A lot of business start ups and training.
- *Length of stay for B2s:* was there any discretion in length of stay granted B2s pre 9/11? No. Could limit stay if passport was to expire. Longer = referral to secondary and need supervisor's approval. Expiration of visa irrelevant – only matters if valid on entry.
- *Processing time at Atlanta:* was there a standard processing time? [redacted]
[redacted] Any professional repercussions if did not meet that processing time? No concerned about time limitation. 10-12K/day; 24 inspectors on line; had to budget time. You could be in booth 6-7 hours straight.
- Was there a port policy about referrals to secondary; a certain criteria that had to be met to refer to secondary? No.
- Return ticket/ flight itinerary. Did you always ask for flight itinerary for unusual travel? For a return ticket?

Review of passport and visa.

- What do you look for on the document to determine whether fraud or not? [redacted]
- Can you read Arabic stamps/cachets? No. I don't think anybody could at Atlanta and no Arabic translator. At Montreal pre-clearance, call to general population for translation.

- Have you received any training in reading documents other than FLETC prior to 9/11? 2 inspectors good at fraudulent documents and they trained us.
- Does the port always make sure there are inspectors on duty in secondary with expertise in documents and stamps?
- Familiar with the Redbook? Never used, but heard of it.

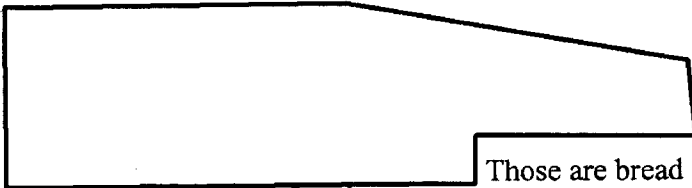
Treatment of Emirates and Saudis.

- How did inspectors in Atlanta view Saudis pre 9/11? Ever considered a threat to national security? I can remember for long stays on vacation with family. We didn't see as terrorists, but as U.S. alien (In Montreal, can't remember coming through Montreal pre-clearance.)

At Atlanta, did you ever notice that any particular nationalities were treated any differently than others?

- What about Saudis in particular?
- How did the treatment affect adjudication of Saudis?
- If you could not communicate with a Saudi or Egyptian, what would you do? Get interpreter for primary. If language not there, then refer to secondary and secondary use "great" language line.
- Were there any Arabic speakers in INS inspections at Atlanta? Did you always have to rely on the airlines? Yes – one.
- Would the airline help you out? Wouldn't use airlines – didn't have anyone.

Profiling.

- What unusual characteristics about an alien applying for admission would cause you concern and result in a referral to secondary?
- 
- Those are bread and butter – that's what we look for.

- Lack of return address? [REDACTED]
 - Ability to speak English? Ought to be able to speak English.
 - Seeking vocational training as a pilot? No. At the time, legitimate. We trained a lot of pilots, as long as have proper paperwork.
 - Failure to have a proper visa? [REDACTED]
 - Did you always seek a return ticket? (Atta: 1/10) Not admitted primary – sent to secondary – maybe turned around – but probably get waiver if first time student.
 - What would be the nature of your concern; what would you think was wrong?
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- **Atta's primary inspection.** (show documents).
 - Where do you normally work? Primary.
 - Where were you working on July 19, 2001? Yes.
 - Do you recollect Atta entry (did not DOJ OIG interview)? No. No NIIS info. The previous overstay not available; not pending nor status application; no student status I-20. Only entry stamps and tickets give info.
 - Please describe how you conducted the inspection and what transpired, to the best of your recollection.
 - Would the fact that Atta had been in and out numerous times affected adjudication?
 - Only out of the country 4 weeks in last 13 months. No red flag? Yes, normally a flag as a B1/B2. But must have convinced legitimate and gave 5 month B1.
 - What if you'd known he'd been a student and was done and still coming in and out? Why coming back? If coming back for continuing pilot training, would have referred to secondary.
 - Why would you admit for five months? Maybe requested: why need 5 months? Heightened alert summer 2001 – probably wouldn't have mattered.

Changes at DHS.

- What changes do you see on the front line with the new CBP? We scrutinize people a lot more. A lot more intel and more inspectors, included cross trained.
- Are you familiar with National Targeting Center? Yes, I call them because I'm in PAU. DOS lookouts – can't access actual lookouts.
- What effect has US VISIT had on entry and the inspection process? Yes, fast and doesn't breakdown. I don't think designed to catch persons without a prior history; catches imposters and criminals.
- Use and value of SEVIS. No. I don't have a password. I work primary and secondary.
- Adequate access to DOS visa via the Consular Consolidated Database. Yes, on USVISIT.
- If you had a message for Commissioner Bonner what would it be? Don't know. Technology needs continued upgrades. Departure control. Interpol: stolen passport numbers would e helpful.

9/11 Law Enforcement Sensitive

Atlanta

Inspector No. []

Atlanta Primary inspector for ATTA
Newark International Airport on July 19, 2001

Bennett Conroy, w/ CBP

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Who else has interviewed you: DOJ ^{Oct '01} / ^{no} / ^{no} / FBI, DHS, CBP.

Do you recollect the inspection of Atta on July 19, 2001? No.

Were you assigned no [] on that date? yes.

Length of service at INS.

FLETC.

- When did you train? How long?
PAC Now
not prior to 9/11.
- Training in CT? yes, FLETC
we discussed jobs in admissibility + diff't organizations. In FLETC, post embassy level. No operational guidance.
- Document fraud? ref course, 2 hrs day for a week. Trends of time: reviewed fraud docs.
- Databases? plenty. All ones we use here.
- Mock ^{primary} secondary inspections? Role playing. 2 hrs. / 2 day. ^{2 hrs or so} for a week.
- Cultural training? yes, eye contact personal space.
- Behavioral training? yes, eye - eye
- Language training? 5 hrs Spanish
- Firearms training? alot. Every day for whole course.
No gun on line.

Signs were armed, but we didn't carry a weapon.

Normal primary.

Alice Please describe the standard operating procedures you employ in primary screening, including questions asked, documents reviewed, and databases checked. *Account speak english. see docs.*

[Redacted]

- Length of stay for B1s: was there a standard length of stay given pre 9/11? Was that a port decision, or national operating policy? If you gave less than the standard time, were there professional repercussions? *Depends on circumstances if ask about it. "That's anytime." 1-3 months. As long as 6 mos if deemed necessary. A lot of business start-ups + training.*
- Length of stay for B2s: was there any discretion in length of stay granted B2s pre 9/11? *No. Could limit if passport was to expire. Longer = referral to secondary, + need super approval. Expiration of visa irrelevant - only matters if valid on entry.*
- Length of stay for vocational students: what was your understanding of the rule? Did the one year limitation include the 30 days to leave, or was the 30 days tacked on at the end of the stay so that the stay in reality was 13 months?

- Processing time at Atlanta: was there a standard processing time? *[Redacted] - not concerned*

Any professional repercussions if did not meet that processing time? *10-12 hr / day had to budget time. 24 inspectors on line. You could be in booth 6-7 hrs. straight.*

- Was there a port policy about referrals to secondary; a certain criteria that had to be met to refer to secondary? *No.*
- Return ticket/ flight itinerary. Did you always ask for flight itinerary for unusual travel? For a return ticket?

Review of passport and visa.

- What do you look for on the document to determine whether fraud or not? *[Redacted]*

- Can you read Arabic stamps/cachets?

No.

I don't think anybody could at Atlanta. + no Arabic translator at that

At Montreal preclearance, call to general population for translation.

Hanta not busiest for intl.

- Have you received any training in reading documents other than FLETC prior to 9/11? *2 inspectors good @ fraudulent docs. our guys trained + they trained us.*
- Does the port always make sure there are inspectors on duty in secondary with expertise in documents and stamps?
- Familiar with the Redbook? *Never used, but heard of it.*

MONTREAL:

can't remember coming thru Montreal pre-9/11.

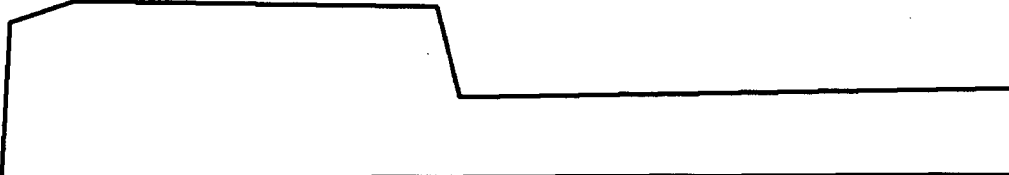
Treatment of Emirates and Saudis.

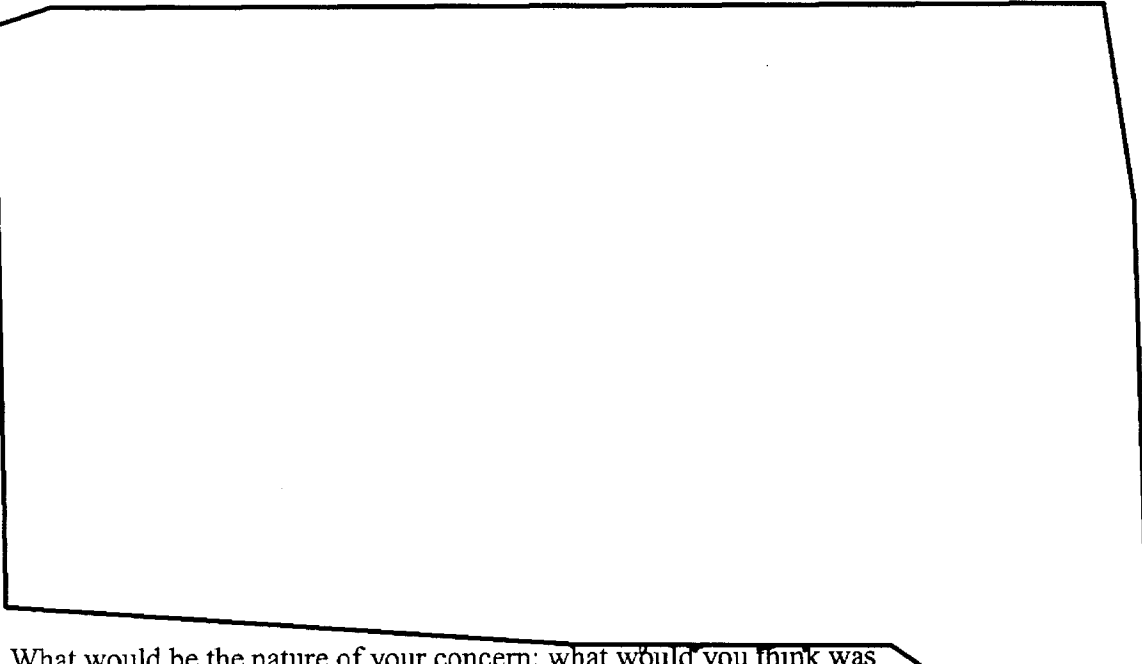
ATLANTA:

- How did inspectors view Saudis pre 9/11? Ever considered a threat to national security? *I can remember for long stays on vacation w/family. We didn't see as terrorists, but as US alien.*
- At Newark, did you ever notice that any particular nationalities were treated any differently than others?
- What about Saudis in particular?
- How did the treatment affect adjudication of Saudis?
- If you could not communicate with a Saudi, ^{or Egyptian} what would you do? *get interpreter for primary. If language not there then refer to secondary + secondary use "great" language etc*
- Were there any Arabic speakers in INS inspections at Newark? Did you always have to rely on the airlines? *Atlanta?*
- Would the airline help you out? *yes (1). wouldn't use airlines - didn't have anyone*

Profiling.

- What unusual characteristics about an alien applying for admission would cause you concern and result in a referral to secondary?

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- What would be the nature of your concern; what would you think was wrong?

- Long stay in US.

- **Atta's primary inspection.** (show documents).
- Where do you normally work? *primary.*
- Where were you working on July 19, 2001? *yes.*

No NIIS info. Do you recollect Atta (did not DOJ, OIG interview)? No. - nor status
Only stamps + tickets give me the previous overstays not available; not pending application; no student status Feb.

- Please describe how you conducted the inspection and what transpired, to the best of your recollection.
- Would the fact that Atta had been in and out numerous times affected adjudication?



- What if you'd known he'd been a student and was done and still coming in and out?
Why coming back? If coming back for cont's pilot training, would've refused to admit.
- Only out of country 4 wks in last 13 months. No red flag?
Yes, normally a flag as a B1/B2. But most were convinced legit + gave 5 mo B1.

Why would you admit for five months? *Maybe he requested: why need 5 mo.s?*

Heightened alert - summer 2001. Probably wouldn't have noticed.

Changes at DHS.

- What changes do you see on the front line with the new CBP?
We scrutinizing people alot more. A lot more intel + more inspectors, included cross trained.
- Are you familiar with National Targeting Center? *yes, I call them b/c I'm in PAU. DOS lookouts - can't access actual lookouts.*
- What effect has US VISIT had on entry and the inspection process?
Yes, fast + don't breakdown. I don't think designed to catch persons w/o a prior history; catches impostors + criminals.
- Use and value of SEVIS.
NO. I don't have a password. I work primary + 2ndary.
- Adequate access to DOS visa via the Consular Consolidated Database.
Yes, on US VISIT.
- If you had a message for Commissioner Bonner what would it be?

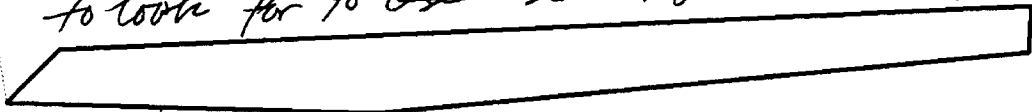
Don't know.

- *Technology needs, cont'd upgrades.*
- *Departure control.*

Interpol: stolen passport #s would be helpful.



Now, have photos of database of docs + features to look for to use see if good or bad passport.



DATE: 9/12/01

NIXDTVW

NO. IMMIGRANT INFORMATION SYSTI
DETAIL VIEW

TIME: 2:10:17

LN: ATTA
PASSPORT NUMBER

FN: MOHAMED
: 1617066

DOB: 09/01/1968 COC: EGYPT
GENDER: M COR: GERMA

ADMN REC: 1 OF 4

ARRIVAL

ADMISSION NUMBER : 32421127909
ADMISSION CLASS : B1
ADMISSION DATE : JUL 19, 2001
ADMITTED TO DATE : NOV 12, 2001
PORT OF ENTRY : ATLANTA GA

9/11 Law Enforcement Privacy

INSPECTOR NUMBER :
VISA ISSUE POST : BERLIN
VISA ISSUE DATE : MAY 18, 2000
ARRIVAL CARRIER : DL DELTA AIR LINES, INC

TRAVEL MODE: AIR

AIRLINE FLIGHT NUMBER : 00109
INTENDED STREET ADDRESS: 401A GREENSWARD 204
INTENDED CITY ADDRESS : DEL RAY BCH

STATE: FLORIDA

MICROFILM NUMBER :

ACTUAL DEPARTURE CARRIER :
ACTUAL DEPARTURE FLIGHT #:

DEPARTURE
DEPARTURE DATE :
PORT OF DEPARTURE :

SCREEN HELP:

PF1=NEXT PAGE PF2=PRIOR PAGE PF4=RETURN PF5=HELP PF6=MAIN MENU
PF7=FIRST PAGE PF8=LAST PAGE PF10=INQUIRY

VI900022 FIRST PAGE DISPLAYED

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- Interviewed telephonically by SA [REDACTED] on March 21, 2002
 - Was not given Kalkines Warnings nor sworn in before statement
 - Stated that he does not maintain notes for non adverse action cases
 - Speculated that if Atta was just going to be training for a few hours then he would have been admissible as B-2
 - Stated a passenger who is taking flight training can be admitted as a B-2 if:
 - The passenger is applying for entry as a B-2
 - Has a valid B-2 visa
 - Stated a passenger possessing a B-2 visa can be admitted if the inspector knows the PAX intends to file an I-20 to become a student
 - Stated a I-530 and I-20 are abandoned if the applicant leaves the USA—therefore the applicant would have to re-apply

July 19, 2001 Hartsfield Atlanta International Airport
Delta Airlines flight #109
Primary Inspector

- II [REDACTED]
- Interviewed telephonically by SA [REDACTED] on March 22, 2002
 - Was not given Kalkines Warnings nor placed under oath
 - Does not recall the specifics of the inspection
 - Does not recall exactly why he admitted Atta for a five month B-1 visit. Speculated that he would have done so if a passenger had a return ticket or if the passenger mentioned their visit was business related
 - Stated he would have referred Atta to secondary inspection if, a lookout had been returned by APIS