

NIXDTW

1 -IMMIGRANT INFORMATION SYS 1

DATE: 9/21/01

DETAIL VIEW

TIME: 6:27:39

LN: JARRAH

FN: ZIAD

DOB: 05/11/1975 COC: LEBAN

PASSPORT NUMBER

: 1619505

GENDER: M

COR: GERMA

ARRIVAL

ADMN REC: 4 OF 6

ADMISSION NUMBER

: 27329538607

ADMISSION CLASS

: B2

MISC -

ADMISSION DATE

: NOV 25, 2000

ADMITTED TO DATE

: MAY 21, 2001

PORT OF ENTRY

: MIAMI FL

9/11 Law Enforcement Privacy

INSPECTOR NUMBER

:

VISA ISSUE POST

: BERLIN

VISA ISSUE DATE

: MAY 25, 2000

ARRIVAL CARRIER

:

AIRLINE FLIGHT NUMBER

:

TRAVEL MODE: AIR

INTENDED STREET ADDRESS: 150 E AIRPORT AVE

INTENDED CITY ADDRESS : VENICE

STATE: FLORIDA

MICROFILM NUMBER

:

DEPARTURE

ACTUAL DEPARTURE CARRIER : NG

DEPARTURE DATE : DEC 26, 2000

ACTUAL DEPARTURE FLIGHT #: 32

PORT OF DEPARTURE : MIAMI FL

SCREEN HELP:

PF1=NEXT PAGE

PF2=PRIOR PAGE

PF4=RETURN

PF5=HELP

PF6=MAIN MENU

PF7=FIRST PAGE

PF8=LAST PAGE

PF10=INQUIRY

①

[redacted] Inspector No. [redacted]

**Primary Customs Inspector for JARRAH  
Miami KMIA General Aviation on November 25, 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: 05/18/04**

Who else has interviewed you: DOJ OIG, FBI, DHS, CBP. No.

Do you recollect the inspection of Jarrah on November 25, 2000? No.

Which inspector no. were you assigned, [redacted] - SS#

**Length of service at Customs.** [redacted]

**FLETC.**

- When did you train? How long? 1995; 3 months
- Training in CT? No. How bombs look. About people -no.
- Document fraud? An INS class, but not as broad. Know alphabet visas and counterfeit: "nothing compared to what INS learning."
- Databases? TECS, ACS (cargo)
- Mock secondary inspections? Role playing inspections: how to check a bag, and contraband and in person, and how to finding declaration. No [redacted].
- Cultural training? Yes, not really. To understand differences.
- Behavioral training? Nervousness
- Language training? No (just INS)
- Firearms training? Yes, quite often. Can't carry a gun - leave in locker. Ships do carry.

- Did you consider your job more one of facilitation and service to visitors, or of enforcing immigration law? Both.

**Normal primary.**

- Please describe the standard operating procedures you employ in primary screening, including questions asked, documents reviewed, and databases checked.

[Redacted]

- How does a private aircraft inspection differ from a normal passenger inspection? At main airport, check random. At private, we do secondary for everyone; no contraband. Check on plane for contraband/drugs. Money: looking for counterfeit - not querying automatically.

- *Processing time at Miami:* was there a standard processing time?

[Redacted]

Any professional repercussions if did not meet that processing time? Not even [Redacted] getting inspected. There was a timer; not much time and watching over for every inspection. Depends on supervisor on how much time you got.

- Was there a port policy about referrals to secondary; a certain criteria that had to be met to refer to secondary?

[Redacted]

- 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?
- Can you read Arabic stamps/cachets?

No Arabic speaker.

- Have you received any training in reading documents other than FLETC prior to 9/11?
- Does the port always make sure there are inspectors on duty in secondary with expertise in documents and stamps?

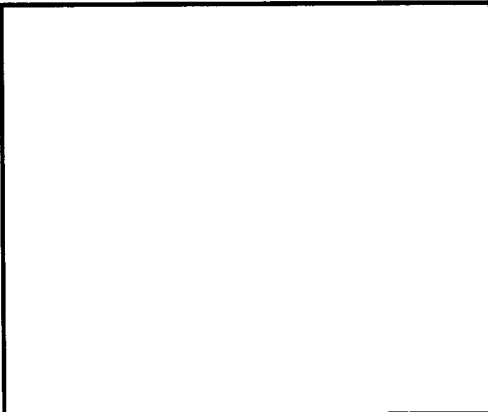
- Familiar with the Redbook?
- Did you have available advance passenger manifests for general aviation? Not until post 9/11; prior to that PAU and relying on them. Not on general aviation aircraft.
- Were round trips in one day common from Miami to Bahamas? Many, many day trips.

#### **Treatment of Emirates and Saudis.**

- How did inspectors view Saudis pre 9/11? Ever considered a threat to national security? No. Recognized as professionals, with money, not threat at all.
  - 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, what would you do?
  - Were there any Arabic speakers in INS inspections at Newark? Did you always have to rely on the airlines?
  - Would the airline help you out?

#### **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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- **Jarrah's primary inspection.** (show documents).
  - **Please explain the TECS entry results.**
- Where do you normally work?
- Where were you working on November 25, 2000?
- Do you recollect Jarrah (did not DOJ OIG interview)?
- Please describe how you conducted the inspection and what transpired, to the best of your recollection.

Would the fact that Jarrah had been in and out numerous times affected adjudication?

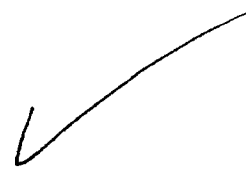
What if you'd known he'd been a full time student, never changed status, and was done and still coming in and out? No affect. Customs adjudication but would refer back to INS – not required to do it.

#### **Changes at DHS.**

- What changes do you see on the front line with the new CBP? Very positive. Inspectors more thorough. With INS merger, confusing. Good: more knowledge of INS procedures and can share. We do two times too, first class; not doing citizen processing.
- Are you familiar with National Targeting Center? Phone number we have. Yes, helpful, but stuck with people we think are terrorists, but still being processed in. A lot harder than with tangible terrorists. Improve intel to be more specific. Laws stricter.
- What effect has US VISIT had on entry and the inspection process?
- Use and value of SEVIS.
- Adequate access to DOS visa via the Consular Consolidated Database.

- 
- Database that has real time stolen passport numbers?
- If you had a message for Commissioner Bonner what would it be?

Inspector No. [redacted]  
Primary Inspector for JARRAH  
Miami KMIA General Aviation on November 25, 2001



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Which inspector no. were you assigned, [redacted]?

Length of service at Customs. [redacted]

FLETC.

• When did you train? How long? *1995; 3 mo.s.*

• Training in CT? *No. How bombs Cook. About people, no.*

• Document fraud? *An INS class, but not as broad, know alphabet visas + counterfeit: "nothing compared to what INS learning"*

• Databases?

*TECs, ACS (Cargo)*

• Mock secondary inspections? *Roll play inspection: how to check a bag, + control and in person, + how to bindly declaration. No [redacted]*

• Cultural training? *Yes, not really. To understand differences.*

• Behavioral training? [redacted]

• Language training? *NO. (just INS).*

• Firearms training? *yes, quite often. Can I carry a gun - leave in locker. Ships do carry.*

• Did you consider your job more one of facilitation + service to visitors, or of enforcing immigration law? *Both. Atty says more interest in facilitation.*

**Normal primary.**

- Please describe the standard operating procedures you employ in primary screening, including questions asked, documents reviewed, and databases checked.

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- How does a private aircraft inspection differ from a normal passenger inspection? *At main airport, check random. At private, we do secondary for everyone; no contraband. Check on plane for contraband (drugs). \$ : looking for counterfeit - not querying automatically.*
- *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?

- *Length of stay for B2s:* was there any discretion in length of stay granted B2s pre 9/11?

- *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 Miami:* was there a standard processing time?

[Redacted] *not even getting inspected.*

Any professional repercussions if did not meet that processing time? *There was a timer; not much time, & watching over for every inspection. Depends on Super on how much time got.*

- Was there a port policy about referrals to secondary: a certain criteria that had to be met to refer to secondary

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- Return ticket/ flight itinerary. Did you always ask for flight itinerary for unusual travel? For a return ticket?

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- Can you read Arabic stamps/cachets?
- Have you received any training in reading documents other than FLETC prior to 9/11?
- Does the port always make sure there are inspectors on duty in secondary with expertise in documents and stamps?
- Familiar with the Redbook?
- Did you have available advance passenger manifests for general aviation? *Not until post 9/11; prior to that PAU. + rely on them. Not on general aviation aircraft.*
- Were round trips in one day common from Miami to Bahamas? *many way day trips.*

*No arabic speaker.*

#### Treatment of Emirates and Saudis.


- How did inspectors view Saudis pre 9/11? Ever considered a threat to national security? *NO. Recognized as professionals*
- At Newark, did you ever notice that any particular nationalities were treated any differently than others? *\$  
no threat at all.*
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Would the fact that Jarrah had been in and out numerous times affected adjudication?

What if you'd known he'd been a full time student, never changed status, and was done and still coming in and out?

*No affect Customs adjudication, but would refer back to INS - not they'd do it.*

#### Changes at DHS.

- What changes do you see on the front line with the new CBP? *very positive. inspections more thorough. w/INS merger, confusing -*
- Are you familiar with National Targeting Center? *Good: more knowledge of INS procedures + can share. We do 2X too. 1 class; not doing citizen processing. phone # we have. Yes, helpful, but stuck w/ people we think are terrorists, but still buy processing in. A lot harder than w/ tangible terrorists. Improve intel to be more specific. Laws stricter.*
- What effect has US VISIT had on entry and the inspection process?
- Use and value of SEVIS.
- Adequate access to DOS visa via the Consular Consolidated Database.
- 
- Database that has real time stolen passport numbers?
- If you had a message for Commissioner Bonner what would it be?

Not in Nassau  
only in Freeport.

Would Jarrah have been precleared in Nassau?

Should the passport be stamped by INS?

New-I-94 issued? No INS

Who adjudicated him as a B2 for 6 mos?  
No INS

What is your job then? if already precleared?

Do you do a name/WL check?

Not req'd to do so; optionally -  
now have to.

Don't treat as precleared from Nassau,  
just Freeport.

No watches @ general aviation.

#

12:57

TECS II - PERSON SUBJECT DISPLAY (1 OF 3) 091201 T2MRG002

TID= N6W4

T2PRG00

TECS RECORD ID P2722811600F01

ENTRY 042191 UPDATE 07159

NAME- LAST [redacted] owner of aircraft

PHYSICAL IDENTIFIERS

FIRST [redacted] MID V RACE SEX HAIR EYES  
IMAGE ALIAS NICKNAME STC HT WT ENGLS  
S/M/T MORE

PERSONAL-  
DOB POB- CENTRY ST CITY CTZN MORE  
SSN MORE AFN MORE RES EXC/SITE MORE  
PPN TYPE CENTRY ISSDT EXPDT MORE

ADDRESS- DATE STREET 11 [redacted] APT  
CITY [redacted] STATE FL CENTRY US ZIP [redacted] TYPE MORE

CONTACT- FAA-ACFT REGISTRATION PHONE  
OWNER FAA-ACFT TAPE-INTERFACE CASE: NBR MORE

PRIMARY 0 NOT ON PRIMARY START STOP QRY NTFY  
STATUS: FO NON-SUSPECT, OWNER OF PRIVATE AIRCRAFT, CAT

REMARKS- DATE 042191 MORE

THIS DATA IS PROVIDED BY THE FAA VIA A TAPE INTERFACE. THE SUBJECT OF THIS RECORD IS THE OWNER OF A FAA REGISTERED AIRCRAFT AND IS NOT A SUSPECT - DATA FOR REFERENCE ONLY.

NO SUB-RECORDS SUBSEQUENT SCREENS ARE BLANK

PF10 = STANDARDIZED ADDRESS  
(F1/F2=HELP) (F3=MENU) (F4=HITLIST) (F8=NEXT PAGE) (F9=VIEW ACCESS) (F11=DISCLOSURE

\* 1 NCIC RESPONSES; <F12>=CK NCIC\* (F14/15=LINKLIST) (F16=PRINT) (F17=HOMEREC

*- input name + record pop up.  
- I fill in w/ acc info as screen requires*

9/11 Law Enforcement Privacy

9/11 Personal Privacy



12:51:18  
TID=N6W4

TECS II PRIVATE AIRCRAFT ENFORCEMENT SYSTEM  
PERFORM HIST ICAL QUERY BY AIRCRAFT T #

09122001 T2MI8407  
T2PI8426

AIRCRAFT TAIL #:\* [REDACTED] INCL ARCHIVED RECS?:\* N TECS ID: A8508932500C90

MAKE: PIPER

MODEL: CHEROKEE [REDACTED]

COLORS: WHITE

RED

TRIM: GOLD

OWNER/LESSEE NAME: [REDACTED]

V

STREET ADDRESS: [REDACTED]

APT:

CITY: [REDACTED]

ST: [REDACTED]

COUNTRY: US

ZIP: [REDACTED]

DATE DPTD DSTN

PILOT NAME

04232001 MYNN KPBI [REDACTED]

02282001 MYEH KPBI [REDACTED]

12052000 MYNN KFLL [REDACTED]

11252000 MYAM KMIA JARRAH ZIAD

02241992 MYBS KMIA [REDACTED]

02201992 MYBS KMIA [REDACTED]

02161992 MYBS KMIA [REDACTED]

02081992 MYBS KMIA [REDACTED]

02061992 MYBS KTMB [REDACTED]

01291992 MYBS KTMB [REDACTED]

9/11 Personal Privacy

ENTER "X" TO VIEW ARRIVAL DETAILS  
NO NEXT PAGE

(PF1=HELP) (PF3=MAIN MENU) (PF4=PREV MENU) (PF7=PREV PAGE) (PF8=NEXT PAGE)

12:32:09  
TID=N6W4

TECS II PRIVATE AIRCRAFT ENFORCEMENT SYSTEM  
REPOF OF PRIVATE AIRCRAFT ARRIV

09122001 T2MI8808  
T2PI8Q12

AIRCRAFT TAIL #:  DECAL #:  REPORT ID: 00NKMIA 05394

US AIRPORT OF ARRIVAL: KMIA US ARRIVAL TME: 2200 Z US ARRIVAL DTE: 1125200  
AIRPORT OF DEPARTURE: MYAM DEPARTURE TME: 2000 Z DEPARTURE DTE: 1125200  
LAST FOREIGN CITY: NASSAU LAST FOREIGN COUNTRY: BS  
FORIEGN ITINERARY: DIRECT  
US AIRPORT OF DEPARTURE: VENICE DEPARTURE STATE: FL  
US AIRPORT CODE: KVNC US DEPARTURE TIME: 1700 Z US DEPARTURE DTE: 1125200

MAKE: PIPER MODEL: CHEROKEE   
COLORS: WHITE RED TRIM: GOLD  
OWNER/LESSEE NAME:  V  
STREET ADDRESS:  APT  
CITY:  ST:  COUNTRY: US ZIP:

INSPECTOR ID:  AIRCRAFT REGISTRATION CERTIFICATE VERIFIED: Y

(PF1=HELP) (PF3/4=MAIN/PREV MENU) (PF7/8=PREV/NEXT PAGE) (PF9=VIEW ACCESS CTL)  
(PF16=PRINT RECORD)

12:32:36 TECS II PRIVATE AIRCRAFT ENFORCEMENT SYSTEM 09122001 T2MI8906  
TID=N6W4 REPOF OF PRIVATE AIRCRAFT ARRIV T2PI8910

PILOT NAME: JARRAH ZIAD REPORT IL. 00NKMIA 05394

DOB: 05111975 NATIONALITY: US

LICENSE NUMBER: LICENSE COUNTRY:

STREET ADDRESS: 150 EAST AIRPORT AVE APT.  
CITY: VENICE ST: FL COUNTRY: US ZIP: 34285

INSPECTOR ID: 583684144 PILOT LICENSE CERTIFICATE VERIFIED: Y  
PILOT MEDICAL CERTIFICATE VERIFIED: Y

VIOLATIONS: NONE

NUMBER OF PASSENGERS ON BOARD: 02

(PF1=HELP) (PF3/4=MAIN/PREV MENU) (PF7/8=PREV/NEXT PAGE) (PF16=PRINT RECORD)



ENTRY 112500 UPDATE 112500

PHYSICAL IDENTIFIERS

RECORD ID P9A62734300C90

LAST JARRAH

ZIAD

IMAGE

DOB 05111975

SSN

PPN

ADDRESS- DATE 112500

CITY VENICE

CONTACT- USCS FIELD OPS - HQ, PRIVATE AIRCRA

OWNER of record. [redacted]

PRIVATE AIRCRAFT PILOT OF [redacted]

ALIAS NICKNAME STC

POB- CNTRY ST CITY

MORE AFN MORE RES

TYPE CNTRY ISSDT

STREET 150 EAST AIRPORT AVE

STATE FL CNTRY US ZIP 34285

PHONE

CASE NBR

STATUS NP NON-SUSPECT, PRIVATE AIRCRAFT INSPECTION CAT

MARKS- DATE 112500

RACE SEX HAIR EYES

HT 000 000 WT 000 000 ENGLISH

S/M/T *sometimes, more info put* MORE

EXC/SITE *we can't process* MORE

EXPDT MORE

APT

TYPE MORE

STOP QRY NTFY 0

MORE

MORE

0 SUB-RECORDS

F10 = STANDARDIZED ADDRESS


F1/F2=HELP) (F3=MENU) (F4=HITLIST) (F8=NEXT PAGE) (F9=VIEW ACCESS) (F11=DISCLOSURE)

(F14/15=LINKLIST) (F16=PRINT) (F17=HOMEREC)

SUBSEQUENT SCREENS ARE BLANK

THIS RECORD HAS NOT YET BEEN APPROVED

11:28:18 TECS II PRIVATE AIRCRAFT ENFORCEMENT SYSTEM 09122001 T2MI8906  
TID=L99C REPOR OF PRIVATE AIRCRAFT ARRIVI T2PI8910  
PILOT NAME: JARRAH ZIAD REPORT ID: 00NKMIA 05394  
DOB: 05111975 NATIONALITY: US *don't know*  
LICENSE NUMBER: *optional* LICENSE COUNTRY: *optimal*  
REET ADDRESS: 150 EAST AIRPORT AVE APT  
TY: VENICE ST: FL COUNTRY: US ZIP: 34285

INSPECTOR ID:  PILOT LICENSE CERTIFICATE VERIFIED: Y  
PILOT MEDICAL CERTIFICATE VERIFIED: Y

VIOLATIONS: NONE

9/11 Law Enforcement Privacy

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