

COLGAN 302's

COLGAN AIR

BEGPRODNO : M-INT-00002782
BEGBATES : 265A-NY-280350-302-2831
DATE = 09/11/2001
FBIDESC : ON 9/11/01, A SEARCH WAS CONDUCTED BY THE FBI AND THE
FULLTEXT :

9/13/01

On 9/11/01, a search was conducted by the FBI and the Massachusetts State Police MSP on a Beechcraft 1900, Colgan Aircraft, Registration number N15031 at Logan International Airport.

The search began at approximately 5:15 p.m. and concluded at approximately 7:30 p.m. MSP Bomb Canines examined the interior and exterior of the aircraft with negative results.

Under the supervision of writer, Mel Briggie and Randy Pfohl, Colgan Air, Inc., Maintenance workers removed several seats and rows of carpeting from the aircraft. These seats were collected as evidence. Evidence logs were prepared by writer. Photographs were taken by the Massachusetts State Police Crime Scene Team. Eight items of evidence were collected.

The evidence paperwork is located in a 1A envelope in captioned file.

9/11/01 Boston, MA

265D-NY-280350

9/13/01

9/11 Law Enforcement Privacy

[PDF page 1]

BEGPRODNO : M-INT-00009944
BEGBATES : 265A-NY-280350-302-4044
DATE = 09/13/2001
FBIDESC : CHARLES C SEVERANCE
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION 9/11 Personal Privacy

Date of transcription 09/13/2001

CHARLES C. SEVERANCE, known as CHUCK SEVERANCE, date of birth, December 28, 1953, employed as Station Manager for U.S. AIRWAYS, PORTLAND INTERNATIONAL JETPORT, Portland, Maine, telephone number [REDACTED] was contacted at his place of employment. He was advised of the identity of the Agent and nature of the contact. SEVERANCE provided the following information:

AIR. U.S. AIRWAYS EXPRESS flight 5930 was operated by COLGAN

Investigation on 09/12/2001 at Portland, Maine

File # 265D-NY-280350 Date dictated 09/13/2001
by 9/11 Law Enforcement Privacy

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[PDF page 1]

BEGPRODNO : M-INT-00010018
BEGBATES : 265A-NY-280350-302-4117
DATE = 09/12/2001
FBIDESCR : INTERVIEW OF RENO BURBY
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/13/2001

RENO BURBY, Station Agent, COLGAN AIR, a division of U.S. AIR EXPRESS, Presque Isle Airport, Presque Isle, Maine, [redacted] was advised of the identity of the interviewing agent and of the nature of the interview. BURBY provided the following information:

BURBY stated that two males were planning to travel today to Washington, D.C. at 2 PM. Both flew to Presque Isle together on September 8, 2001. One passenger's name is [redacted]. His flight was booked thru [redacted] 4112. He used American Express card number [redacted] to pay for the flight. BURBY did not have his address or phone number. [redacted] arrived from Washington, D.C. on September 8, 2001, and was scheduled to leave on September 11, 2001, at 2 PM. He rebooked his flight for September 12, 2001.

The second passenger's name was [redacted]. He flew with [redacted] to Presque Isle. His flight was booked by [redacted] telephone number [redacted] work phone number is [redacted]. His home number is [redacted]. His emergency contact number is [redacted]. BURBY did not have his address. He paid for his ticket with VISA credit card [redacted]. BURBY thought that [redacted] may have possibly had government ticketing, which meant he either works for the government or for some reason received a government fare.

BURBY stated the flight to Washington, D.C. from Presque Isle, scheduled to leave today at 2 PM, has been cancelled. Neither [redacted] have rebooks on another flight, as of this date. BURBY has not physically seen either individual. He is providing this information to the FBI because he thought their names sounded suspicious.

Investigation on 9/12/2001 at Portland, Maine

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

Date dictated 9/13/2001

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[PDF page 1]

BEGPRODNO : M-INT-00036274
BEGBATES : 265A-NY-280350-302-6074
DATE = 09/16/2001
FBIDESCR : NAOMI DOTSON
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/16/2001

NAOMI DOTSON, Supervisor, COLGAN AIR INC, 10677 Aviation Lane, Manassas, VA, 20110, telephone # [redacted] date of [redacted] social [redacted]

[redacted] was interviewed by below captioned agent with respect to Newark case 265D-NY-280350-NK, control NK#2274.

9/11 Personal Privacy

Based upon a review of air travel records DOTSON contacted the FBI concerning three middle eastern individuals who purchased one way tickets on US AIRWAY EXPRESS for flight #5903, scheduled to depart from Augusta, Maine to Boston, Massachusetts on September 17, 2001 at 2:30 p.m. According to DOTSON there was no information on record regarding the purchase of these tickets which was considered unusual.

DOTSON provided via facsimile a copy of the reservations made by the three individuals, namely [redacted]

[redacted] DOTSON advised that the reservations for these three individuals provided for them to travel via US AIRWAYS EXPRESS non-stop departing from Augusta, Maine on September 16, 2001 at 2:20 p.m. and arriving in Boston, Massachusetts at 3:20 p.m. The tickets were purchased at the full fare price of \$195.00 each. No seating assignments have been made as yet by the individuals on this flight. DOTSON was concerned that although the individuals were scheduled to depart at 2:20 p.m. they could use their tickets to board flights departing earlier that day at 6:00 a.m. or at 11:05 a.m., both from Augusta, Maine.

DOTSON stated that the reservations appear to have been made through [redacted] a travel agency located in RIYADH, SAUDI ARABIA. The reservations were also made for travel one way with no return reservation. The reservations contained no contact phone numbers for the passengers and no information regarding how the tickets were purchased. DOTSON considered that the lack of information provided in the reservation, the fact that the reservation was made in a foreign country for domestic travel in the United States as well as the one way travel were considered highly unusual.

Investigation on 9/16/2001 at Newark, NJ

File # 265D-NY-280350-NK Date dictated 09/16/2001
by 9/11 Law Enforcement Privacy

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[PDF page 1]

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

265D-NY-280350-NK

Continuation of FD-302 of NAOMI DATSON , On 9/16/2001 , Page 2

DOTSON recalled that this flight was similar to hijacked flight #5930, in that the type of aircraft used was a propeller-driven Beechcraft which contained a two man crew, carried a maximum of nineteen passengers with no flight attendants.

DOTSON further advised that she thought the reservations were made utilizing one of the following types of reservations systems; SABRE, WORLDS PAN, or APOLLO.

DOTSON provided the interviewing agent with the name of the head of security for her company, BOB RUNYIN, who could be reached at [REDACTED]. In addition, DOTSON provided the interviewing agent with the name of station agents for the company in Augusta, Maine. They are HILLARY SKINNER and NANCY WENTWORTH-WITHAM. They can be reached at [REDACTED].

DOTSON was unable to interpret any further information from the computer generated information and added that she would contact the interviewing agent if she was able to do so.

[PDF page 2]

9/11 Personal Privacy

BEGPRODNO : M-INT-00067834
BEGBATES : 265A-NY-280350-302-19106
DATE = 09/19/2001
FBIDESC : DIANE GALLAGHER
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. 9/11 Personal Privacy

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.

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

265D-NY-280350 09/19/2001

[redacted] 9/11 Law Enforcement Privacy

[PDF page 1]

265D-NY-280350

Diane Gallagher 09/18/2001 2

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 BA4011800B40507778, expiration date 07/02, approval code 009774 issued August 28, 2001.

The original ticket issued to ABDULAZIZ ALOMARI

[PDF page 2]

265D-NY-280350

Diane Gallagher 09/18/2001 3

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.

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

9/11 Personal Privacy

[PDF page 3]

265D-NY-280350

Diane Gallagher

09/18/2001

4

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]

*Did they go?
was it filmed?*

BEGPRODNO : M-INT-00072555
BEGBATES : 265A-NY-280350-302~23367
DATE = 09/11/2001
FBIDESCR : ANDERSON, KENNETH R
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/12/2001

KENNETH R. ANDERSON, white male, date of birth

[Redacted]

was

advised of the identities of the interviewing agents and Troopers of the Massachusetts State Police MSP. Assisting in the interview were Troopers [Redacted] and [Redacted]. Mr. Anderson was advised that this interview concerned U.S. Airways Express Flight 5930 in which he was assigned as a co-pilot on this date. This interview took place at Logan International Airport, Boston, Massachusetts. Mr. Anderson provided the following information:

Mr. Anderson stated that he has been employed as a pilot by the COLGAN AIR Company, a transportation company that operates the U.S. Airways Express Airline in the New England section of the United States. Mr. Anderson has been employed as a pilot by Colgan Air since 02/15/2001. On this date he was a co-pilot on U.S. Airways Express Flight 5930 from Portland, Maine to Boston, Massachusetts. This flight left Portland, Maine's airport on time at 0600 6:00am on time, and landed at Logan Airport at 0645 6:45am. Mr. Anderson stated that the pilot was Captain JODY ANDERSON white female. Ms. Anderson is not related to Mr. Anderson. The aircraft utilized for Flight 5930 was a Beechcraft 1900. The tail number on this aircraft is 15031 and the aircraft was presently parked at Terminal B, position A.

Mr. Anderson stated that as co-pilot of this small commuter aircraft he also serves as the flight attendant. Mr. Anderson assists the passengers on to the aircraft and checks to see if their seat belts are fastened and that any carry on luggage is properly stowed. Mr. Anderson does not handle any tickets, and there is open seating on the aircraft. Mr. Anderson was asked if he recalls the number of passengers on Flight 5930 on this date. Mr. Anderson stated that he believes that there were from seven to ten passengers. The aircraft seats nineteen passengers. Mr. Anderson was asked if he recalls two Arabic or Mid-Eastern males who were passengers on Flight 5930. Mr. Anderson stated that he did remember these passengers.

9/11 Law Enforcement Privacy

Investigation on 09/11/2001 at Boston, Massachusetts

File # 265-D-NY-280350 Date dictated

by

[Redacted]

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[PDF page 1]

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

265-D-NY-280350

Continuation of FD-302 of KENNETH ANDERSON , On 09/11/2001 , Page 2

These passengers were the last to board the aircraft and the last passengers off the aircraft. Both males sat in the last row of the Beechcraft 1900 which is row 9. Mr. Anderson explained that the aircraft has one seat on each window in the first eight rows and three seats across on the last row, row 9. These males sat together in this last row.

Mr. Anderson was asked if he could describe these individuals. Mr. Anderson described male # 1 as follows:

Sex : Male
Race : White
Ethnicity: Mid-Eastern
Age : Late 20s early 30s
Hair : Brown, long and curly over back of neck.
Height : 5-9
Eyes : Brown, with glasses
Dress : Upscale, casual
Misc. : No facial hair

Mr. Anderson described male # 2 as follows:

Sex : Male
Race : White
Ethnicity: Mid-Eastern
Age : Late 20s early 30s
Hair : Brown, conventional haircut
Height : 5-11
Eyes : Brown, no glasses
Dress : Upscale, casual
Misc. : No facial hair

Mr. Anderson said that both of these individuals were carrying small, travel bags that were brought on the aircraft. Mr. Anderson does not know if the two Mid-Eastern males check additional luggage either at the desk or with the ramp agent for U.S. Airways, at the Portland, Maine airport. Mr. Anderson does not know the name of the ramp agent but described him as a white male, age 35, height 6-1 who is routinely employed at this airport.

Mr. Anderson stated that when Flight 5930 arrived at Logan Airport, he assisted the passengers leaving the aircraft. The two Mid-Eastern males were the last to leave. Mr. Anderson recalls that they did not seem nervous or upset, and believes that they smiled at him as they walked to the gate.

[PDF page 2]

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

265-D-NY-280350

Continuation of FD-302 of KENNETH ANDERSON , On 09/11/2001 , Page 3

The passengers were able to walk directly into to Terminal B through a ground level gate. The passengers were not "bused" to the terminal.

The aircraft, Beechcraft I900, with tail number 15031 left Logan Airport at 0715 7:15am for Rutland, Vermont, landing at 0815 8:15am. The aircraft returned to Logan Airport at 0825 8:25am after which flight operations ceased. No other passengers occupied row nine, after the two Mid-Eastern males. Mr. Anderson believes that he would be able to recognize one or both of these males if he were to see their photographs. Mr. Anderson provided no additional information at this time.

[PDF page 3]

BEGPRODNO : M-INT-00075754
BEGBATES : 265A-NY-280350-302~27174
DATE : 09/22/2001
FBIDESCR : SYD MICHAEL ROSTAMI
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 9/23/2001

RE RAPID START LEAD BA1501

SYD MICHAEL ROSTAMI, DOB [REDACTED]

[REDACTED]
was telephonically interviewed. After being advised of the nature of the interview and the identity of the interviewing agent, ROSTAMI provided the following information:

ROSTAMI stated that he was recently in Virginia trying to get hired as an Airline pilot for Colgan Air, a commuter airline owned by USAIR. However, after about two weeks of training with Colgan Air, Colgan Air decided not to hire ROSTAMI. After being turned down by Colgan Air, ROSTAMI stayed in Maryland with his friend SAEID HAGHIGHAT for approximately one month. ROSTAMI left some of his luggage with HAGHIGHAT. Some of ROSTAMI's luggage contained Colgan Air flight manuals. ROSTAMI might move to Maryland and work for his friend MOLSEN HAGHIGHAT as an automobile mechanic.

ROSTAMI advised the writer that he had already been contacted by FBI SA [REDACTED]. ROSTAMI provided telephone number [REDACTED] as a contact number for SA [REDACTED].

Investigation on 9/22/2001 at Telephonically telephonically
File # 265A-NY-280350-302 Date dictated N/A
by [REDACTED]

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[PDF page 1]

BEGPRODNO : M-INT-00139783
BEGBATES : 265A-NY-280350-IN-6779
DATE = 09/22/2001
FBIDESC R : RUTH BOYD
FULLTEXT : 265A-NY-280350-BA
TNP:tnp

RE RAPID START LEAD BA1501

The following investigation was conducted by SA [redacted]
[redacted]

9/11 Law Enforcement
Privacy

On 9/22/2001, the writer contacted FBI-LA SA [redacted]
[redacted] SA [redacted] advised the writer that he had recently
telephonically interviewed SYD MICHAEL ROSTAMI. SA [redacted]
further stated that he was planning to interview ROSTAMI in
person within the following week.

On 9/25/2001, the writer contacted Ruth Boyd, Director of
Personnel, Colgan Air, 10652 Wakeman Court, Suite 102, Manassas,
Virginia, telephone number [redacted]

Boyd advised the writer that on 4/12/2001, SYD MICHAEL
ROSTAMI began a training program with Colgan Air, a commuter
airline partially owned by USAIR. Boyd stated that after
approximately two weeks of training, Colgan Air decided not to
hire ROSTAMI. [redacted]

9/11 Personal Privacy

[redacted] Boyd stated that
ROSTAMI was very pleasant person.

[redacted]
9/11 Personal Privacy

[PDF page 1]

BEGPRODNO : M-INT-00075787
BEGBATES : 265A-NY-280350-302~27214
DATE = 09/21/2001
FBIDESC : SECURED CONSENT SEARCH [redacted]
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy
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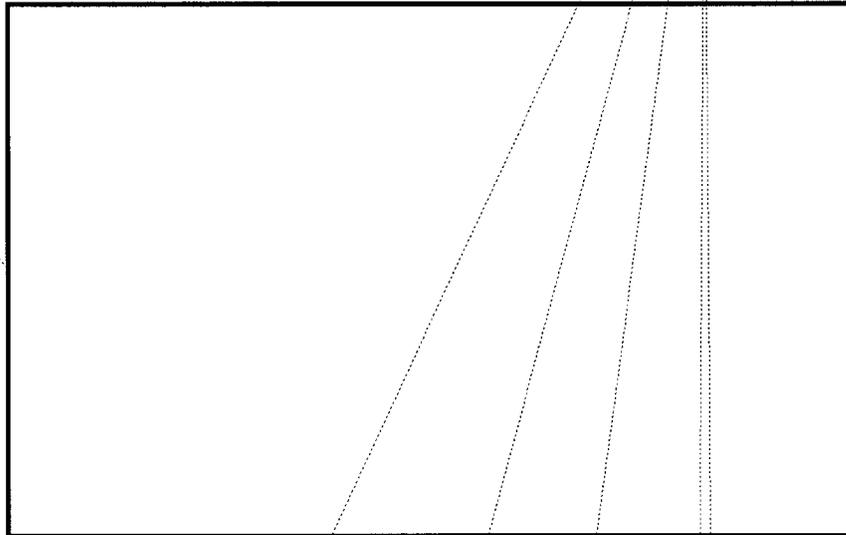
- 1 -

FEDERAL BUREAU OF INVESTIGATION

9/11 Personal Privacy

Date of transcription 09/21/2001

Re Rapid Start Control Number BA-1501 regarding canvas
businesses along Route 1



On September 21, 2001, the bedroom located to the immediate right as you enter the residence located at [redacted] was entered by SA [redacted] and SA [redacted]. SA [redacted] photographed each of the items before they were searched. He also photographed the items that were removed from each of the bags. SA [redacted] removed the items from each of the bags and prepared the photographic log and inventory of the items in each of the bags.

There was no lock on the bedroom door where the bags were found. SA [redacted] advised that he observed [redacted] remove luggage and clothing from the closet in the bedroom and that the closet was not locked. [redacted] designated the following pieces of luggage and carry bags as those belonging to [redacted] LNU:

9/11 Law Enforcement Privacy

Investigation on 9/21/01

at [redacted]

File # 265A-NY-280350 SUB 302

Date dictated 9/21/01

by [redacted]

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[PDF page 1]

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

9/11 Personal Privacy

265A-NY-280350 SUB 302

Continuation of FD-302 of CONSENT SEARCH - , On 9/21/01, Page 2

1. Blue zipper Pyrex Portables container;
2. Blue nylon Tour bag with zipper compartments;
3. Flight safety International blue and black canvas bag;
4. Nordica canvas backpack colors blue, yellow and black;
5. Blue nylon Olympia roll bag with folding handle and zipper compartments. This bag has two small locks on separate zippers but was not locked.
6. Three sweaters not contained in any of the items above.

Items one through five were all unlocked. It is noted that there were two small padlocks locked on to the zippers of Item #5. However, both of these padlocks were passed through a single zipper, which allowed all the zippers to be moved independently. Hence, item #5, while having padlocks attached, was not locked.

The following is an inventory of the items that were contained in the above items:

Item #1:

Blue zipper Pyrex Portables container:

Purple plastic Pyrex lid;

Clear glass Pyrex bowl;

Plastic fork;

Wooden handled steak knife;

Cold pack;

White paper towel;

[PDF page 2]

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

Item #2:

Blue nylon Tour bag with zippered compartments:

Miscellaneous male toiletries;

Canadian penny;

Aero Products Research Inc. pilot's computer
approximately the size of a silver dollar;

Item #3:

Flight Safety International blue and black canvas
bag:

One empty Jeppesen Airway Manual Binder;

Three terrycloth towels;

One Westclock's travel clock;

One CHAMP Resource Book - Pentium III
Processor Manufacture using Intel 0.18 Micron
Process Technology;

Aero Products Research Inc., E6-B2 Universal
Flight Computer slide rule type with Operating Manuals
in a blue plastic case;

Item #4:

Nordica canvas backpack colors blue, yellow
and black:

Colgan Air Company Flight Manual, in a light
gray binder with red and blue Colgan Air
logo and the words Company Flight Manual on front;

Jeppesen Airway Manual in a brown binder with
gold lettering on the front and side of the
book, which also contained:

Four blank Colgan Air take off and air
landing cards;

[PDF page 3]

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

One Colgan card filled out;

One packet of Jeppsen Washington/Dulles International approach plates;

One packet of Jeppsen Reagan National approach plates;

One packet of Jeppsen John F. Kennedy approach plates;

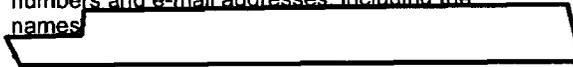
One packet of two Laguardia approach plates;

Plain white plastic binder with miscellaneous and general aircraft information;

Small blue Intel nylon notepad with fourteen pages of handwritten notes;

Colgan Air take-off and landing data card;

One sheet of lined paper containing a list of eighteen names with room number, cell phone numbers and e-mail addresses including the names



A small yellow lined SCM Advantage Pad with list of flight terms;



[PDF page 4]

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

9/11 Personal Privacy

265A-NY-280350 SUB 302

Continuation of FD-302 of CONSENT SEARCH - , On 9/21/01 , Page 5

Hardcover book titled Winning Spirit by Zoe Koplowitz and a soft cover book titled Into Love and Out Again by Eleanor Lipman;

One blank Maxwell VCR tape;

One Phillips clothes steamer;

One Gulfstream water bottle;

One small yellow waterproof container;

One package of Celebrex capsules-two used and two remaining;

One Smith vitamin C container;

One white Intel PC camera pro pack on white cord;

Bundle of blank 3 X 5 index cards;

Bundle of blank 4 X 6 sheets of paper;

Item #5:

Blue nylon Olympia roll bag with folding handle and zippered compartments. This bag has two small key locks on separate zippers but the bag was unlocked. The bag has a luggage identification tag with the following information:

Name:
Street:
City:
Zip Code:
Country:
Phone:

Left Blank

9/11 Personal Privacy

[PDF page 5]

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

265A-NY-280350 SUB 302

Continuation of FD-302 of CONSENT SEARCH - , On 9/21/01, Page 6

This bag also has attached to the handle a U. S. Airways identification tag with the following information:

Name:
Address:
City:
Telephone:

In addition to the above luggage identification tag, this bag also has a U. S. Airways luggage tag from Dulles Airport dated April 11, 2001;

Assorted men's clothing which includes pants, sweaters, black leather boots, black leather jacket and a red nylon bag jacket;

Two blue nylon Intel Any Point Disk cases containing the following disks:

1. Imation 1.44 MB 3" floppy diskette with the Title "Flight Log 0808-2000"

2. Dragon Point & Speak CD-Rom disk;

3. Sierra Pro Pilot Disk I CD-Rom disk;
4. Memorex CD Recordable Compact Disk bearing the handwritten notation [REDACTED] Backup."
5. Microsoft and Carta 97 Encyclopedia CD-Rom disk;
6. Memorex CD Recordable Compact Disk bearing the handwritten notation "04-08-2001 Resume Log Book;"
7. Sierra Pro Pilot Disk II CD-Rom disk;
8. Microsoft Windows 98 Playback CD-Rom Disk;

9/11 Personal Privacy

[PDF page 6]

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

265A-NY-280350 SUB 302

Continuation of FD-302 of CONSENT SEARCH - [REDACTED] , On 9/21/01 , Page 7

9. Microsoft Home Publishing 2000 Disk I;
10. Microsoft Home Publishing 2000 Disk II;
11. Microsoft Home Publishing 2000 Disk III;
12. Microsoft Home Publishing 2000 Disk IV;
13. Microsoft Home Publishing 2000 Disk V;

One black canvas zippered CD-Rom case with embroidered Tweety Bird on the cover containing the following disks:

1. Original motion picture soundtrack of Interview With the Vampire CD;
2. Microsoft Motocross Madness II CD-Rom;
3. Learn Spanish Now Version 7 Transparent Language CD-Rom;
4. Memorex 4X re-write speed compact disk bearing the handwritten notation "Window 2000/H48T2-6HP4F-QTFVXFHV8-TGD38;
5. Microsoft Automap Streets Plus;
6. HP Office Jet Series 600 bearing handwritten notation "U.S. 78DA4367."
7. Microsoft Sidewinder CD-Rom;
8. Microsoft Windows 95 CD-Rom;

9. Mavis Beacon Teaches Typing;

10. Microsoft Windows 2000 Professional

Three invoices from Comair Flying Services, 2700 Flightline Avenue, Sanford, Florida 32773, telephone 407-330-7020, for plane rentals, all of which are dated February 28, 2001 in the name of [REDACTED] two of the invoices are duplicates.

[PDF page 7]

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

265A-NY-280350 SUB 302

Continuation of FD-302 of CONSENT SEARCH - [REDACTED], On 9/21/01, Page 8

9/11 Personal Privacy

One cash register receipt dated April 5, 2001 from Sunglasses Hut at the Pittsburgh Airport in the amount of \$22.00.

One yellow post-it with handwritten note: [REDACTED] you have plane @ 5:00 to go to Jax 54291."

Key ring with one small silver key with the embossed words "Public Storage" on the key.

Two empty CD cases;

One shoe brush;

One bottle Kiwi Scuff Magic Shoe Polish.

The consent search began at approximately 1:00 p.m. and concluded at approximately 2:45 p.m. A copy of the above inventory was copied and given to [REDACTED] who signed for the receipt of the inventory.

[PDF page 8]

BEGPRODNO : M-INT-00024199
BEGBATES : 265A-NY-280350-302-39927
DATE : 09/26/2001
FBIDESCR : KENNETH R ANDERSON
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/26/2001

KENNETH R. ANDERSON, white male, date of birth [redacted]

[redacted] employed as a pilot for US Airways Express (owned by Colgan Air and operated by US Airways) was contacted at his residence. He was advised of the identity of the interviewing agent and the nature of the interview. Anderson advised the best way to contact him at work is via the dispatcher for the Portland Jetport, at telephone number [redacted]. He advised that is a Virginia number.

9/11 Personal Privacy

Anderson advised he had been previously interviewed by federal authorities at Logan Airport, Boston, Massachusetts, on September 11, 2001. Anderson had been the co-pilot on US Airways flight 5930 from Portland, Maine, to Boston's Logan Airport that morning.

Anderson was then shown a photo spread with 12 colored photos depicting men of apparent Middle Eastern descent. He was asked if he could identify any of those individuals as having been passengers aboard US Airways flight 5930 on September 11, 2001. It should be noted that the man depicted in the top row, third photo from the left, is MOHAMAD ATTA. Anderson identified that picture, of Mohamad Atta, as having been a passenger aboard US Airways flight 5930 on September 11, 2001. Anderson initialed and dated next to that picture, and wrote #1 above Atta's head indicating he was one of the passengers. Anderson identified the man in the top row, last picture on the right the picture of MARWAN ALSHEHHI as possibly the second passenger aboard US Airways flight 5930. He was advised he was "pretty sure" that was the second passenger. In that he was not positive, Anderson did not initial that picture, but wrote #2 above Alshehhi's head. He reiterated that he was "positive" about the other picture Atta as having been his passenger.

It should be noted that Anderson initialed and made the aforementioned notes on a black and white copy of the colored photo spread which he was shown. A copy of the photo spread shown to Anderson, and which he marked, is attached.

Investigation on 9/17/2001

at [redacted]

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

Date dictated 9/24/2001

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September 8, 2003 12:52 pm

Page 1

[PDF page 1]

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

265A-NY-280350-302

Continuation of FD-302 of KENNETH R. ANDERSON , On 9/17/2001 , Page 2

[PDF page 2]

BEGPRODNO : M-INT-00062821
BEGBATES : 265A-NY-280350-302-46874
DATE = 10/12/2001
FBIDESCR : SUSAN YOCHELSON 10/12/01
FULLTEXT : 10/12/2001

SUSAN YOCHELSON, born [redacted] social security
account number [redacted] was interviewed at her place of
employment, US Airways, Logan International Airport, East Boston,
Massachusetts. YOCHELSON resides at [redacted]
Massachusetts. After being advised of the identity of the
interviewing Agent and the nature of the interview, YOCHELSON
voluntarily provided the following information:

9/11 Personal Privacy

YOCHELSON was questioned about the events of Tuesday,
September 11, 2001. Flight 5930 was a US Airways commuter flight
operated by Colgan Air. Flight 5930 departed Portland and
arrived in Boston at approximately 6:45 a.m.

YOCHELSON worked Gate 5 the morning of September 11,
2001. Flight 5930 arrived at Gate 9A at approximately 6:45 a.m.
Yochelson is positive Flight 5930 arrived in Gate 9. Yochelson
was busy at Gate 5 overseeing new hires and making sure things
were getting done at the counter.

When flights arrive downstairs, passengers do not
usually stop at the Gate 5 counter to ask for directions.
YOCHELSON does not recall anyone stopping at the counter to ask
for directions the morning of September 11, 2001.

10/12/2001 Boston, Massachusetts

265A-NY-280350

10/12/2001

9/11 Law Enforcement Privacy

[PDF page 1]

BEGPRODNO : M-INT-00062998
BEGBATES : 265A-NY-280350-302~47061
DATE = 10/05/2001
FBIDESCR : DIANE E FREELOVE 10/4/01
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/05/2001

DIANE E. FREELOVE, white female, date of birth [REDACTED]

[REDACTED] was contacted telephonically at her residence. She was advised of the identity of the interviewing agent and nature of the interview. Freelove provided the following information:

9/11 Personal Privacy

She is employed as a Customer Service Agent/Ramp Service by US AIRWAYS, and works at the Portland International Jetport, Portland, Maine.

Freelove was on duty from 5:15 AM to 1:45 PM, on Tuesday, September 11, 2001. Freelove was aware that US Airways flight 5930 operated by Colgan Air, a subcontractor departed the Portland Jetport for Boston at 6:00 AM on September 11, 2001. Freelove advised she did not touch any of the luggage or bags loaded on to US Airways flight 5930. Freelove believes that Ramp Supervisor DAVE LEFLEUR loaded the checked bags onto Flight 5930. Freelove was working in the baggage room at the airport soon after her shift started. She was loading bags onto carts for a number of different flights, other than flight 5930. Freelove advised there are five flights that leave between about 6:10 and 7:00 AM, all jets. While Freelove did not see LeFleur loading checked bags onto flight 5930, she did see him return to the baggage room area with a cart, and thus believes he had already loaded bags on 5930. Freelove observed JOE BUREAU, another Customer Service Agent/Ramp Service Agent next to the plane loading hand carried bags onto flight 5930. Freelove went out to where the plane was resting and saw passengers starting down the stairs heading towards the plane. Freelove then went to the gate area to obtain the paperwork for the flight, which she then carried back to where the plane was. Joe Bureau told her the number of bags that had been loaded and she gave the appropriate paperwork to the aircraft pilot.

Investigation on 10/04/2001

at [REDACTED]

telephonically

File # 265A-NY-280350-302

Date dictated

10/4/2001

by 9/11 Law Enforcement Privacy

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[PDF page 1]

BEGPRODNO : M-INT-00078857
BEGBATES : 265A-NY-280350-302~47530
DATE = 10/09/2001
FBIDESCR : JOSEPH R BUREAU 10/4/01
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/09/2001

JOSEPH R. BUREAU, white male, date of birth [REDACTED]

[REDACTED] was contacted telephonically at his residence. He was advised of the identity of the interviewing agent and the nature of the interview. Bureau provided the following information:

9/11 Personal Privacy

He is employed as a Fleet Service Agent for the Fleet Service Division of US AIRWAYS. He works at the Portland International Jetport, Portland, Maine, and his work telephone number is [REDACTED]. Bureau's duties and responsibilities as a Fleet Service Agent include handling baggage, cargo, freight, mail, and the loading and unloading of planes. They also prep planes for flight.

On Tuesday, September 11, 2001, Bureau was working from 4:00 AM to 8:00 AM. He is a part time employee. He was involved with the loading of luggage on US Airways flight 5930, which was actually flown by subcontractor COLGAN AIR. Bureau advised there are six originating flight in the early morning hours from the Portland Jetport. Four are on jets and two are commuters, including the one Colgan Air/US Airways flight 5930.

When US Airways flight 5930 was loading, Bureau was working on a different flight which would be going to New York's Laganardia Airport. Bureau then observed passengers coming down steps to the tarmac and heading for the Boston bound plane (US Airways flight 5930). Bureau then left the plane bound for New York and helped DIANE FREELOVE get luggage on the Boston bound plane. FreeLove also is a Fleet Services Agent for US Airways.

Bureau advised there are two stages to loading an aircraft. One is to load checked baggage, which comes from the bag room and is taken to the aircraft on a cart. Bureau was not involved with that process. Bureau was involved in loading the carry-on bags which are left plane-side, onto flight 5930. Bureau loaded approximately four carry-ons which were loaded into the plane. He put the bags into the rear cargo hold of the Beechcraft

Investigation on 10/04/2001 at [REDACTED] telephonically
File # 265A-NY-280350-302 Date dictated 10/08/2001
by 9/11 Law Enforcement Privacy

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265A-NY-280350-302

Continuation of FD-302 of JOSEPH R. BUREAU , On 10/04/2001 , Page 2

1900. Bureau recalls there were already bags located in that cargo area. All of the carry-on bags had been screened and bore yellow carry-on tags. Bureau recalls loading two small duffel bags, one which was bright yellow and which was blue. The other two bag were standard roll-away type bags.

Bureau does not recall seeing MOHAMAD ATTA or ABDULAZIZ ALOMARI, who he has learned through newspaper reports flew aboard US Airways flight 5930 to Boston that morning. Bureau stated they may have boarded the plane before Bureau got there to load the carry-on bags. Bureau advised he spoke briefly with Jud Petrie, a US Airways employee from the Portland Jetport who happened to be flying on US Airways 5930 that morning.

Bureau did not notice anything unusual about the passengers boarding the plane, nor the bags put onto the plane. Bureau stayed with the plane while Diane Freelove returned to the gate to obtain paperwork regarding the weight and balance of the plane which were then delivered to the pilot. Freelove then marshaled the plane out, meaning, waved it out with wands or batons, out towards the runway. 9/11 Personal Privacy

Bureau advised that DAVE LEFLEUR may have loaded the checked bags onto flight 5930 before the passengers boarded. LeFleur was not involved in the boarding process or the closing out of the flight. LeFleur's home telephone number is [REDACTED] and he resides in [REDACTED]

Bureau then advised that he got his secure identification display area SIDA badge for the Portland International Jetport renewed on October 1, 2001. He obtained it from the Jetport management. Several days before that Bureau obtained a hologram sticker, which was part of the inventory process. He advised on that day, the same day that the FBI released to the public photographs of 19 terrorist believed associated with the terrorist acts of September 11, 2001, Bureau heard a female employee for American Airlines talking with LINDA last name unknown, the administrator for Portland Jetport management. The American Airlines woman was described as 22 to 24 years of age, about 5'2" tall, with long dark hair. She has been employed by American Airlines/American Eagle at the Portland Jetport as a Customer Service or Fleet Service Representative for at least a couple of years. Bureau overheard the unknown woman telling Linda from Jetport management that she recognized one of the 19 individuals not MOHAMAD ATTA or ABDULAZIZ ALOMARI employed as a window washer

265A-NY-280350-302

Continuation of FD-302 of JOSEPH R. BUREAU , On 10/04/2001 , Page 3

at the Jetport earlier in the summer of 2001. The American Airlines employee pointed to a specific photo of the 19 and indicated that that man had been a window washer at the Jetport.

[PDF page 3]

BEGPRODNO : M-INT-00015394
BEGBATES : 265A-NY-280350-302-54461
DATE : 10/05/2001
FBIDESCR : NALDO GAGNON
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

9/11 Personal Privacy

NALDO GAGNON, Chief, PRESQUE ISLE POLICE DEPARTMENT
PIPD, Presque Isle, Maine, telephone number [redacted] was
telephonically contacted by Special Agent SA [redacted] to
discuss an incident that happened at the PRESQUE ISLE AIRPORT
PIA, dated October 1, 2001, which involved Officer [redacted]
[redacted] PIPD.

GAGNON stated that [redacted] had received information
from [redacted] PIA Coffee Shop employee, that a man,
possibly Middle Eastern, entered the airport with two black cases,
and once this man observed Officer [redacted] he acted visibly
nervous and exited the building. GAGNON stated that Officer
[redacted] did not see this individual, nor does he know his name.
GAGNON did state that GREG WILLARD, Airport Manager, telephone
number [redacted] has a video tape of this man getting into a
rental car at PIA. GAGNON stated that GREG MICHAUD, COLGAN AIR,
may also be able to identify the passenger, and advise what rental
car agency he might have used. GAGNON also knew nothing about the
name of the individual who had a flight reservation on October 1,
2001, but missed the flight.

9/11 Law Enforcement Privacy

Investigation on 10/05/2001 at Bangor, Maine telephonically
File # 265A-NY-280350-302 Date dictated 10/05/2001
by [redacted]

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[PDF page 1]

BEGPRODNO : M-INT-00015397
BEGBATES : 265A-NY-280350-302~54464
DATE = 10/05/2001
FBIDESCR : JERRY MICHAUD
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/11/2001

JERRY MICHAUD, Customer Service Representative, COLGAN AIR, U.S. AIR EXPRESS, PRESQUE ISLE AIRPORT, Presque Isle, Maine, telephone number [REDACTED] and facsimile number [REDACTED] was telephonically contacted by Special Agent SA [REDACTED]. MICHAUD provided the following information:

MICHAUD stated that a passenger by the name of [REDACTED] had a reservation to fly from Presque Isle, Maine to Orlando, Florida, on October 1, 2001. The plane was scheduled to travel from Presque Isle, Maine to Boston, Massachusetts, and then from Boston to Orlando. There are two a.m. flights. One at 6:00 a.m., and one at 10:00 a.m. MICHAUD stated that [REDACTED] did not show up for his flight at 10:00 a.m. He was considered a "no show." [REDACTED] was not considered a threat. MICHAUD stated that it is fairly common for people to make a reservation, and then not show up for the flight. MICHAUD stated that oftentimes flights are intentionally over booked, specifically for that reason. MICHAUD advised that [REDACTED] never came to the counter and never checked in.

MICHAUD also has no information regarding the individual that the "Coffee Shop lady" saw at the airport and reported to the PRESQUE ISLE POLICE DEPARTMENT.

9/11 Law Enforcement
Privacy

Investigation on 10/05/2001 at Bangor, Maine telephonically
File # 265A-NY-280350-302 Date dictated 10/05/2001
by [REDACTED]

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[PDF page 1]

BEGPRODNO : M-INT-00143700
BEGBATES : 265A-NY-280350-302~54626
DATE = 10/09/2001
FBIDESCR : SA [REDACTED] TAKES FLIGHT COMPARABLE TO MOHAMED ATTA AND ALOMA
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Law Enforcement Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/10/2001

On October 9, 2001, Special Agent SA [REDACTED] of the Federal Bureau of Investigation FBI, Portland, Maine Resident Agency, took U.S. Airways USAIR Flight 5911 at 8:30 AM, from Portland International Jetport, Portland, Maine to Logan International Airport, Boston, Massachusetts. This flight would have been comparable to that of alleged hijackers, MOHAMED ATTA and ABDUL ALOMARI, when they took USAIR Flight 5930 at 6:00 AM with a connection to American Airlines Flight 11 at Logan International Airport on September 11, 2001. Both USAIR Flight 5930 and Flight 5911 are actually flown by COLGAN AIR, which utilized a Beechcraft 1900 aircraft for both flights. Of note, USAIR Flight 5930 was no longer offered as a flight from Portland, Maine to Boston, Massachusetts. SA [REDACTED] made the following observations:

- 6:24 AM Departed Comfort Inn, 90 Maine Mall Road, South Portland, Maine, by car en route to the Portland International Jetport, 1001 Westbrook Street, Portland, Maine.
- 6:28 AM Arrived in front of the Portland International Jetport terminal.
- 6:30 AM Entered airport terminal building. Observed one Portland Police Officer near entrance in front of USAIR Ticket Counter. Immediately proceeded to USAIR Ticket Counter. Observed five USAIR Employees working at the ticket counter.
- 6:35 AM At ticket counter being processed by USAIR Customer Service Agent who advised that USAIR Flight 5911 would be leaving from Gate 11 of the airport. Observed two United Airlines employees at the nearby United Ticket Counter. Observed one USAIR Ramp Employee passing through, possibly for a smoking break.
- 6:40 AM Departed USAIR Ticket Counter en route to gate area concourse. Observed one cleaning person on first level getting cleaning cart out of a closet. Observed a line of passengers at the Delta Airlines Ticket Counter which was manned by three Delta Employees.

Investigation on 10/09/2001

at Portland, Maine

File # 265A-NY-280350-302
by [REDACTED]

Date dictated 10/10/2001

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[PDF page 1]

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

265A-NY-280350-302

Continuation of FD-302 of US Airway Flight 5930 Reenactment , On 10/09/2001 , Page 2

6:42 AM Proceeded up the escalator to the second level. Observed security camera dome on the ceiling at the top of the escalator.

6:43 AM In line at security screening checkpoint.

6:48 AM While in line, observed coffee shop near screening area was open, with two employees. Observed six customers in seating area of coffee shop. Observed Today's News shop was open.

7:08 AM Entered screening checkpoint. Observed one Portland Police Officer, six screeners, and two national guardsman. It was observed that four or five of the screeners are the same persons who would have been on duty the morning of September 11, 2001.

7:10 AM Exited screening checkpoint. Observed a domed security camera to the left rear of the screening area and another at the exit of the screening area. **As you exit the screening area, Gates 1, 2, and 3 are to the left, and Gates 4 to 11 are to the right.** En route to Gate 11, observed a small newsstand with one employee to the right side in the middle of the concourse. To the left Gate 5 was observed with one Delta Airlines Employee manning the gate counter. Gates 6 and 7 were observed to the left, but were not manned. To the right was the Maine Gate coffee shop, with one employee and seven customers. The shop faces out into the concourse, and a sign out front lists the hours of operation as 5:00 AM to 6:00 PM. Next to the coffee shop was the Jetport Business Center, which was empty. A cleaning person was seen vacuuming around the area of Gate 8. Gate 8 was to the left and had one USAIR Employee. Gates 9 and 10 are United Airlines gates, and were observed at the end of the concourse with no employees present. Gate 11 was the last gate on the concourse.

7:13 AM Arrived at Gate 11. Observed that USAIR Flight 5766 to Washington D.C. was scheduled to depart at 7:20 AM. Gate counter was not manned upon arrival. A domed camera was observed directly overhead at the entrance to Gate 11. Near the Gate 11 area were two sets of pay telephones

[PDF page 2]

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

265A-NY-280350-302

Continuation of FD-302 of US Airway Flight 5930 Reenactment , On 10/09/2001 , Page 3

with a total of seven telephones. There were twelve passengers in the waiting area near Gate 11.

8:13 AM USAIR Pilot observed waiting next to the Gate 11 door, along with two ramp employees.

8:14 AM USAIR Gate 11 counter manned by USAIR Employee.

8:15 AM Gate 11 door opened by USAIR Employee that was manning the gate.

8:17 AM Boarding for USAIR Flight 5911 starts. Another USAIR Employee arrived and proceeded to check several passengers with a handheld metal detector. Writer proceeded through gate door and down jetway stairs to ramp area to gain access to aircraft. Observed one ramp employee working around aircraft when approaching. He was taking the larger carry-on luggage from some of the passengers.

8:22 AM Boarded aircraft. Observe placard reading COLGAN AIR on side of aircraft, which was a twin-engine turboprop aircraft. Entry into the aircraft required bending over because of the very low ceiling. The aircraft had eight rows of two seats, one on each side of the aisle. Once seated and looking through a window, it was observed that the aircraft was parked in a ramp area very near the airport chain linked fence, which would be to the right of the terminal building as you face the building. Parked nearby were USAIR Fuel Trucks and other ramp equipment. The only airline employees were the pilot and copilot, there was no flight attendant present. There were eleven passengers onboard. There is no overhead storage, so carry-on bags must be placed under the seat. Only briefcase size bags would appear to fit in the space.

8:25 AM Aircraft door closed by one of the pilots.

8:26 AM Same pilot that closed the door, briefed the passengers sitting in the emergency exit rows on their duties.

8:27 AM Recorded flight briefing played over speakers. It was observed that the cockpit had no door or curtain.

[PDF page 3]

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

265A-NY-280350-302

Continuation of FD-302 of US Airway Flight 5930 Reenactment , On 10/09/2001 , Page 4

8:28 AM Number 2 engine started.

8:29 AM Number 1 engine started.

8:30 AM Chocks pulled by ramp employee, and aircraft proceeded to taxi from Gate 11 to the runway.

8:34 AM Takeoff roll commenced and wheels up 27 seconds later.

8:35 AM Aircraft turned south toward Boston.

8:49 AM Began descent into Logan Airport.

8:57 AM Aircraft touched down on the left runway at Logan Airport, which is the farthest runway from the terminal building.

8:58 AM Aircraft began to taxi to Gate B7.

9:01 AM Aircraft stopped while gate was ready.

9:09 AM Aircraft resumed taxi to Gate B7.

9:11 AM Aircraft arrived at Gate B7. Engines are shutdown.

9:12 AM Aircraft door opened by one of the pilots. Passengers exited the aircraft. The same pilot assists passengers down the aircraft stairs. Two baggage handlers were observed taking larger carry-on luggage off of aircraft. Another baggage handler is observed nearby on a tractor with a luggage cart attached. A fuel truck was also seen at the tail of the aircraft. Proceeded up jetway stairs and observed one USAIR employee at the entrance to Gate B7 inside the terminal building.

9:15 AM Met in the gate area by SA [redacted] and SA [redacted] of the FBI Boston Field Office.

9:16 AM Departed Gate B7 en route to American Airlines Gate B32. Writer was advised that B32 would have been the gate that American Airlines Flight 11 would have departed from on September 11, 2001. Observed a small food court area to the left as you exit the gate area. Also observed a shoeshine stand with one person shining shoes. Observed

9/11 Law Enforcement Privacy

[PDF page 4]

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

265A-NY-280350-302

Continuation of FD-302 of US Airway Flight 5930 Reenactment , On 10/09/2001 , Page 5

one security screener manning the exit from the gate area.

9:17 AM Exited terminal building. Crossed street, a parking lot, and another street. Before entering terminal building on the other side, observed an information booth and a large American Airlines sign to the left down the sidewalk on the outside of the building.

9:18 AM Entered terminal building which contains Gate B32.

Proceeded to the left towards screening checkpoint.
Observed a Dunkin Donuts, a deli, and a lounge prior to
the screening area.

9:21 AM Passed through security screening checkpoint for American
Airlines gate area, and proceeded to Gate B32.
Checkpoint had two of everything, x-ray machines, metal
detectors, and screening personnel. En route to Gate
B32, observed a Starbucks Coffee shop and the Boston Pub
to the right as you proceed to the gate. Other gates
were observed on either side of the concourse.

9:26 AM Arrived at Gate B32. Gate B32 is at the end of the
concourse, which also has Gates B33 and B34. There are
four passenger seating areas located in front of the
gates. Observed three American Airlines Employees
working around counter at Gate B32.

[PDF page 5]

BEGPRODNO : M-INT-00144276
BEGBATES : 265A-NY-280350-302~55043
DATE : 09/23/2001
FBIDESCR : AMEER ASLAM
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/06/2001

On September 23, 2001, AMEER ASLAM, date of birth [redacted]

[redacted] was interviewed at the Lebanon Municipal Airport, West Lebanon, New Hampshire. Also present during the interview was [redacted] Hanover, New Hampshire Police Department. After being advised of the identity of the interviewing Agent and the nature and purpose of the interview, ASLAM provided the following information:

9/11 Law Enforcement Privacy

ASLAM stated he was born in Karachi, Pakistan and he entered the United States on August 23, 1980. ASLAM was sworn in as a United States citizen in 1991, at the Brooklyn Courthouse in New York. ASLAM obtained an Associate Degree from the College of Aeronautics in Queens, New York. ASLAM stated at the time he stopped taking courses at the College of Aeronautics, he needed to take six more classes to obtain a Bachelor's Degree.

ASLAM stated he is married and has four children. ASLAM stated his wife, CAROLINA ASLAM, was born in the Dominican Republic. ASLAM could not recall his wife's maiden name, but he stated it was "Spanish". ASLAM stated the house at [redacted] is owned by his wife, and the deed is in his wife's name. ASLAM stated his wife and four kids permanently reside at the house in Miami. ASLAM stated his father worked for Pakistani International Airlines for many years and retired two years ago.

ASLAM stated he has received flight training at the following airports:

- 1) ESSEX COUNTY AIRPORT, New Jersey
- 2) NEWBURN, North Carolina
- 3) NORMAND, Oklahoma
- 4) PAN AM FLIGHT ACADEMY, Miami, Florida

Investigation on 09/23/2001

at West Lebanon, New Hampshire

File # 265A-NY-280350-302
by [redacted]

Date dictated 09/24/2001

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[PDF page 1]

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

265A-NY-280350-302

Continuation of FD-302 of AMEER ASLAM , On 09/23/2001 , Page 2

5) FLIGHT SAFETY, LaGuardia, New York

ASLAM stated he received his Instructor License and his Airline Transport ATP License at Normand, Oklahoma. ASLAM stated he received flight training on the Leer Jet and the Boeing 747 at the Pan Am Flight Academy in Miami, Florida. ASLAM stated he received flight training on the Beecher 1900 at Flight Safety at LaGuardia Airport in New York.

ASLAM stated he has been employed by American Airlines since March 16, 1988. ASLAM was initially hired as a Cargo Agent and worked his way up to Crew Chief and then Aircraft Mechanic. ASLAM stated as an Aircraft Mechanic, he is certified to work on the following aircraft:

- 1) Boeing 727
- 2) Boeing 757
- 3) Boeing 767
- 4) Airbus 300
- 5) Falkner 100
- 6) Super 80

ASLAM stated he has worked in the following cities while he has been employed by American Airlines:

- 1) JFK Airport, New York
March, 1988 to September, 1995
Cargo Clerk
- 2) Miami, Florida
1995
Crew Chief
- 3) LaGuardia Airport, New York
June, 1996
Mechanic
- 4) Chicago, Illinois
July 10, 2000 to March 26, 2001
Crew Chief

[PDF page 2]

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

5) Miami, Florida
Present
Mechanic

ASLAM stated ED LUDICINO phonetic a Level 6 Manager for American Airlines in Chicago, was ASLAM's former boss at LaGuardia Airport. ASLAM stated LUDICINO helped get his transfer to Chicago. Soon after ASLAM transferred to Chicago, he received a six month leave of absence, beginning on August 4, 2000. ASLAM stated he has worked for other companies while he was working for American Airlines. ASLAM stated he worked as a Pilot for company called Air Florida in Miami, Florida from approximately March, 1998 until March, 1999, on an "as needed" basis. ASLAM stated this was not a permanent position, but he could earn extra money when a pilot was needed.

From April, 1999 until October, 2000, ASLAM stated he worked as a Cargo Pilot or "Freight Dog" for Grand Aire in Toledo, Ohio. ASLAM stated he initially flew a Metroliner aircraft and then upgraded to a Falcon 20 aircraft. ASLAM stated he left Grand Aire because of job dissatisfaction related to Chief Pilot [REDACTED]. [REDACTED] told ASLAM that ASLAM was "taking the white man's job" and ASLAM believed [REDACTED] would try and make trouble for ASLAM.

ASLAM stated in April of 2001, he began to work as a Pilot for Colgan Air, which is affiliated with U.S. Airways Express. ASLAM stated that since he has worked for Colgan Air, he has maintained a "crash pad" near the Lebanon Municipal Airport. ASLAM explained that a "crash pad" is usually an apartment that pilots will rent out to have a place to sleep overnight when they are not in their home city. ASLAM stated he shared an apartment with other pilots at [REDACTED]. ASLAM stated he was rooming with another pilot, a Captain named JARED COFFIN from Connecticut, and FRANCIS "FRANNIE" CHIHE phonetic, a pilot from Italy who lives in Maryland.

ASLAM stated he currently works as a Mechanic for American Airlines in Miami as part of a relief crew. ASLAM stated individuals assigned to the relief crew cover for employees who are on vacation, receiving training, or any other absences. ASLAM stated that because of his pilot's schedule, he frequently needs to switch his mechanic schedule at American Airlines to have another mechanic cover for him when he is unavailable because he is flying an aircraft for his second job. ASLAM explained there are three

[PDF page 3]

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

9/11 Personal Privacy

mechanics, known as "brokers", who work for American Airlines in Miami that he contacts when he needs to have someone cover for him. ASLAM provided the names of the following three "brokers":

- 1) [REDACTED]
- 2) [REDACTED]
- 3) [REDACTED]

9/11 Personal Privacy

ASLAM stated he would always contact the "brokers" on their cell phone numbers when he needed to switch his schedule or have someone cover for him. ASLAM retrieved the cell phone numbers for the brokers from the directory feature on his cell phone. ASLAM stated his cell phone number is [REDACTED]

ASLAM was asked if he knew an individual named [REDACTED]. ASLAM stated [REDACTED] was a Mechanic for American Airlines at Miami International Airport and he believed [REDACTED] was an "Arab". When asked if he knew which country [REDACTED] came from, ASLAM responded that he did not have any idea. ASLAM stated he did not know [REDACTED] very well and he could not provide any additional information on ALI.

ASLAM was then asked if he knew an individual named [REDACTED]. ASLAM advised he did not know any individuals named [REDACTED].

When ASLAM was asked whether or not he had called any of the "brokers" to switch his schedule for time period of September 10, 2001 until September 14, 2001, ASLAM said he did not remember for sure, and in order to give the most accurate information, he would have to check his calendar which was at his "crash pad" in New Hampshire. ASLAM was asked if he remembered whether or not he was scheduled to work as a Mechanic at American Airlines during the week of the terrorist attack in New York and Washington, D.C. ASLAM replied he did not remember whether or not he was scheduled to work that week and he would have to check his calendar to give an accurate answer.

[PDF page 4]

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

265A-NY-280350-302

Continuation of FD-302 of AMEER ASLAM , On 09/23/2001 , Page 5

ASLAM stated he remembered taking a flight on the Sunday before September 11, 2001, as a passenger on Colgan Airlines from Lebanon, New Hampshire to Logan International Airport in Boston, Massachusetts. ASLAM then took a connecting American Airlines flight from Logan to Miami International Airport. ASLAM stated he remembered being home at his Miami residence by Sunday evening. ASLAM believed he was not scheduled to work for American Airlines from Monday, September 10, 2001, until Thursday, September 13, 2001, but he was not certain whether or not he had called a

"broker" to switch his schedule. ASLAM stated during the week of September 10, 2001, he stayed at his house in Miami with his family. ASLAM stated he was stuck in Miami because the flights were grounded and he could not get back to New Hampshire to fly for Colgan.

ASLAM stated on the Saturday or Sunday before September 11, 2001, JARED COFFIN covered a flight for him, a noon U.S. Airway flight from Philadelphia, Pennsylvania to Lebanon, New Hampshire. ASLAM believed he was at his house in Miami from Monday, September 10, 2001, until at least Wednesday, September 12, 2001, but he could not be sure until he checked his calendar. When ASLAM was asked how he heard about the terrorist attack on September 11, 2001, he replied that his wife, who was at work, called him at his house and told him about the attack.

When asked how he felt about the terrorist attack on September 11, 2001, ASLAM replied he was "pissed off" because he was being furloughed on the evening of September 23, 2001, from Colgan Air because business was down. Also, ASLAM stated he had over 3,600 flight hours logged in and he had recently met all of the qualifications necessary to become a pilot for American Airlines. ASLAM stated he has lost his chance to fly for American Airlines because the interview he had set up in the coming month to obtain a pilots position with American Airlines has been canceled because of the recent layoffs that were announced. Also, ASLAM knew four Pakistanis who were working at the World Trade Center who are presumed dead. ASLAM's wife has a friend named NAOMI LNU whose husband, a New York City Firefighter, is also presumed dead.

ASLAM was asked what his plans are now that he has been laid off from Colgan Airlines. ASLAM stated he will continue working as a Mechanic for American Airlines in Miami and despite the recent layoffs, his job there is "pretty safe" because he has seniority. Also, ASLAM stated he will try to get another job flying as a pilot to supplement his income.

[PDF page 5]

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

9/11 Personal Privacy

265A-NY-280350-302

Continuation of FD-302 of AMEER ASLAM

, On 09/23/2001 , Page 6

ASLAM stated he will occasionally visit a Mosque in Miami, Florida at the intersection of Kendall Drive and 137th Avenue. ASLAM stated he has traveled to Jamaica and the Bahamas as a pilot. Also, ASLAM has traveled to Pakistan to visit his sister. ASLAM stated he has had problems with two American Airlines Mechanics, who worked at LaGuardia Airport in New York. ASLAM stated these two individuals, [REDACTED], a Cuban; and [REDACTED] from Puerto Rico, accused ASLAM of reporting them to American Airlines Corporate Security for providing false information on their time cards. ASLAM stated [REDACTED] were suspended in 1998, for approximately one month. ASLAM stated eventually [REDACTED] and ASLAM were transferred to Miami. ASLAM stated both [REDACTED] threatened to cause problems for ASLAM because they believed he told Corporate Security they were falsifying information on their time cards. ASLAM stated he did not contact Corporate Security about [REDACTED] until they

threatened him.

At the conclusion of the interview at Lebanon Municipal Airport, ASLAM voluntarily agreed to allow Special Agent [redacted] and [redacted] to follow him back to his "crash pad" to look at his calendar for September, 2001. ASLAM drove to [redacted] in a blue Honda Accord, New Hampshire license plate [redacted]. Once ASLAM arrived at the "crash pad" he produced a calendar for September, 2001, showing that he had scheduled vacation days for American Airlines for September 10, September 11, September 12, September 13, and September 14, 2001. When asked how far in advance ASLAM had scheduled these vacation days, he stated he did not know for certain, but American Airlines requires employees to schedule vacation one year in advance. ASLAM believed he had scheduled these vacation days approximately one year ago. ASLAM stated he did not have any specific plans during this scheduled vacation, such as visiting relatives or taking a trip. ASLAM stated that based on his calendar, he was also scheduled to be off from Colgan Air on September 10, September 11, and September 12, 2001. ASLAM stated he had planned to fly for Colgan on September 13th and September 14th, but he was not able to because all flights were grounded. After reviewing his calendar for August, 2001, ASLAM stated he also had scheduled a week of vacation from American Airlines for the week beginning on Monday, August 27, 2001. ASLAM stated he receives four weeks of vacation per year from American Airlines and he did not pick the weeks of August 27, 2001 and September 10, 2001, for any particular reason.

[PDF page 6]

BEGPRODNO : M-INT-00049942
BEGBATES : 265A-NY-280350-302~64455
DATE = 10/11/2001
FBIDESCR : LINDA FREEMAN MANAGER/OWNER AVIS RENTAL CAR PRESQUE ISLE
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/11/2001

LINDA FREEMAN, Manager/Owner, AVIS RENTAL CARE COMPANY
AVIS, PRESQUE ISLE AIRPORT, 650 Airport Drive, Presque Isle,
Maine, telephone number [REDACTED] was advised of the identity
of the interviewing Agent and the nature of the interview. FREEMAN
provided the following information:

FREEMAN stated that she reviewed the security video tape
with GREG WILLARD, Airport Manager, and determined that the indi-
vidual that the FEDERAL BUREAU OF INVESTIGATION FBI is interested
in, is not a Middle Eastern gentleman. This man is a short, heavy,
Canadian named [REDACTED]

FREEMAN stated that [REDACTED] had rented a car from AVIS at
approximately 9:15 a.m. He was driving from Presque Isle, Maine to
Edmundston, New Brunswick, Canada. He was scheduled to rent the
car from October 1, 2001 through October 3, 2001. At approximately
12:45 p.m., on October 1, 2001, [REDACTED] returned the car to AVIS.
He told FREEMAN that his business appointment in Edmundston was
cancelled and that he would be returning to Ontario via Boston.
FREEMAN stated that [REDACTED] was on the 2:00 p.m. COLGAN AIR flight
from Presque Isle to Boston. FREEMAN stated that after she re-
viewed the security video tape with WILLARD, she remembered this
individual, and that there is no need for the FBI to be concerned
with this matter.

Investigation on 10/05/2001 at Bangor, Maine telephonically
File # 265A-NY-280350-302 Date dictated 10/05/2001
by 9/11 Law Enforcement Privacy

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[PDF page 1]

BEGPRODNO : M-INT-00051975
BEGBATES : 265A-NY-280350-302-65972
DATE = 10/18/2001
FBIDESCR : JOHN SCOTT ALKIRE 10/11/01
FULLTEXT : 10/18/2001

Special Agent SA [redacted] of the UNITED STATES CUSTOMS SERVICE USCS, advised SA [redacted] FEDERAL BUREAU OF INVESTIGATION FBI that he conducted an interview of JOHN ALKIRE HAMPTON AIRPORT. ALKIRE provided the following information:

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As part of the FBI Agricultural Aircraft Verification Project, SAs [redacted] and [redacted] of the USCS, Boston, MA, interviewed the listed owner of aircraft N6472Z, Piper PA-25, Serial #25-676, JOHN ALKIRE. The interview was conducted at the HAMPTON AIRPORT, Hampton, NH, on October 11, 2001, at approximately 11:17 hours. JOHN ALKIRE's biographical data are listed below:

Name: [redacted]
Address: [redacted]
Driver's License: [redacted]

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JOHN SCOTT ALKIRE advised as follows:

His primary job is with COLGAN AIR SERVICES as Pilot. He was laid off due to the September 11, 2001, WORLD TRADE CENTER terrorist attacks. His secondary job is AERIAL ADVERTISING. He has owned the AERIAL ADVERTISING business for approximately 10 years. He advised that aircraft N6472Z is presently not operational. He advised that he has two other aircraft that were crop dusters and are now used to pull AERIAL advertisement in the Hampton Beach, NH area during the summer and Sand Pedro Island, TX during the winter. He had employed another pilot for his AERIAL advertisement business but had to lay him off due to FAA restrictions regarding flying near Hampton Beach. The pilot's name is EUGENE GRAY and he lives in Billerica, MA.

He has not been approached by anyone to purchase his aircraft nor does he know of anyone requesting to learn to fly his type of aircraft. He does not use his aircraft for crop dusting.

10/11/2001 Hampton, NH

265A-NY-280350-302

10/11/2001

[PDF page 1]

265A-NY-280350-302

JOHN SCOTT ALKIRE

10/10/2001 2

JOHN ALKIRE was able to contact pilot EUGENE GRAY. SAs [redacted] interviewed GRAY at the HAMPTON AIRPORT, Hampton, NH, on October 11, 2001, at approximately 11:40 hours. GRAY's biographical data is listed below:

Name:
Address:

[Redacted]

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Date of Birth DOB:
Driver's License:

EUGENE GRAY advised as follows:

He has been a pilot since 1989. He worked part time for JOHN ALKIRE as a pilot for three years. When he is not flying, he works odd jobs as a carpenter, laborer. He has not been approached by anyone requesting to learn how to fly nor has any knowledge about anyone who does.

The two aircraft that JOHN ALKIRE owns, N37137, PA25-235 Piper PO-3, Serial #25-3245, N6260Z-PA25-150, Aircraft Serial #25-321, are housed at the Hampton, NH AIRPORT in the summer and in the winter are housed in the CAMERON COUNTY AIRPORT, Brownsville, Texas. NCIC and NLETS checks on ALKIRE and GRAY are negative.

No further action is required concerning this matter.

[PDF page 2]

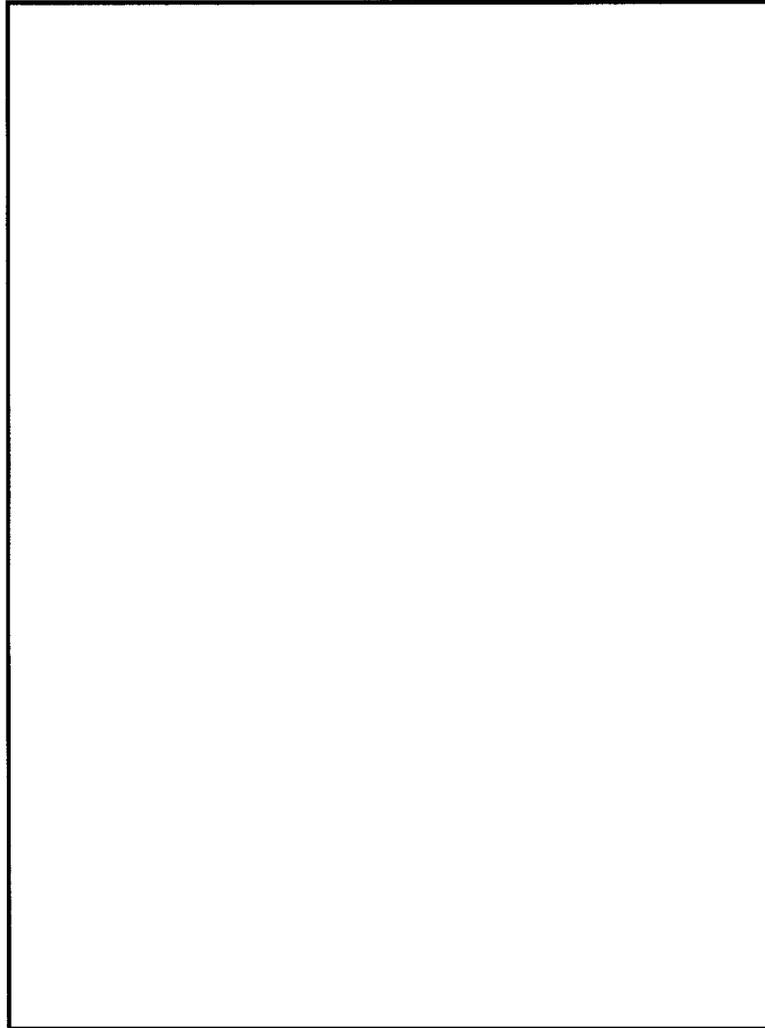
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9/11 Law
Enforcement
Sensitive

BEGPRODNO : M-INT-00053950
BEGBATES : 265A-NY-280350-302-67780
DATE = 10/25/2001
FBIDESC : INTERVIEW OF [REDACTED] AT PX (PRE-ARREST)
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/28/2001



Investigation on 10/25/2001 at Phoenix, Arizona

File # 265A-NY-280350-302 Date dictated 10/28/2001

by [REDACTED] 9/11 Law Enforcement Privacy

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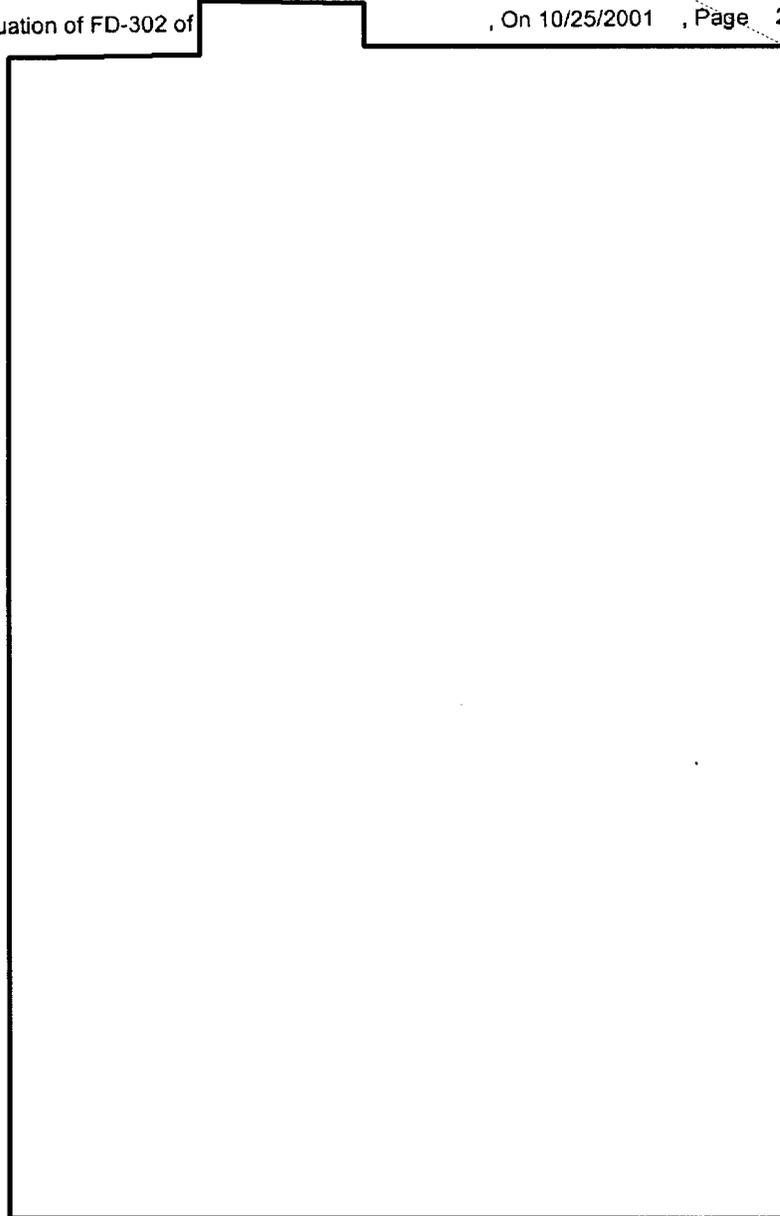
FD-302a (Rev. 10-6-95)

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265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 , Page 2



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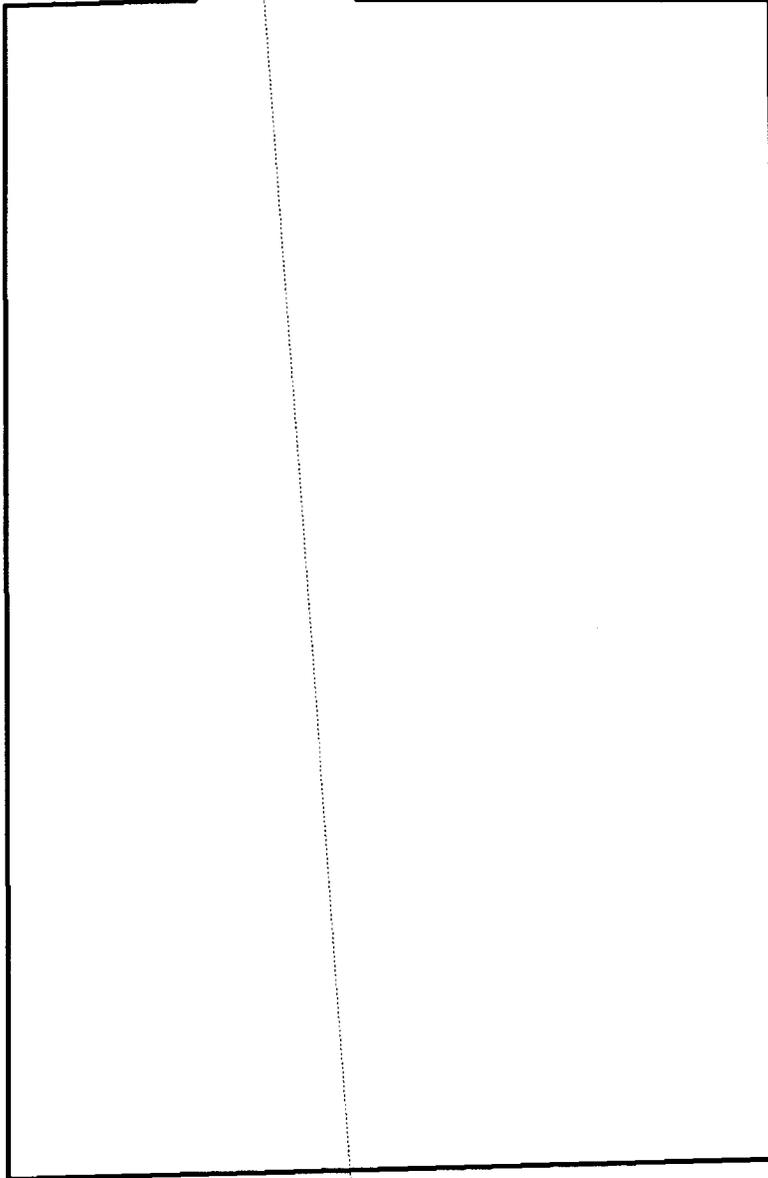
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265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 , Page 3

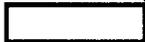


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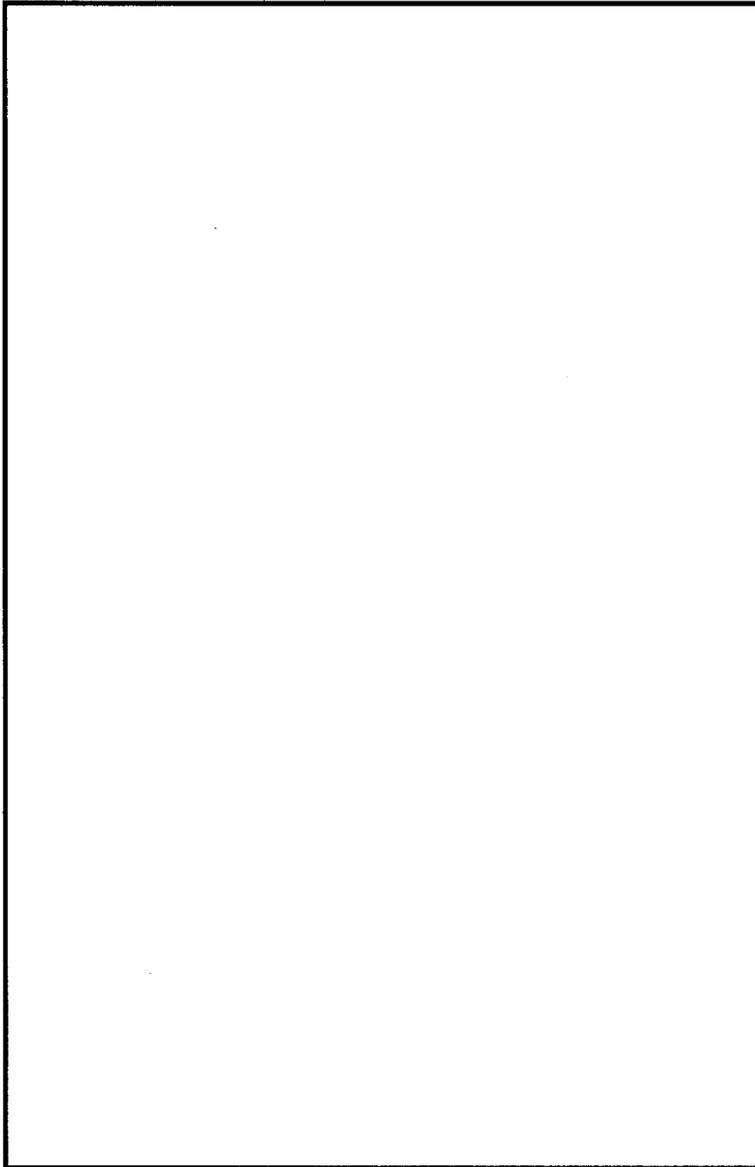
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265A-NY-280350-302

Continuation of FD-302 of



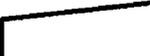
, On 10/25/2001 , Page 4



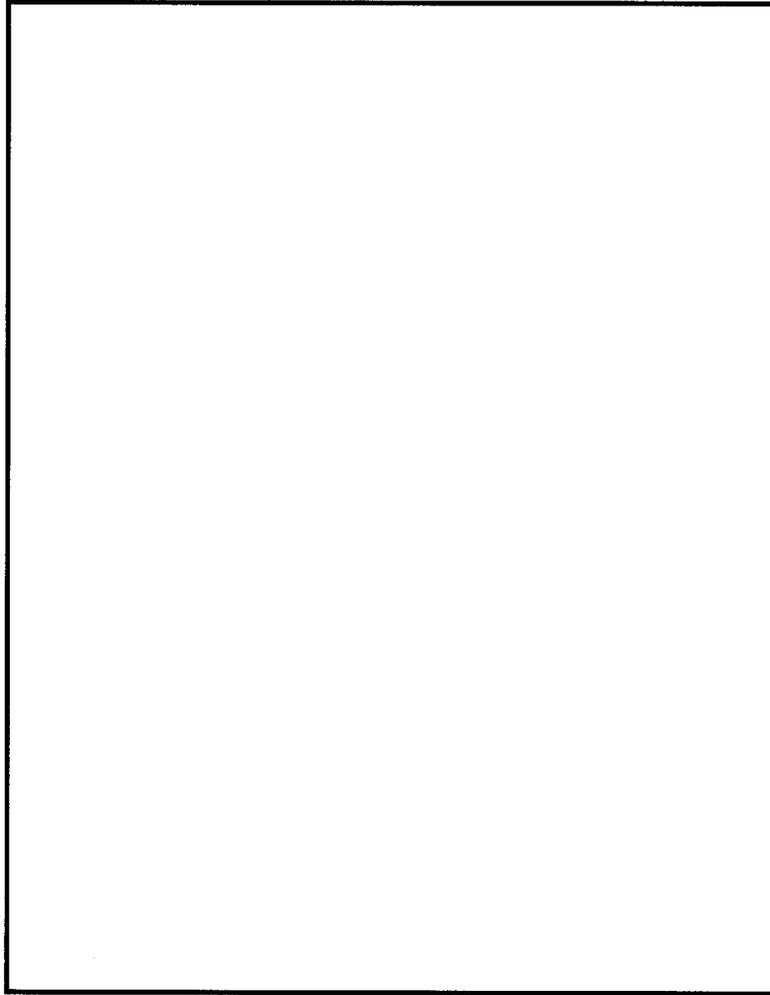
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FD-302a (Rev. 10-6-95)

265A-NY-280350-302

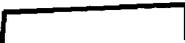
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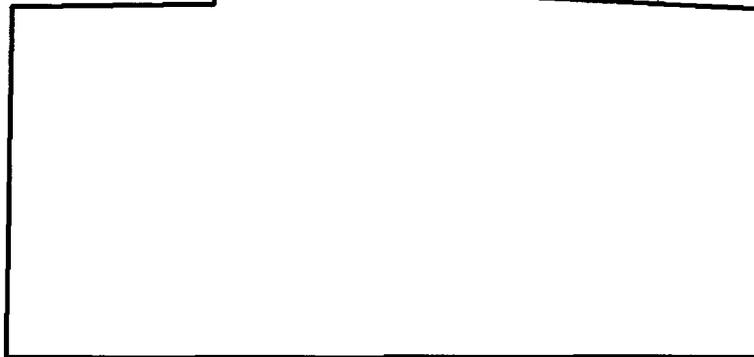


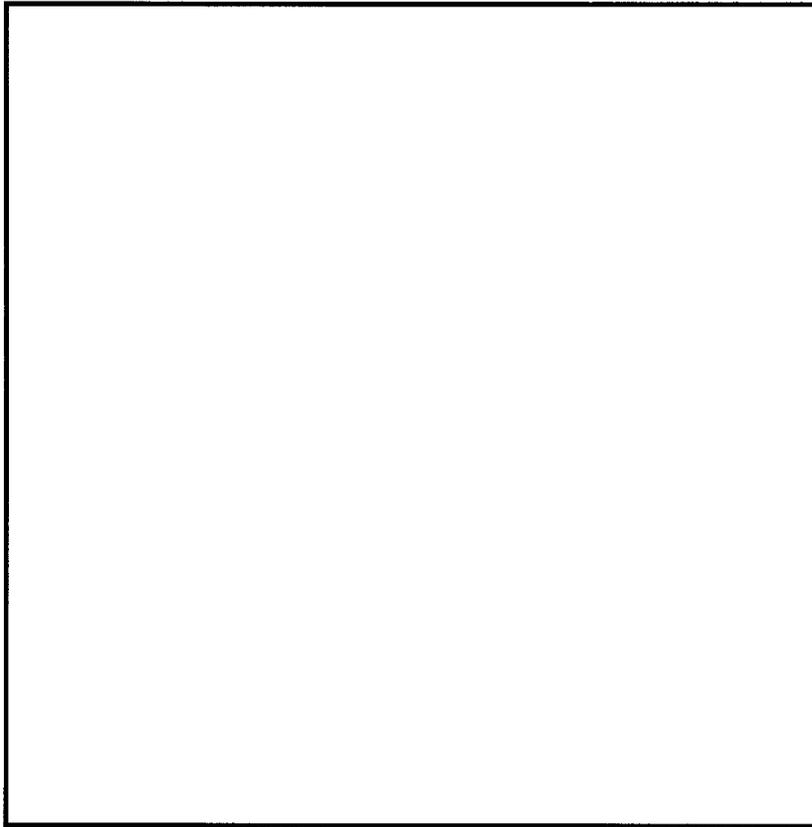


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FD-302a (Rev. 10-6-95)

265A-NY-280350-302

Continuation of FD-302 of  , On 10/25/2001 , Page 6

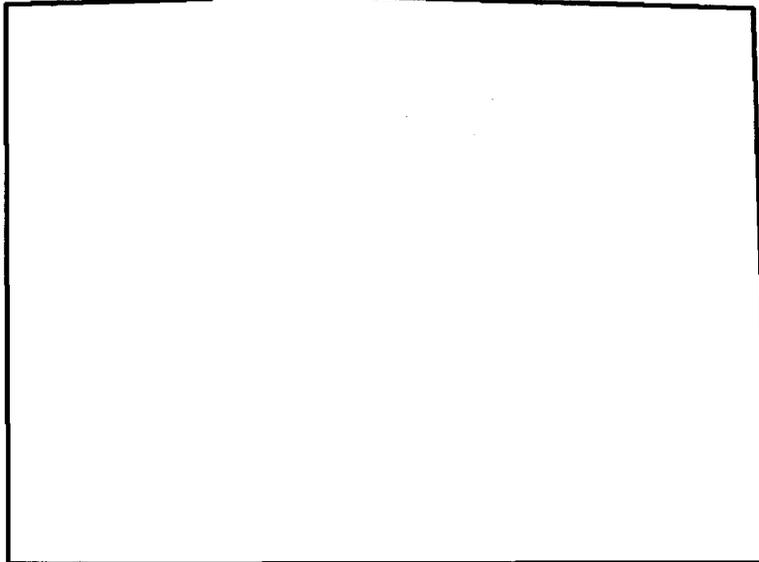


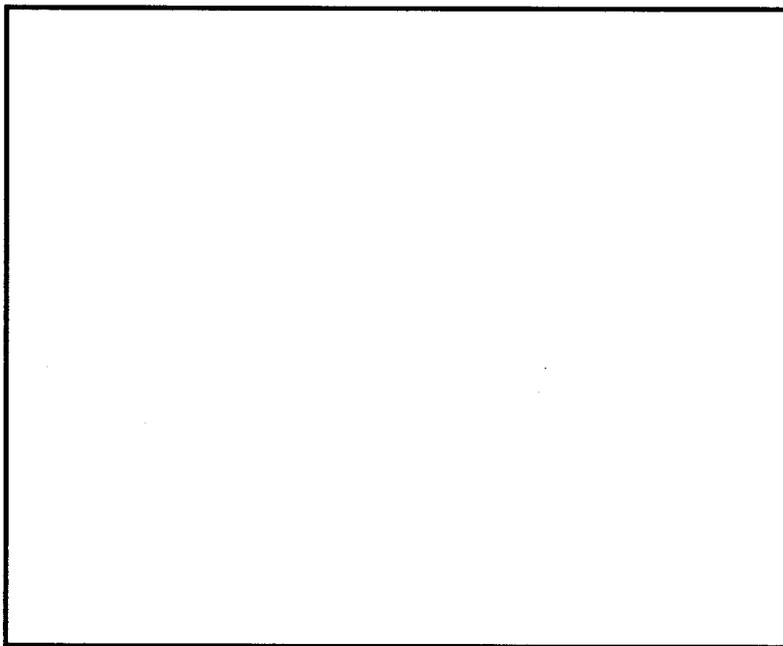


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FD-302a (Rev. 10-6-95)

265A-NY-280350-302

Continuation of FD-302 of  , On 10/25/2001 , Page 7

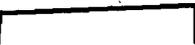


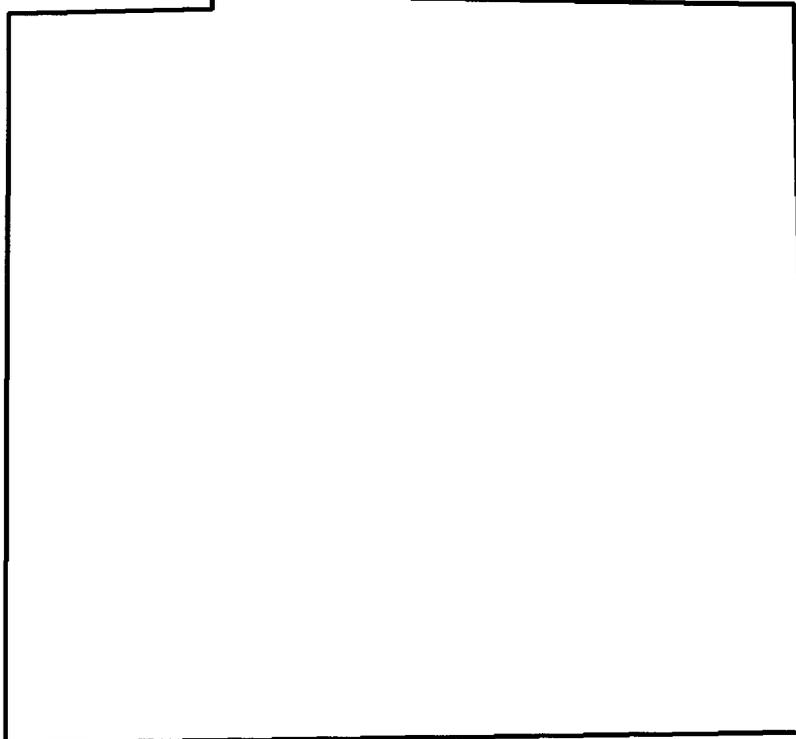


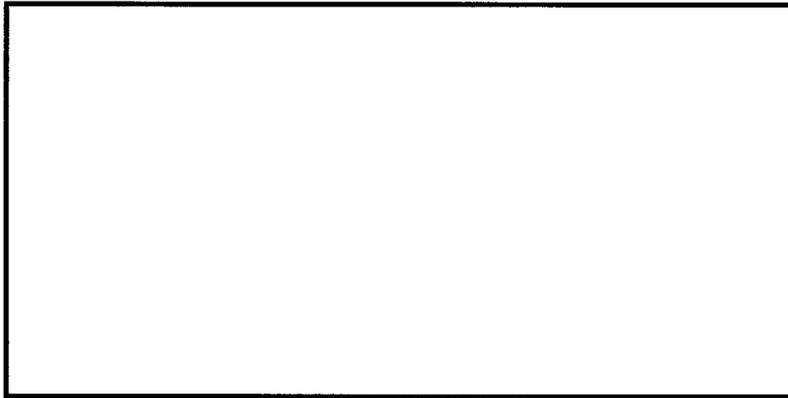
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FD-302a (Rev. 10-6-95)

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Continuation of FD-302 of  , On 10/25/2001 , Page 8





[PDF page 8]

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

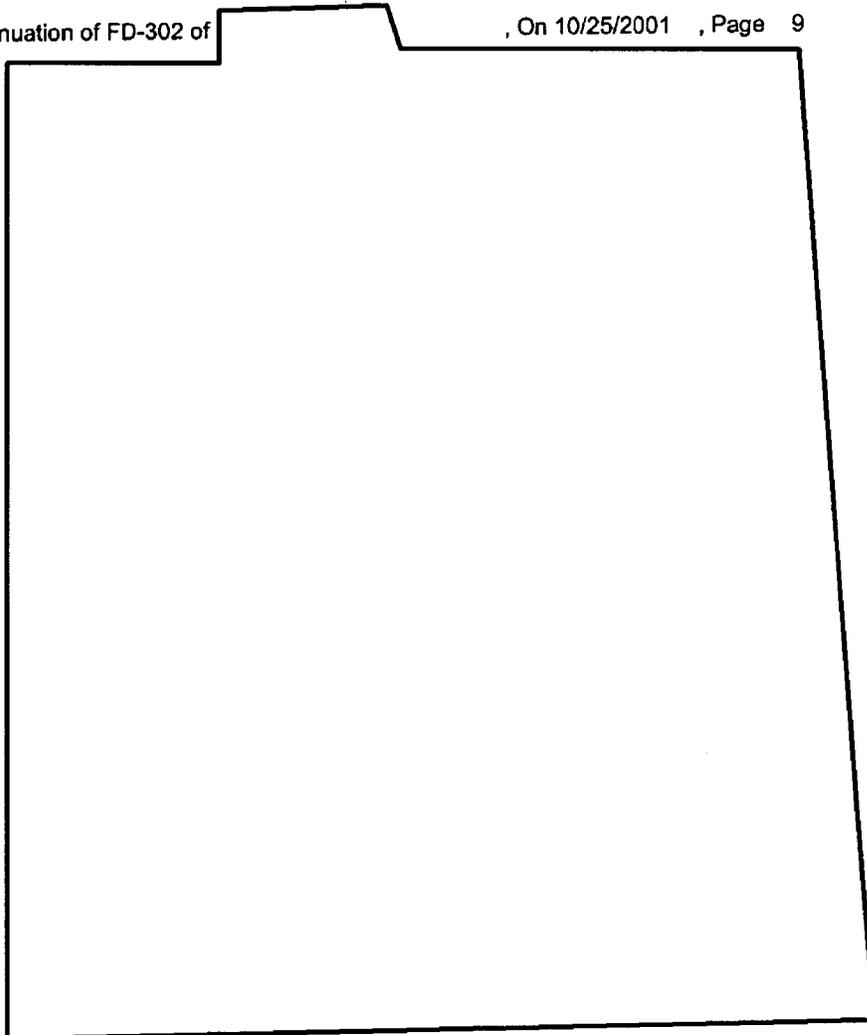
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265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 , Page 9





[PDF page 9]

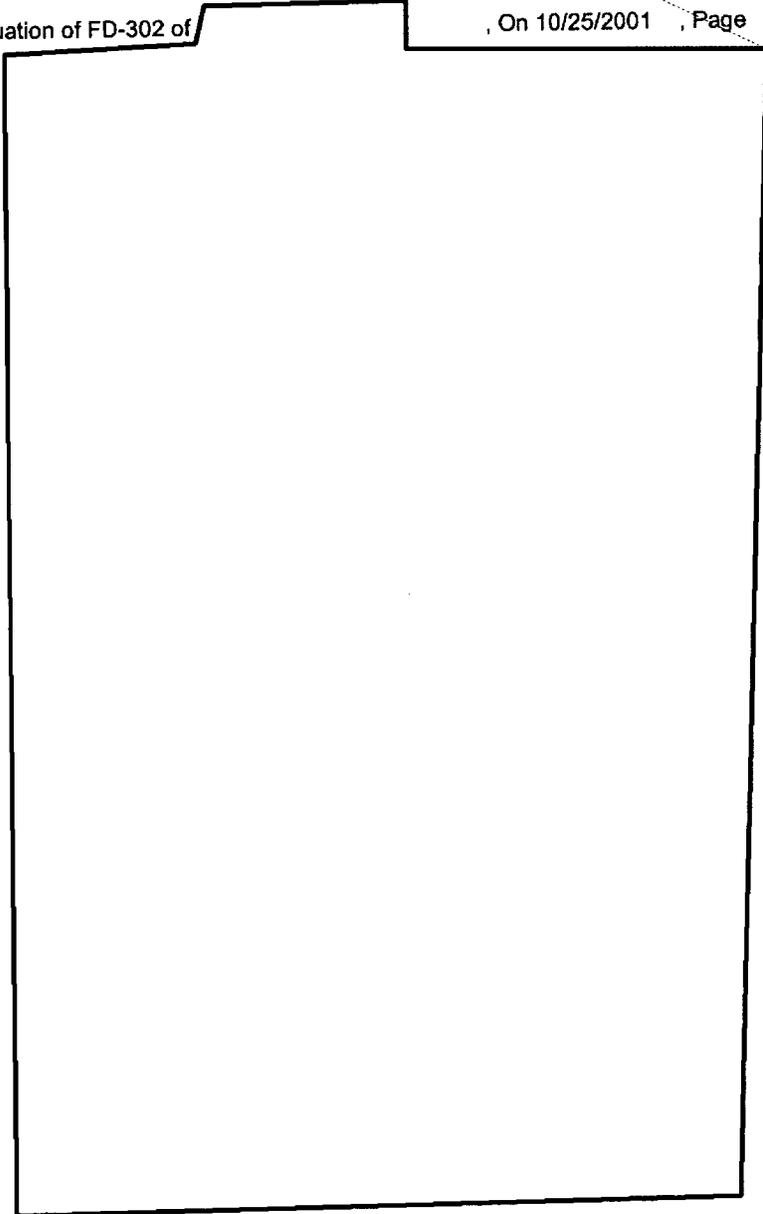
FD-302a (Rev. 10-6-95)

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265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 , Page 10



[PDF page 10]

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

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265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 , Page 11



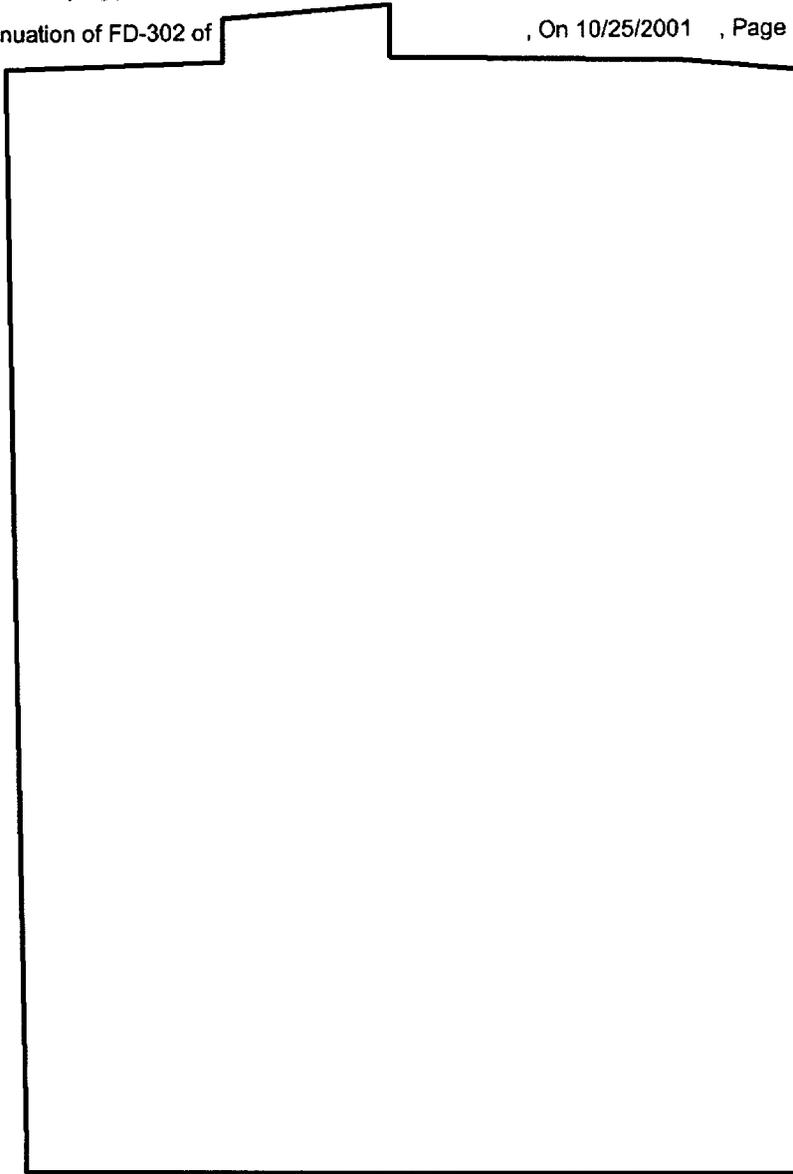
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FD-302a (Rev. 10-6-95)

265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 , Page 12



[PDF page 12]

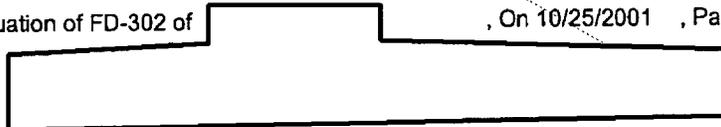
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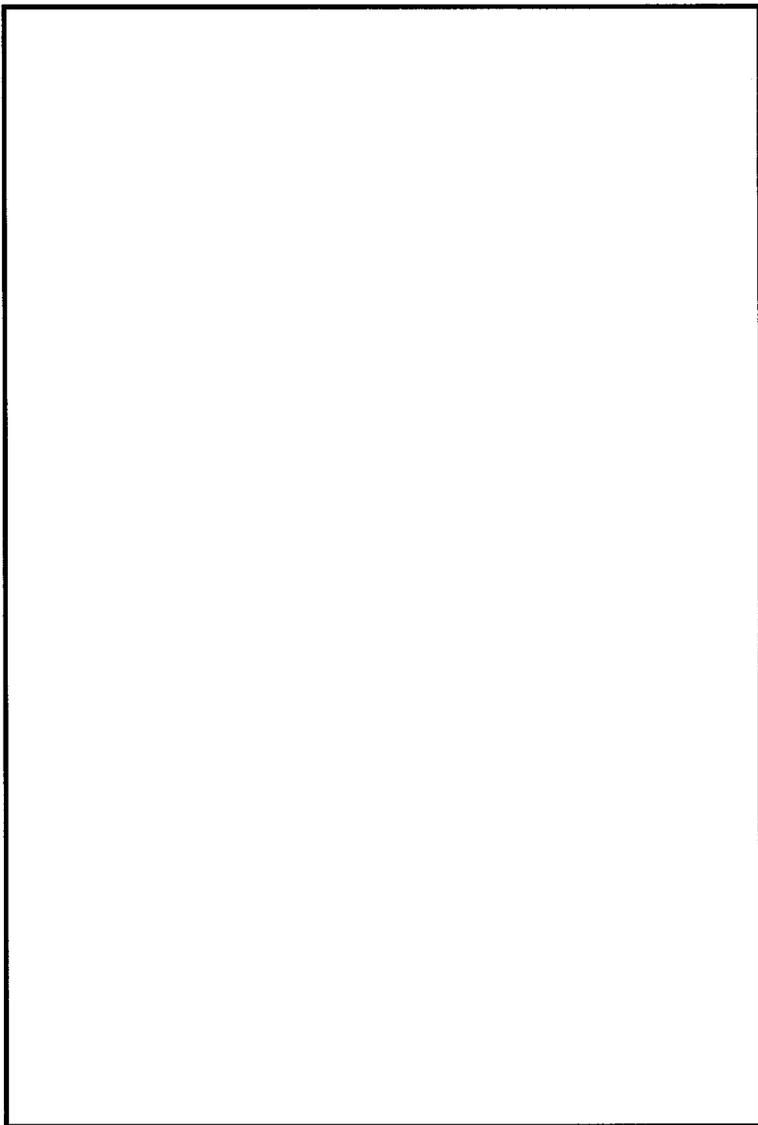
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265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 , Page 13



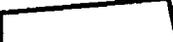


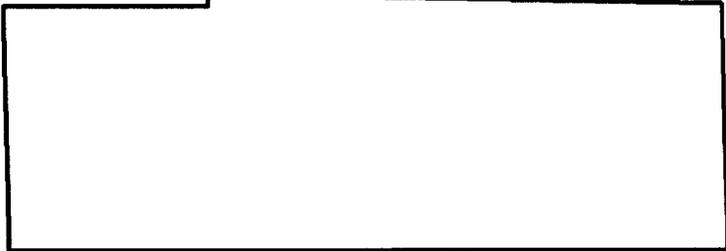
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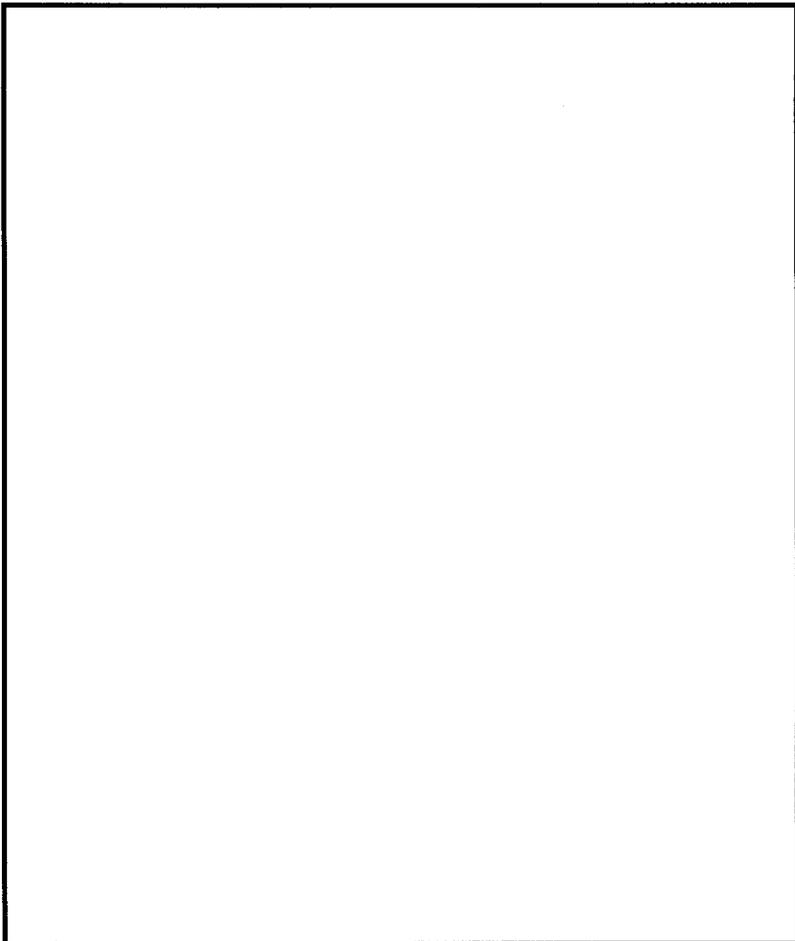
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265A-NY-280350-302

Continuation of FD-302 of  , On 10/25/2001 , Page 14





[PDF page 14]

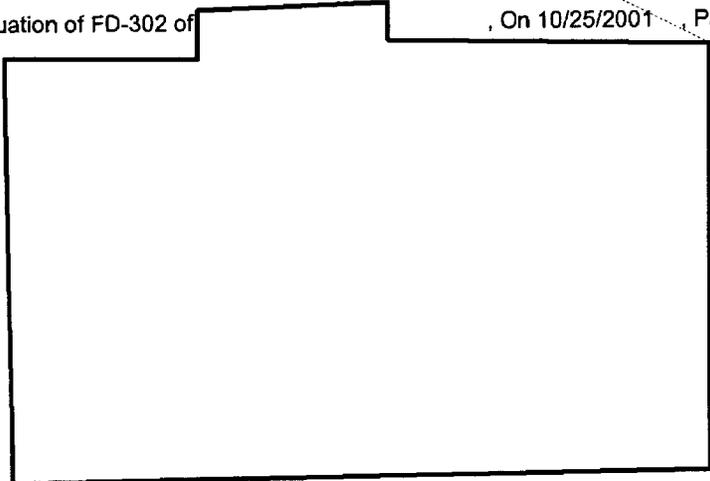
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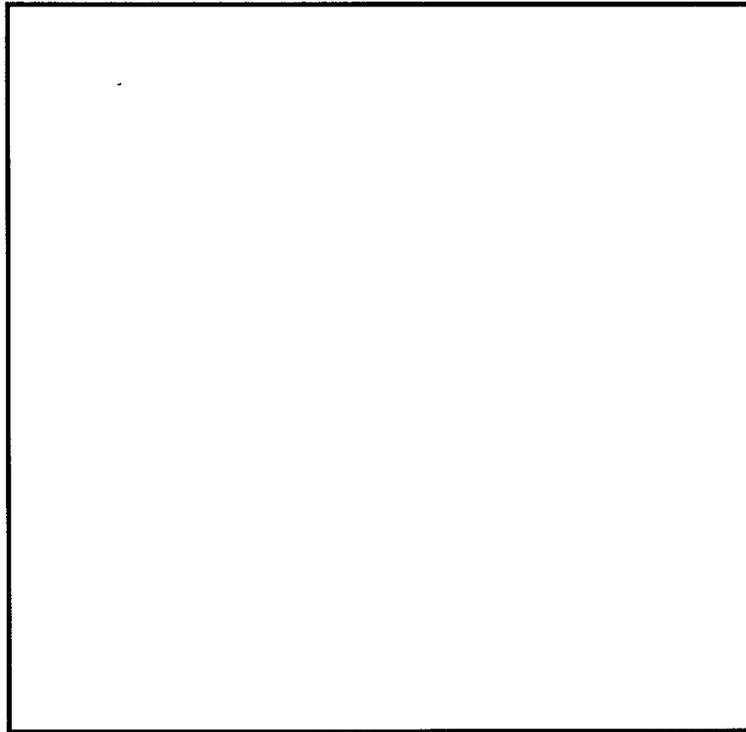
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265A-NY-280350-302

Continuation of FD-302 of

, On 10/25/2001 Page 15





[PDF page 15]

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

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265A-NY-280350-302

Continuation of FD-302 of  , On 10/25/2001 , Page 16

The interview concluded at approximately 12:06 a.m.

[PDF page 16]

BEGPRODNO : M-INT-00091215
BEGBATES : 265A-NY-280350-302-75158
DATE = 09/13/2001
FBIDESC : STEPHEN L HERBERT
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/13/2001

Stephen L. Herbert, date of birth, 03/13/54, was interviewed at his place of employment, Saab Aircraft of America, Inc. Saab, 21300 Ridgetop Circle, Sterling, Virginia, telephone number 703 406-7277. After being apprized of the official identity of the interviewing agent, Herbert provided the following information.

Herbert advised that he is the Vice President, Treasurer, and Chief Financial Officer of Saab. Saab is in the business of selling and leasing aircraft. Herbert advised that Saab deals in smaller aircraft than those used in the recent terrorist attacks in New York and Washington, D.C. Herbert stated that Saab does not provide training for pilots. Saab will, however, occasionally pay for pilot training for those who buy or lease Saab's aircraft.

Herbert advised that Saab provides training for the maintenance of planes leased or sold by Saab. Maintenance training on aircraft was conducted several times during calendar year 2001 for Colgan Air, Inc. employees. Colgan is located in Manassas, Virginia. A review of the rosters for these training dates found no match to an individual named [redacted]. One block of training was conducted from 4/30/2001 through 5/2/2001, which was entitled Saab 340 Familiarization Training. Saab employee Mike Schwartz, the instructor of this training, did not believe any of the trainees during this period were of Middle Eastern or Saudi decent.

9/11 Personal Privacy

Herbert thought he had heard on the news that the FBI was already talking to Colgan, as it was believed that some of the subjects identified to date traveled to the U.S. from Canada on a Colgan aircraft.

Further review of the training rosters shows that Colgan employees [redacted] attended the same training referenced above at Saab in Sterling, Virginia from 3/20/01 through 3/22/2001. Saab employee Schwartz believes that [redacted] is possibly Pakistani and [redacted] is possibly Ethiopian.

Investigation on 09/13/2001 at Sterling, Virginia

File # 265D-NY-280350-302 Date dictated 09/13/2001
b^{9/11} Law Enforcement Privacy

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265D-NY-280350

Continuation of FD-302 of Stephen L. Herbert , On 09/13/2001 , Page 2

Herbert advised that Saab is not now, nor has ever been, associated with a company named Alcatel. Herbert believes that Alcatel is a French company and may have an office in northern Virginia. Herbert does not believe that Alcatel has anything to do with aircraft.

Herbert advised that the only airline instruction company he is aware of in this area is British Aerospace, which was recently sold to Pan Am and is now called the Pan Am International Academy Pan Am. Herbert provided a contact at Pan Am, Ralph Leach, telephone number [REDACTED]. Herbert advised that there are only seven Flight simulators in the U.S. for the larger planes.

Records of training provided by Saab in 2001 show that training was provided on site at Saab from 1/30/2001 through 2/01/2001 for six Colgan employees. They were [REDACTED]

Training from 3/20/2001 through 3/22/2001 onsite at Saab included Colgan employees [REDACTED]

Training from 4/30/2001 through 5/02/2001 at Colgan Air Inc. in Manassas, Virginia, included 16 Colgan employees. They were [REDACTED]

Training from 5/21/2001 through 5/23/2001 at Colgan Air included ten Colgan employees. They were [REDACTED]

Training from 6/25/2001 through 6/27/2001 at Colgan Air included five Colgan employees. They were [REDACTED]

Training from 7/23/2001 through 7/25/2001 at Colgan Air included five Colgan employees. They were [REDACTED]

9/11 Personal Privacy

265D-NY-280350

Continuation of FD-302 of Stephen L. Herbert , On 09/13/2001 , Page 3

9/11 Personal Privacy

Colgan Air, Inc. has background information on the above employees.

[PDF page 3]

BEGPRODNO : M-INT-00098029
BEGBATES : 265A-NY-280350-IN-27547
DATE = 09/14/2001
FBIDESCR : CONTACT WITH VARIOUS EMPLOYEES OF COLGAN AIR, INC
FULLTEXT : 265D-NY-280350-in
TMC:tmc

On 09/14/2001, Special Agent SA [redacted] and Special Agent [redacted] Federal Bureau of Investigation, Washington Field Office FBI-WFO, conducted the following investigation:

SAs [redacted] spoke with various employees of Colgan Air, Inc. headquarters, 10677 Aviation Lane, Manassas, Virginia 20110, telephone number 703331-3108. Dave Vance, telephone number [redacted] made a telephone call to Robert Runion Runion, telephone [redacted] mobile telephone [redacted] head of security at Colgan Air, and placed him on speaker for the conversation with the agents. Runion advised that last night he received Security Directive SD 108-01-06A from the Regional Airline Association RAA; the security directive is essentially a list of suspect names provided by the Federal Aviation Administration FAA in regard to the terrorist attacks. The list contains 52 names and gives instructions to airline companies on how to handle matters should one of these individuals schedule or board a flight. Runion advised that FBI Boston had contacted Runion and requested information on two 2 individuals that flew on a Colgan flight from Portland, Maine to Boston, Massachusetts. Runion stated that the two 2 individuals boarded the Colgan aircraft in Portland, Maine, landed in Boston, Massachusetts, deplaned, left the terminal, entered the American Airlines terminal, and then boarded American Airlines flight number 11. Runion stated that Globe Security was the firm that handled security screening at their terminal in Portland, Maine; Ron Roik is the person in charge of Security at Globe and can be contacted at [redacted]. The names of the security screeners are [redacted].

[redacted] The US Airways manager for the terminal is Chuck Severance, telephone [redacted]. The host airline at the terminal in Portland is Delta Airlines, Tom Marzouk, telephone number [redacted] is the contact with Delta at this location. The flight from Portland to Boston was in one of Colgan's Beech 1900 planes; the FBI has interviewed the pilot and crew, and took several items from Colgan's plane including seats and carpet. The one-way tickets for the flight were purchased in Boston, Massachusetts. Each ticket cost \$2,113 and included the connecting flight for American Airlines flight number 11 to Los Angeles, California. Runion stated that FBI Boston had been provided all of this information and that the agents could reach American Airlines to obtain the PNR passenger list at [redacted].

The agents spoke with Colgan Air President, Michael Colgan, and explained that they wanted to compare a list of names against Colgan's list of passengers for a two week period. Colgan advised that they were already going through their list of passengers and comparing the list against the list provided by the FAA. The process was going very slow because the print-out for a two 2 or three 3 day period was over six 6 inches thick. Colgan recommended that the FBI contact the large airline reservation firms to query their system for the list of suspects. Colgan listed the firms as follows:

- 1) SABRE - used by over 80 percent of the airlines.
- 2) Amadius or Apollo - may be United Airlines system.
- 3) Worldspan.
- 4) Sonic - Continental Airlines' system.

9/11 Law Enforcement Privacy

[PDF page 1]

Colgan provided contact names at US Airways Security to inquire about the SABRE system.

SAs [redacted] made a telephone call from Colgan's offices to US Airways Security and spoke with Dan Lay, Jerry Donaldson former FBI Agent, and Thomas Ferrell, telephone number [redacted]. Donaldson advised that the FBI already had an agent at SABRE's home office in Tulsa, Oklahoma, and that a computer program had been written to compare the suspect list with SABRE's list of airline reservations. The agents asked about the other firms, Sonic, Worldspan and Apollo. Donaldson advised that Judy Mathias of their office, telephone [redacted] handles fraud matters and could answer that question. Judy Mathias telephoned SA [redacted] and advised that SABRE handles reservations for over 40 airlines. She advised that Keith Waddle is head of security at SABRE in Tulsa, Oklahoma, and that the FBI is working directly with SABRE. Mathias recommended that the FBI contact Jimmy Manning former FBI Agent, head of security at the Airline Reporting Corporation ARC.

Rosslyn, Virginia, telephone number [redacted] to discuss the other reservation firms. SA [redacted] contacted Manning who stated that he had been in contact with SA [redacted] at the Washington Field Office, and SA [redacted] from SIOC, FBI-HQ, as well as, the RFK Command Post. Manning stated that the FBI was gathering information from all of the reservation firms. These individuals, as well as, Colgan employees, advised that even if an individual paid cash for an airline ticket, the purchase would be recorded in one of the four reservation systems.

Dave Vance advised that Colgan Air Inc. received a strange telephone call on the morning of the attacks, 09/11/2001. Vance provided the agents with contact numbers and written statements from Colgan employees [redacted]. [redacted] received the original telephone call, but had not completed a written statement at the time of this interview. SAs [redacted] spoke with [redacted] who had nothing additional to add to their written statements. The employees all stated that a caller with a Middle East accent telephoned Colgan at approximately 10:30 AM on 09/11/2001. The individual claimed that he worked for a publisher and that he was writing an article on airplanes. He was particularly interested in whether Colgan had a Beech 1900C in white Colgan colors. [redacted] were both surprised that even though the individual had to repeat his request many times, he never got angry or raised his voice. [redacted] suspected that he was reading off of a script or had memorized a script. None of the Colgan employees could understand the name of the publishing company he was from or the exact nature of his request. Vance reported this information to Detective [redacted] III, City of Manassas Police Department, telephone number [redacted].

After the agents had finished speaking with Colgan employees, Naomi Dodson of Colgan advised that a foreign speaking individual was on the telephone line looking for [redacted] a Flight Attendant trainee with Colgan Air. The individual kept asking if there were any US Airways carriers out of Portland, Maine. This concerned Naomi Dodson because two of the alleged terrorists had flown a Colgan Air flight out of Portland, Maine. SAs [redacted] and [redacted] went with Dodson to an office and listened in on the conversation. The individual said that his name was [redacted] and provided a telephone number of [redacted]. Dodson said that she would try to locate [redacted] and get back to him. Dodson was unable to locate [redacted] so she called and left a message for the individual. The individual called back and

[PDF page 2]

spoke with Dodson. The individual told Dodson that he needed to give [redacted] something because he was leaving the country in two or three days, going to Nepal, and that he would be gone for two or three months. The individual provided [redacted] social security number as [redacted]. SA [redacted] had the FBI, Northern Virginia Resident Agency NVRA communications center query FBI Indices for [redacted] and conduct a telephone indices search on telephone number of [redacted]. There were no records for any of these identifiers. SA [redacted] compared the name with the FBI "Watch List" and there were no matches.

Colgan employees advised that Joe Lee, Airport Operations Supervisor, received a strange call from an individual with a middle eastern accent on 09/13/2001 at approximately 2:05 P.M. The individual inquired about Colgan Air's Human Resources Department.

The following items are being maintained in a FD-340, 1-A evidence envelop:

- 1) Four (4) page document received from Colgan Air; this document was also provided to FBI Boston.
- 2) FAA Security Directive SD-108-01-06A.
- 3) Original notes of this interview.
- 4) FBIHQ-SIOC EC setting lead to interview regional airlines regarding pending flights.

[PDF page 3]

BEGPRODNO : M-INT-00151826
BEGBATES : 265A-NY-280350-302-91208
DATE = 12/04/2001
FBIDESC : [redacted]
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 01/02/2002

On December 4, Special Agent SA [redacted] received documents from Ruth Boyd of Colgan Air regarding [redacted].
[redacted] A copy of the documents are maintained in the 1C section of this file 1C1213.

9/11 Law Enforcement Privacy

Investigation on 12/04/2001 at Phoenix, Arizona

File # 265A-NY-280350-302 Date dictated 01/02/2002
by [redacted]

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[PDF page 1]

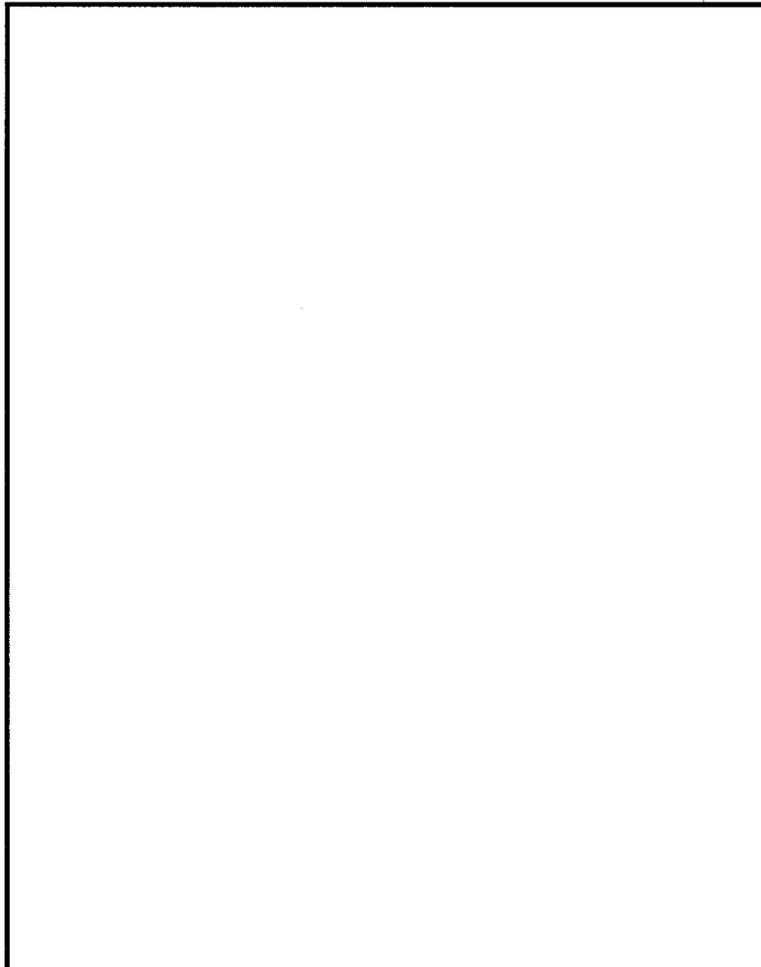
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BEGBATES : 265A-NY-280350-302-106463
DATE = 10/20/2001
FBIDESCR :
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy
9/11 Law Enforcement
Sensitive

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/26/2001



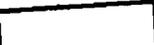
Investigation on 10/20/01 at Phoenix, Arizona telephonically
File # 265A-NY-280350-302 Date dictated 10/20/01
by 9/11 Law Enforcement Privacy

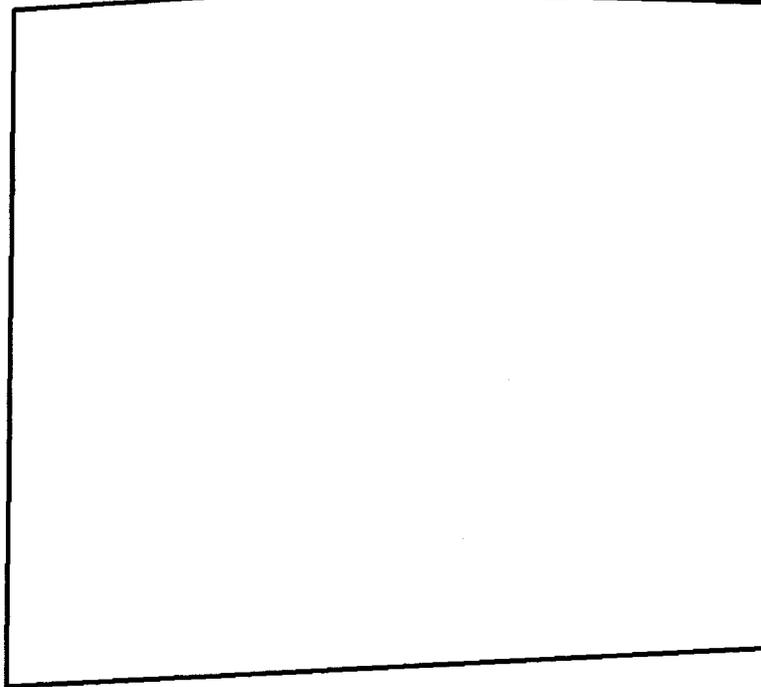
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[PDF page 1]
FD-302a (Rev. 10-6-95)

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9/11 Law Enforcement
Sensitive

265A-NY-280350-302

Continuation of FD-302 of , On 10/20/01 , Page 2



[PDF page 2]

BEGPRODNO
BEGBATES
DATE
FBIDESC
FULLTEXT

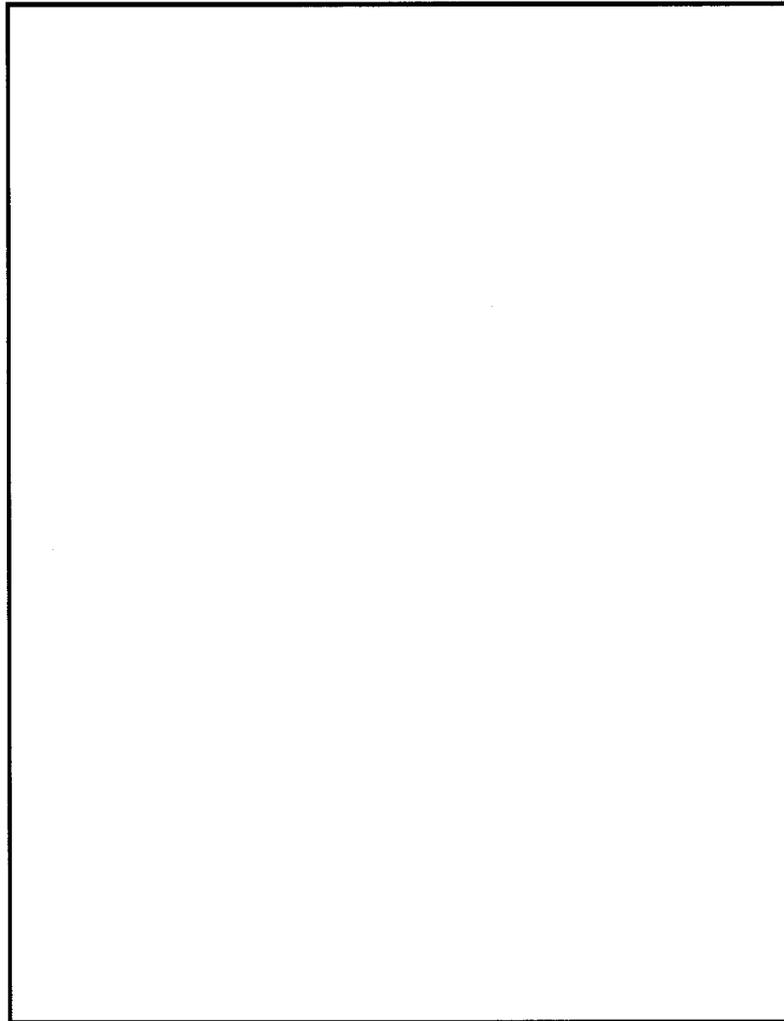
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: 265A-NY-280350-302-106464
= 10/13/2001
:
: FD-302 (Rev. 10-6-95)

9/11 Personal Privacy
9/11 Law Enforcement Sensitive

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/13/2001



Investigation on
10/13/01

at
Phoenix, Arizona

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

Date dictated
10/13/01

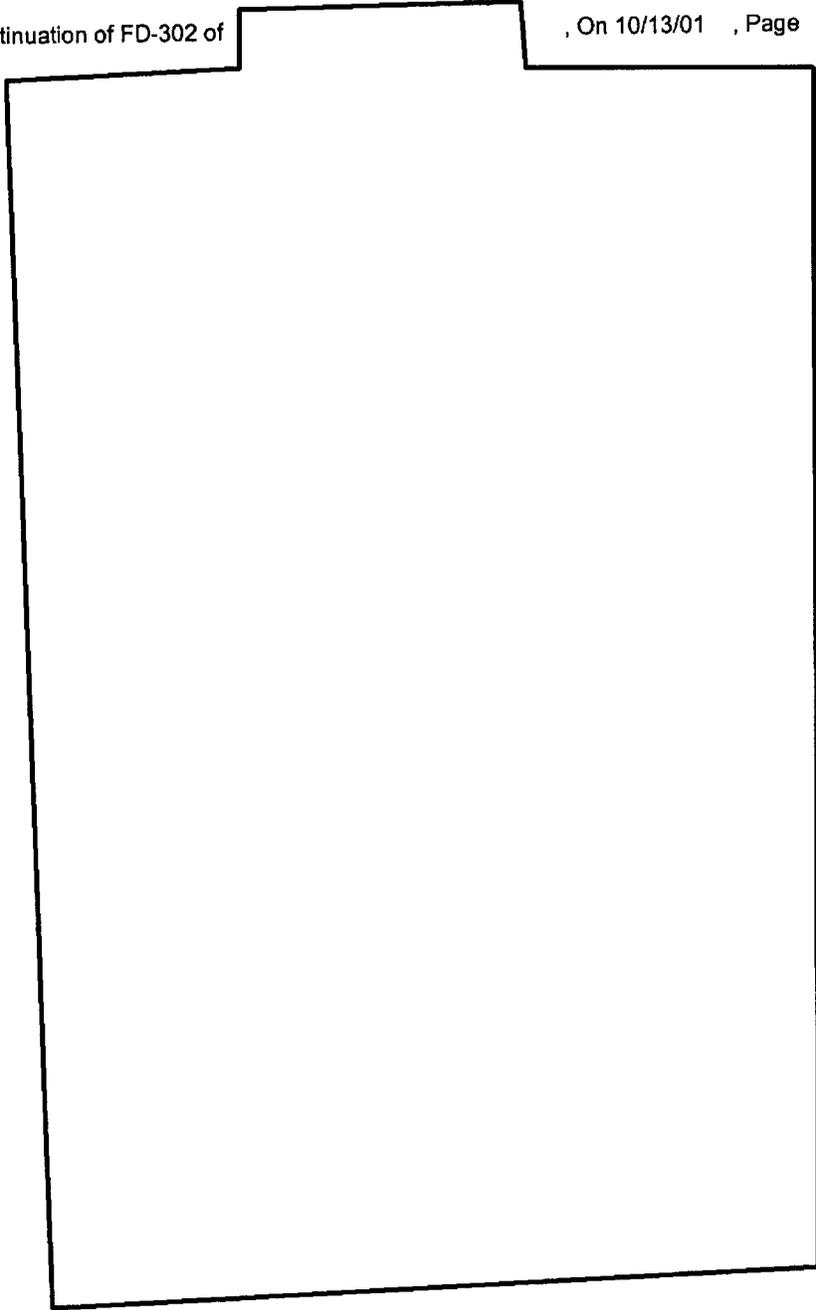
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[PDF page 1]
FD-302a (Rev. 10-6-95)

265A-NY-280350-PX

Continuation of FD-302 of

, On 10/13/01 , Page 2



~~X~~ when
did Hr
9/11
guy go
to Las
Vegas

[PDF page 2]

BEGPRODNO
BEGBATES
DATE
FBIDESC
FULLTEXT

: M-INT-00134913
: 265A-NY-280350-IN-38870
= 09/12/2001
: CHRISTOPHER CARPENTER
: 265D-NY-280350
WPG:wpg

9/11 Law Enforcement
Privacy

1

9/11 Personal Privacy

On 9-12-2001 the following information was provided to
SA [redacted]

CHRISTOPHER CARPENTER, Date of Birth [redacted]
his wife, SHARON CARPENTER, Date of Birth [redacted]
[redacted] provided the following information:

A planned family vacation commenced on 8/18/2001 in Philadelphia, PA via US AIRWAYS, Flight 5987 at 9:20am, en route to Boston, MA Logan Airport final destination Presque Isle, ME. The connection in Boston was COLGAN AIR EXPRESS, Gate 26 to Presque Isle airport at 12pm.

The COLGAN AIR EXPRESS flight was delayed for several hours. CHRISTOPHER CARPENTER observed a mid eastern male whom he described as "scary". This flight was to a remote area of Maine frequented by vacationers and outdoor types. This individual was totally out of place as he was alone and not dressed for vacation. There were approximately 32 passengers on this flight, waiting in the area of Gate 26. In Boston, US AIRWAYS "comped" each passenger for lunch during this delay with a ticket containing the travelers name. CARPENTER continued to observe this male during the delay. The male carried a silver metal type brief case from which he took a lap top computer, not further identified, but hi tech. This male appeared to carry on a conversation via the computer and used a set of head phones. The male was animated during the conversation. What struck CARPENTER was the man looked exhausted, sunken eyes surrounded by dark rings.

When the flight finally boarded, CARPENTER believes this male was in Seat 10 D. The male fell asleep. Upon arrival at Presque Isle, CARPENTER lost sight of the man after he left the plane. CARPENTER said there was little or no security at Presque Isle airport. He said there was one car rental office at the airport.

Carpenter wished to provide this information in view of reported events in Boston, MA and Portland, ME

[PDF page 1]

265D-NY-280350

2

Descriptive Data:

Main Subject
Name -

Last: unknown
Race: U
Sex: M
Miscellaneous - Light olive complexion
mid 20's to 30 y/o
black pants, cobalt blue shirt
thin build average height.

[PDF page 2]

BEGPRODNO : M-INT-00154638
BEGBATES : 265A-NY-280350-302~111800
DATE = 05/10/2002
FBIDESCR : INTERVIEW OF JAY SELMAN
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 05/10/2002

On 05/10/2002 SA [REDACTED] interviewed JAY SELMAN, dob 5/10/2002, Gate Agent, U.S. Airways, Miami International Airport MIA. After being advised of the identity of the interviewing agent and the purpose of the interview, SELMAN provided the following information:

SELMAN was working in his capacity as a gate agent for a flight to the Northeast on 9/25/2002 when a pilot for Colgan Air, a U.S. Airways contract carrier in the Northeast checked in as a non-revenue on company business passenger. The pilot appeared to be of middle-eastern descent and, in the immediate aftermath of the 9/11/2001 attacks, that fact caught SELMAN's attention. After having checked in, the pilot came back to SELMAN and told him that he would not be boarding as the flight that he was traveling to meet had been cancelled. SELMAN advised that the cancellation of flights on 9/25/2002 was rampant and that, in retrospect, there was nothing unusual about the pilot except his ethnicity and the fact that the 9/11/2001 attacks had recently occurred. SELMAN did not, himself, report the incident to authorities. SELMAN also advised that, although he does not know the pilot's name, he has seen the pilot on several occasions since then and has not noted anything unusual about the pilot. He believes that the individual is a legitimate Colgan Air pilot.

9/11 Law Enforcement Privacy

Investigation on 05/10/2002

at Miami, Florida

File # 265A-NY-280350-MM
by [REDACTED]

Date dictated 05/10/2002

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[PDF page 1]

BEGPRODNO : M-INT-00158632
BEGBATES : 265A-NY-280350-302-114937
DATE = 05/10/2002
FBIDESC : NAOMI DODSON
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 05/10/2002

NAOMI DODSON, Customer Service Manager, COLGAN AIR, Manassas, Virginia [redacted] was advised of the identity of Special Agent SA [redacted] and the nature of the inquiry. She thereafter furnished the following information:

COLGAN AIR operates as an US AIR EXPRESS carrier.

She advised that on September 9, 2001, US AIR EXPRESS had only one flight from MARTHA'S VINEYARD AIRPORT MVA, Vineyard Haven, Massachusetts MA to Boston, MA. This was flight #5905 and the aircraft was a Beech 1900 with a maximum capacity of 19. She stated that this flight was scheduled to depart MVA at 3:35 p.m. and arrive at BOSTON LOGAN INTERNATIONAL AIRPORT LOGAN, Boston, MA at 4:15 p.m. This plane then continued on to Lebanon, New Hampshire and it was scheduled to depart Boston at 4:40 p.m. and arrive in Lebanon, NH at 5:30 p.m.

She stated that 18 individuals were scheduled on the flight from Martha's Vineyard to Boston and that there were 12 from Boston to Lebanon, NH.

She stated that on September 9, 2001, the above flights actual times were to depart the gate at MVA at 3:40 p.m. and was on the ground at LOGAN at 4:20 p.m. and at the gate at 4:25 p.m. It departed the gate at LOGAN at 4:40 p.m. and was in the air at 5:10 p.m., arriving on the ground at Lebanon, NH at 5:35 p.m. and at the gate at 5:40 p.m. She stated that there were 18 passengers on this flight from Martha's Vineyard to Boston and there were 10 passengers from Boston to Lebanon, NH.

She stated that she will contact PAM HOFFMAN at US AIR [redacted] and obtain the manifest for the above flight. She stated that she would fax these documents to SA [redacted] at the Lakeville office of the FBI.

9/11 Law Enforcement Privacy

Investigation on 5/10/02 at Lakeville, MA telephonically
File # 265A-NY-280350 Date dictated 5/10/02
by [redacted]

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[PDF page 1]

BEGPRODNO : M-INT-00161272
BEGBATES : 265A-NY-280350-302-115458
DATE = 05/13/2002
FBIDESCR : NAOMI DODSON INTERVIEW 5/13/02
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 05/13/2002

NAOMI DODSON, Customer Service Manager, COLGAN AIR,
Manassas, Virginia [redacted] was contacted by Special
Agent SA [redacted] and she thereafter furnished the
following information:

DODSON advised that she had spoken with PAM HOFFMAN, U.S.
AIRWAYS EXPRESS DIVISION, Manassas, Virginia and was advised that
in order for the FEDERAL BUREAU OF INVESTIGATION FBI to get the
passenger manifest for Flight #5905 from MARTHA'S VINEYARD AIRPORT
MVA, Vineyard, MA to Boston, MA on September 9, 2001, it would
require a subpoena.

[redacted] DODSON advised that PAM HOFFMAN can be reached at 703

9/11 Law Enforcement
Privacy

Investigation on 5/13/02 at Lakeville, MA telephonically
File # 265A-NY-280350 Date dictated 5/13/02
by [redacted]

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[PDF page 1]

US. air gate agent at Logan

M-INT-00063067

Production Number: M-INT-00063067
Case/Serial no: 265A-NY-280350-302-47136
Date: 10/05/2001
Description: LAUREL BETH HARDING USAIR GATE AGENT

9/11 Law Enforcement Privacy

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

9/11 Personal Privacy

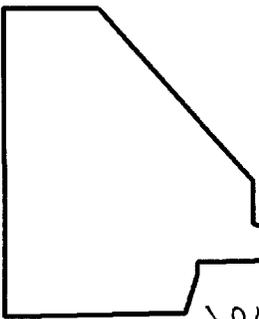
FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/05/2001

On September 27, 2001, at approximately 1:30 p.m., Special Agents [redacted] of the Drug Enforcement Administration interviewed USAirways Express Gate Agent LAUREL BETH HARDING at the DEA office in Boston, MA.

During the course of the interview, Ms. HARDING provided the following personal information:

DOB: [redacted]
SSN: [redacted]
USAirways ID#: [redacted]
Massport ID#: [redacted]
Home Address: [redacted]
Home Telephone #: [redacted]



Did he leave with them

as a

Ms. HARDING stated that she is currently employed as a Gate Agent for USAirways Express at Logan Airport and has been since January of 2001. Ms. HARDING stated that she previously worked for American Airlines for three weeks during August of 2000, but never finished the training course. Ms. HARDING stated that she also worked as a Ticket Agent for United Airlines for approximately seven months in 1998 but resigned after failing an employee test.

Did he go to Rockland Augusta??

Express

Ms. HARDING stated that while working at the USAirways gate on either September 3, 4, or 5 of 2001, she spoke with ramp services employee MARK GALLOWAY, who complained that the son of the King of Saudi Arabia was on the flight to Rockland/Augusta, Maine and that he had seven large trunks weighing between 300 and 500 pounds. Ms. HARDING stated that she believed the passenger that GALLOWAY was referring to had been making a connection from a Delta Airlines flight. Ms. HARDING stated that another Gate Agent, CECILIA HARVEY, and her supervisor BERNIE (later identified as BERNIE CORDERO) were also present. Ms. HARDING stated that she

Page 1

See also (302) Serial 16597

Abba rented a Blue Nissan Altima at Logan on the 9th found in Portland at Alamo

Check the mileage - Did he go to Rockland Augusta??

M-INT-00063067
believed that several of the trunks may have been sent the next day, due to the weight restrictions of the small, 19 seat aircraft.

Investigation on 1/27/01 at Boston, Massachusetts

File #
Date dictated
265A-NY-280350
9/28/01

by 9/11 Law Enforcement Privacy

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[PDF page 1]

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

265A-NY-280350

Continuation of FD-302 of LAUREL BETH HARDING , On 1/27/01 ,
Page 2

Ms. HARDING also stated that MARK GALLOWAY is no longer employed with USAirways Express.

Ms. GALLOWAY stated that BERNIE CORDERO told her that the trunks were loaded with film. She also stated that she called the FBI hotline to report the incident after the events of September 11, 2001, but that she wasn't contacted by anyone. Ms. HARDING stated that an employee named RICHARD Last Name Unknown may have been working on the morning of September 11, 2001 when the suspected hijackers arrived at Logan Airport on a USAirways flight from Portland, Maine.

[PDF page 2]

US Air
Employee

M-INT-00011251

Production Number: M-INT-00011251
Case/Serial no: 265A-NY-280350-302~5496
Date: 09/18/2001
Description: TERRY TRAINOR INTERVIEW

9/18/01

On September 16, 2001, TERRY TRAINOR, Date of Birth:

9/11 Personal Privacy

was interviewed at the US AIRWAYS office in Terminal B at LOGAN INTERNATIONAL AIRPORT, Boston, Massachusetts. After being advised of the identities of the interviewing investigators and the nature of the interview, TRAINOR provided the following information:

TRAINOR has been an employee for US AIRWAYS for fifteen years and four months. TRAINOR stated that an employee in Portland, Maine checked in two 2 men of Middle Eastern descent. TRAINOR stated that the FEDERAL AVIATION ADMINISTRATION FAA contacted US AIRWAYS EXPRESS in Portland, Maine between 10:30 AM and 11:00 AM and spoke to CHUCK SEVERENCE, the General Manager. TRAINOR stated that he received a call from CHUCK SEVERENCE and advised him that, at the request of the FAA and the FBI, the gate employee that checked in the two 2 Middle Eastern men had to be interviewed.

CHUCK SEVERENCE faxed the information on the tickets to TRAINOR in Boston for the FBI, the MSP and the FAA. TRAINOR stated that the FBI Evidence Response Team ERT secured the actual aircraft and seized Seats 8A and 8B, seat cushions from Seats 9A, 9B and 9C, along with the rugs from the floor in front of Seats 9A, 9B and 9C, and a rug at the aircraft entrance, refer to FD-597.

TRAINOR explained the reservation and codes and the short connection time between US AIRWAYS EXPRESS Flight 5930 and AMERICAN AIRLINES Flight 11.

9/16/01

Boston, MA

265D-NY-280350

9/16/01

9/11 Law Enforcement Privacy

[PDF page 1]

U.S. Airways
Employee

M-INT-00005062

Production Number: M-INT-00005062
Case/Serial no: 265A-NY-280350-302-32181
Date: 10/03/2001
Description: MICHELLE BORRILLO

10/03/2001

MICHELLE BORRILLO, born [redacted] social security account number [redacted] was interviewed at her place of employment US Airways, Logan International Airport, East Boston, Massachusetts. After being advised of the identity of the interviewing Agent and the nature of the interview, concerning how passengers in Logan International Airport would travel from Gate 9A, Terminal B1, (US Airways Flight 5930, commuter plane from Portland to Boston), to Gate 32, Terminal B2, American Airlines Flight 11. BORRILLO voluntarily provided the following information:

The writer asked BARRILLO if there was any other route passengers exiting a plane at Gate 9A could re-enter the terminal to Gate 32, via the tarmac. BARRILLO advised that it would be extremely difficult for passengers to access Gate 32, from Gate 9A via the tarmac. It would be difficult because the passengers exiting the plane at Gate 9A would be challenged by other employees for not having proper identification or not being in uniform. Passengers would be unable to travel on the tarmac to arrive at Gate 32 from Gate 9A.

BARRILLO stated the typical route that passengers would travel after exiting the plane at Gate 9A, (US Airways Flight 5930 arrival point), would be as follows: they would walk upstairs via the escalator or stairs and enter the upstairs portion of US Airways, Terminal B1. The passengers would then exit Terminal B1, walk through the parking garage and enter into American Airlines Terminal B2. From the entrance of Terminal B2, the passengers would walk through the security check point/magnetometer and proceed to Gate 32, (American Airlines Flight 11 departure point).

There would be no other way for passengers exiting US Airways Flight 5930, at Gate 9A, Terminal B1 to get to American Airlines Flight 11, Gate 32, Terminal B2 other than the route stated above according to BARRILLO.

There have been no Gate changes in the last year at US Airways, Terminal B1. The Gate numbers and positions have remained the same.

10/03/2001

Boston, Massachusetts

265A-NY-280350

10/03/2001

9/11 Law Enforcement Privacy

[PDF page 1]

U.S. air
Employee

M-INT-00010820

Production Number: M-INT-00010820
Case/Serial no: 265A-NY-280350-302~5007
Date: 09/12/2001
Description: STEWART JUDSON PETRIE JR

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

- 1

9/11 Personal Privacy INFORMATION

Date of transcription 09/12/2001

STEWART JUDSON PETRIE, JR., known as JUDSON or JUD
PETRIE, white male, date of birth [redacted] home

[redacted], employed as a Customer Service Agent, U.S. AIRWAYS, 1001 Westbrook Street, Portland, Maine, work telephone number [redacted] was contacted at the Portland International Jetport, Portland, Maine. He was advised of the identity of the interviewing agent and nature of the interview. PETRIE provided the following information:

He flew from the Portland International Jetport, Portland, Maine, to Boston, Massachusetts, earlier this morning, September 11, 2001, via U.S. AIRWAYS flight #5930. His purpose in the travel was to attend job related training for U.S. AIRWAYS in Boston, Massachusetts. The flight departed Portland, Maine, at 6 AM and arrived in Boston about 6:45 AM. PETRIE flew on a Beach 1900 airplane which is a 19 passenger aircraft. There were eight passengers on board. PETRIE was assigned to seat 5F but actually sat in 4F.

Customer Service Agent JILL ROUILLARD was assigned to Gate 11 from where U.S. AIRWAYS flight 5930 left. PETRIE advised U.S. AIRWAYS has seven flights that depart before 7:30 AM, so it was busy at the gate. JUDSON asked ROUILLARD to sign in on the other computer at the gate so that he could help her check people in. JUDSON explained that he asked ROUILLARD to sign in on the computer as a matter of convenience or expedience, because if he used his own code to check in to the terminal, he would have needed to generate sales reports from his activity. PETRIE got ROUILLARD's password to log onto the computer. By the time he got signed in, there were only two individuals left in line to be checked in at the gate. Both men were Arab or Middle Eastern in appearance. After looking at their tickets, PETRIE determined that they had already checked in as they already had boarding passes.

PETRIE thereafter got on flight 5930, as a passenger. The two men that appeared to be Arabs sat behind PETRIE in the

Investigation on

at

File #
Date dictated
265D-NY-280350
9/12/2001
by 9/11 Law Enforcement Privacy

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

265D-NY-280350

Continuation of FD-302 of STEWART JUDSON PETRIE, JR. , On 9/11/2001 ,
Page 2

plane. They got off the plane before PETRIE when the plane landed.

Landing

PETRIE saw the two Arab men one more time. After in Boston, PETRIE got off the plane and into the terminal, then went to the curb to smoke a cigarette. The plane had landed at Terminal B at Logan Airport, Boston, Massachusetts. Both U.S. AIRWAYS and AMERICAN AIRLINES use Terminal B. He advised to travel from the U.S. AIR section of Terminal B to the AMERICAN AIRLINES section of Terminal B, however, one has to travel via an enclosed garage. One would have to go through security screening at the AMERICAN AIRLINES side of the terminal. After smoking his cigarette, PETRIE came back into the terminal. He observed the two Arab males asking an airport employee for directions. The airport employee was pointing toward the parking lot, or towards the AMERICAN AIRLINES side of Terminal B. The airport employee to whom the Arabs were speaking was not a U.S. AIRWAYS employee, but was perhaps a security person. PETRIE advised the person was wearing gray pants, a blue jacket and white shirt. This was the last time PETRIE observed the two Arabs and that was about 7 AM. He only heard them talk when they asked for directions and indicated he heard a very heavy accent.

flight

PETRIE described the two Arab men on U.S. AIRWAYS 5930 as both being about 5'8" tall, slim, dark complexion, dark hair and dark eyes. One had a fairly large nose and one had a pock marked complexion on his face. He indicated he could not recall if both of those features appeared on one individual or one had the large nose and one had the bad complexion. Both Arab men were about 30 years old. One of the Arab men wore a yellow or gold shift or sport coat type jacket. PETRIE believed both men had ties on when he saw them in Terminal B of Logan Airport asking for directions. One of the Arab men also had shiny black pointed toes shoes, perhaps Corafam shoes. PETRIE believed one of the men was carrying a tiny backpack or briefcase.

US. air
Employee at
Logan

M-INT-00144134

Production Number: M-INT-00144134
Case/Serial no: 265A-NY-280350-302-54939
Date: 10/16/2001
Description: NAIMA IBRAHIM 10/16/01

9/11 Personal Privacy

10/16/2001

NAIMA IBRAHIM, born [redacted] social security account number [redacted] was interviewed at her place of employment US Airways, Logan International Airport, East Boston, Massachusetts. IBRAHIM resides at [redacted]

[redacted] After being advised of the identity of the interviewing Agent and the nature of the interview IBRAHIM voluntarily provided the following information:

IBRAHIM worked at US Airways Gate 9 the morning of September 11, 2001. Flight 5930 from Portland, Maine, arrived at approximately 6:45 a.m. on September 11, 2001 at Gate 9A. IBRAHIM's shift was from 6:30 a.m. to 3:00 p.m. on September 11, 2001.

IBRAHIM was unsure if she greeted the passengers that exited Flight 5930.

IBRAHIM was unable to identify any photographs from the photo spread. IBRAHIM mentioned that she sees so many people everyday, she doesn't remember faces.

10/16/2001 Boston, Massachusetts

265A-NY-280350

10/16/2001

9/11 Law Enforcement Privacy

[PDF page 1]



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PORTLAND INTERNATIONAL JETWAY SITE VISIT AND BRIEFING REQUEST No. 1

The National Commission on Terrorist Attacks Upon the United States (the "Commission") requests an informal background briefing from appropriate officials at the Portland, Maine, International Jetway, on the following topics:

- (1) The layout of the airport and checkpoints on 9/11/2001;
- (2) The status of aviation security at the facility leading up to 9/11/2001;
- (3) Any information jetway authorities might have about visits to or travel through the facilities by the 9/11 hijackers.

The requested briefing is for general background purposes only and will not be a substitute for later interviews the Commission and its staff may wish to conduct.

August 13, 2003

Daniel Marcus
General Counsel

M-INT-00144149

Airline worker

Production Number: M-INT-00144149
Case/Serial no: 265A-NY-280350-302~54948
Date: 10/16/2001
Description: MARIA CRUZ 10/16/01

9/11 Personal Privacy

10/16/2001

MARIA CRUZ, born [redacted] social security account number [redacted] was interviewed at her place of employment: US Airways, Logan International Airport, East Boston, Massachusetts. CRUZ resides at [redacted] telephone number [redacted]. After the identity of the interviewing Agent and the nature of the interview, Cruz voluntarily provided the following information:

CRUZ worked at US Airways Gate 9, the morning of September 11, 2001. Flight 5930 from Portland, Maine, arrived at approximately 6:45 a.m. on September 11, 2001 at Gate 9A.

When the Flight 5930 arrived into Gate 9, CRUZ stood at the door and waited for questions from passengers exiting the plane. No passengers exiting Flight 5930 had questions for CRUZ. CRUZ worked with RICHARD TURK and LOUISE MUENCH the morning of September 11, 2001 at Gate 9.

CRUZ payed little attention to the passengers exiting Flight 5930.

CRUZ was unable to identify any of the photos from the photo spread provided. CRUZ indicated that MARWAN ALSHEHHI looked familiar but, was unable to determine why ALSHEHHI looked familiar.

10/16/2001

Boston, Massachusetts

265A-NY-280350

10/16/2001

9/11 Law Enforcement Privacy

[PDF page 1]

US air
at Logan

M-INT-00090285

Production Number: M-INT-00090285
Case/Serial no: 265A-NY-280350-302~74640
Date: 10/10/2001
Description: LOU PHANNA

9/11 Personal Privacy

10/10/2001

LOU PHANNA, born [redacted] social security account number [redacted] employee number [redacted], was interviewed at his place of employment US Airways, Logan International Airport, East Boston, Massachusetts. PHANNA resides at [redacted]. After being advised of the identity of the interviewing Agent and the nature of the interview PHANNA voluntarily provided the following information:

PHANNA parked Flight 5930, arriving in Boston from Portland, Maine on September 11, 2001. After the plane was parked PHANNA unloaded the baggage onboard Flight 5930. Once the baggage was unloaded PHANNA gave a "thumbs up" to the pilot. The "thumbs up" indicates that it is okay for the passengers to exit the plane. PHANNA had no interaction with the passengers of Flight 5930. PHANNA unloaded the baggage in the back of the plane into a baggage cart and delivered it to the baggage room.

If there is time before the plane lands PHANNA will set up the jetway so the passengers can enter the terminal through the upstairs portion of the US Airways terminal.

10/10/2001

Boston, Massachusetts

265A-NY-280350

10/10/2001

9/11 Law Enforcement Privacy

[PDF page 1]

Portland hotel
room search

M-INT-00161307

Production Number: M-INT-00161307

Case/Serial no: 265A-NY-280350-302~115471

Date: 09/12/2001

Description: SEARCH/MEMBERS OF BOSTON EVIDENCE RESPONSE TEAM

9/11 Law Enforcement
Privacy

09/15/2001

On September 12, 2001, a search was conducted by members of the Boston Evidence Response Team ERT at Room 233 of the Comfort Inn, 90 Main Mall Road, South Portland, Maine, after consent was obtained by Special Agent [redacted] from LAURA R. WALE, General Manager of the hotel. A copy of the form SF-26 "Consent To Search" form is attached hereto. Additionally, a bag of trash was searched. The bag was removed from a dumpster located in the parking lot of the Comfort Inn.

At approximately 10:40 am, members of the ERT arrived in the parking lot of the Comfort Inn. At approximately 11:00 am, the dumpster was moved to the Maine State Police Maintenance Garage in South Portland. The search of the dumpster was commenced at approximately 11:15 AM. At approximately 12:20 PM, DAWN E. RICCI, a cleaning person employed by the Comfort Inn arrived at the Maintenance Garage and identified the contents of one particular trash bag as being trash that she removed from Room 233 of the Comfort Inn on September 11, 2001 at approximately 9:45 am. The contents of this bag were sorted and collected as evidence. Photographs were taken. The search of the trash concluded at approximately 5:45 pm.

The search of Room 233 commenced at approximately 6:05 PM and concluded at approximately 11:59 PM. Various items and fingerprints were collected as evidence. Photographs were taken.

All evidence seized from the dumpster and Room 233 was transported by SA's [redacted] to the Boston office of the Federal Bureau of Investigation FBI where it was placed into evidence.

09/12/2001

South Portland, Maine

265A-NY-280350

9/12/01

[redacted]

Portland Jetport
worker

M-INT-00078854

Production Number: M-INT-00078854
Case/Serial no: 265A-NY-280350-302~47527
Date: 10/09/2001
Description: DAVID R LAFLEUR 10/4/01

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

9/11 Personal Privacy - 1
FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/09/2001

DAVID R. LAFLEUR, white male, date of birth [redacted]

[redacted] residing on [redacted]

[redacted] home telephone number [redacted]

[redacted] was contacted at his residence. He was advised of the identity of the interviewing agent and nature of the interview. LaFleur provided the following information:

LaFleur is employed as a Flight Service Lead Agent

by US

Airways, and works at the Portland International Jetport, Portland, Maine. He is a supervisor for other field agents. LaFleur was on duty from 5:15 AM to 1:45 PM on September 11, 2001. LaFleur was involved in loading bags on US Airways flight 5930 from the Portland, Maine Jetport to Boston's Logan Airport on September 11, 2001. He advised US Airways flight 5930 was at Gate 11 at the Portland Jetport, although it is normally at Gate 8. LaFleur took bags from the bag room on a tug and cart, pulled alongside the aircraft and loaded the bags onto the plane. He advised there were no positive bag matches to be done. LaFleur explained that would entail setting aside a particular bag until that bag's owner got on board as a passenger. After loading the checked bags onto the aircraft, LaFleur proceeded back to the bag room to check for any additional bags. Fleet Service Agents Joe Bureau and Diane FreeLove were there attending to that matter. LaFleur then went to Gate 8 to handle another flight leaving. Diane FreeLove was the Fleet Service Agent that marshaled out US Airways flight 5930, meaning she used the wands to get the aircraft lined up for its takeoff.

bags he

LaFleur did not notice anything unusual about the loaded onto the US Airways flight 5930.

Investigation on

10/4/2001

at

Canton, Maine

M-INT-00078854
telephonically

File #
Date dictated
265A-NY-280350-302
10/8/2001
by 9/11 Law Enforcement Privacy

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[PDF page 1]

Portland Comfort
Inn Worker

M-INT-00034148

Production Number: M-INT-00034148
Case/Serial no: 265A-NY-280350-302~11480
Date: 09/12/2001
Description: MESERVE, GLORIA

9/11 Law Enforcement
Privacy

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

9/11 Personal Privacy

- 1

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/13/2001

On September 12, 2001, GLORIA MESERVE, [redacted]

[redacted] was interviewed by Special Agent [redacted] after being advised of his official identity. MESERVE thereafter provided the following information:

MESERVE is presently employed as a Guest Services Specialist Night Auditor, at the COMFORT INN, 90 Maine Mall Road, South Portland, Maine. MESERVE advised SA [redacted] that based on a review of the aforementioned hotel's reservations screen, she determined that she was the hotel employee who checked out MOHAMED ATTA on September 11, 2001. MESERVE knows that she checked out ATTA on the aforementioned date because her initials, "GM", appear after the checkout time on the reservation screen.

MESERVE stated that she did not recall much about

ATTA.

She remembered that ATTA was by himself, however, she did not remember if he had any luggage. On the day that ATTA checked out, September 11, 2001, at approximately 5:33 AM, ATTA merely came down and gave MESERVE his room number and checked out. ATTA had not asked for a wake-up call and when he left he did not utilize the courtesy van.

Investigation on 9/12/2001 at South Portland, Maine

File #
Date dictated

M-INT-00034148

265D-NY-280350

9/13/2001

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[PDF page 1]

This occurs at 9:16 pm. At 9:22 Atta and al-Omari purchase a 6 volt battery converter at a Wal-Mart, 451 Payne Road, Scarborough, ME. (Serial 302-64615)

Atta and al-Omari checked out of the Comfort Inn at 5:33 am, and pay for their room with Atta's Visa debit card. (Serial 302-11098) The blue Nissan rented by Atta enters the Portland Jetport Parking facility at 5:40 am. (Serials 302-11062 & BS-15885) At 5:43 am Atta and al-Omari are observed by security cameras and a videotaping system at the US Airways Counter at the Jetport. (Serial 302-37792). They check in for US Airways flight 5930, operated by Colgan Air, a contractor to US Airways. Atta checks two suitcases, one owned by al-Omari, at the US Airways counter. (Serial 302-19106) They proceed immediately through security to board the aircraft, a Beechcraft 1900. Their suitcases are loaded on the aircraft to be check through to American Airlines Flight 11 and Los Angeles International Airport. (Serial 302-11114). Flight 5930 departed the Jetport in South Portland, ME at 6:00 am and arrives at Boston's Logan International Airport at 6:45 am.

Flight 5930 is parked at position A, adjacent to gate B9 at the US Airways commuter air facility. (K. Anderson 302) This gate is located at the runway level of Terminal B. All other gates in Terminal B are located one level up on the main concourse. Atta and al-Omari would have to take the escalator or stairs to the main level to walk to gate 36, which was the departure gate for American Airlines Flight 11. Although designated as Terminal B, US Airways and American Airlines are actually in two separate and distinct buildings. Atta and al-Omari would have left the US Airways building and walked through a parking garage to the American Airlines building. (observations of Commission staff) At 6:52 am Atta receives a call on he cell telephone from a pay telephone in Logan Airport's Terminal C. This is the terminal utilized by United Airlines. Atta receives a second cell telephone call from a pay telephone in Terminal C at 6:54 am. (Serial Tel-1482) Atta and al-Omari arrive on the American Airlines side of Terminal B and check in at the counter. They are issued board passes for Flight 11. Atta and al-Omari then pass through security a second time, (they had first been screened through security in South Portland, ME) and proceed to gate ~~30~~ and Flight 11. (Serial BS-2909)

17 202 ticket pull'

32

*serial
302-
54626*

Waleed al-Sheri's Mitsubishi Mirage rental automobile entered the central parking garage of Logan Airport at 6:45 am. Waleed and Wail al-Sheri and Sattam al-Suqami are the passengers. Witness, who parks in adjacent parking place, observes the arrival of the three hijackers and describes them as "Palestinians." (Serial 302-5957) All three go to the American Airlines counter in Terminal B. Al-Suqami checks one suitcase at 7:00 am and is assigned seat 10B. Waleed and Wail al-Sheri do not check any baggage and are assigned 2B and 2A respectively. (Serial Gallagher 302)

*WALK
THRU*

Gallagher 19106

