



U.S. Department of Justice

RDOJ 04020702

Saudis

Office of the Inspector General

*Zelikow
Kopin
Martin
Munn
Aldridge*

July 2, 2004

The Honorable Charles E. Schumer
United States Senate
Washington, D.C. 20510

Dear Senator Schumer:

The Office of the Inspector General (OIG) received your letter dated June 16, 2004, asking the OIG to conduct an investigation into any failure by the Federal Bureau of Investigation (FBI) to disclose the existence of flights by citizens of Saudi Arabia into and out of the United States immediately prior to and following the events of September 11, 2001.

We have carefully considered your request, but have decided not to open an investigation into this matter in light of the comprehensive review ongoing by the National Commission on Terrorist Attacks Upon the United States. Rather, we are forwarding your letter to the Commission for its consideration and review.

Thank you for providing this information and request to the OIG. Please feel free to contact Deputy Inspector General Paul Martin or me if you have any further questions on this or any other matter.

Sincerely,

Glenn A. Fine

Glenn A. Fine
Inspector General

cc: Philip D. Zelikow ✓
Executive Director, National Commission on
Terrorist Attacks Upon the United States



[Handwritten signature]
Santolis

Alfred S. Austin Chairman
Stephen J. Mitchell Vice Chairman
Ken Anthony Secretary
Hillsborough County Commissioner Thomas Scott Treasurer
City of Tampa Mayor Pam Iorio Assistant Secretary/Assistant Treasurer

RAIRPORT 04020704

June 7, 2004

Daniel Marcus
General Counsel
The National Commission on Terrorist Attacks Upon the United States
301 7th Street, SW
Room 5125
Washington, DC 20407

[Handwritten signature]
Marcus
Blunne
Eldridge
Accolla

RE: Tampa International Airport Questions for the Record

Dear Mr. Marcus:

Pursuant to your request of Tampa International Airport to provide written answers to your four questions submitted, please see the attached questions with corresponding answers.

As was clarified on the telephone, Tampa International Airport is owned and operated by the Hillsborough County Aviation Authority (HCAA); a political subdivision and independent special district of the State of Florida. HCAA employs members comprising the Tampa International Airport Police Department (TIAPD). The City of Tampa employs the Tampa Police Department.

HCAA has diligently searched our records to provide accurate and detailed information sought by this commission. If you have any further questions, please feel free to contact me. Good luck with your inquiry.

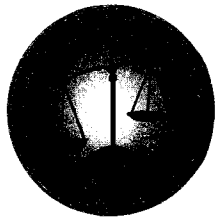
Sincerely,

[Handwritten signature]
Gigi Garber Skipper
General Counsel

cc: Louis E. Miller, Executive Director, Hillsborough County Aviation Authority
John Wheat, Deputy Executive Director, Hillsborough County Aviation Authority
Edward Cooley, III, Director of Operations and Public Safety, Hillsborough County Aviation Authority
Ken Reed, General Manager, Planning & Development

Louis E. Miller Executive Director

Hillsborough County Aviation Authority P.O. Box 22287, Tampa, Florida 33622 phone 813-870-8700 fax 813-875-6670 web site www.TampaAirport.com
Peter O. Knight Airport Plant City Airport Vandenberg Airport



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Saudi
flights GP 04019732

Zelikow
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Acolls

VIA FEDERAL EXPRESS No. 8464 2923 8460

June 1, 2004

Mr. Philip D. Zelikow
Executive Director
National Commission on Terrorist
Attacks Upon the United States
301 7th Street, SW
Room 5125
Washington, DC 20407

Re: Post 9/11 Flights Containing Saudi Subjects

Dear Mr. Zelikow:

Judicial Watch Inc. is a non-partisan public interest organization that investigates and prosecutes government corruption. As part of its public interest mission, Judicial Watch regularly pursues Freedom of Information Act (FOIA) requests with various government agencies and departments, in order to enhance public understanding of the operations and activities of government.

Judicial Watch is pursuing a FOIA-based investigation of the reported government sanctioned flights departing the United States shortly after the 9-11 attacks that reportedly transported subjects of the Kingdom of Saudi Arabia, including members of the Bin Laden family.

In response to our FOIA request, the Department of Homeland Security (DHS) released a list of passengers on the several flights between 9/11 and 9/15. It has been reported in the media that this new information contained in the documents "show that the evacuation involved more than the departure of 142 Saudis on six charter flights that the commission is investigating. According to newly released documents, 160 Saudis left the United States on 55 flights immediately after 9/11 – making a total of about 300 people who left with the apparent approval of the Bush administration, far more than has been reported before."¹

¹

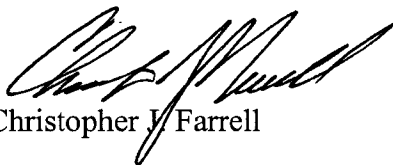
Craig Unger. "The Great Escape," *The New York Times*. June 1, 2004.

Enclosed, please find a copy of the list disclosed to Judicial Watch from the Department of Homeland Security, US Customs and Border Protection. Also find a recent news report on the disclosure by journalist Craig Under, in the *New York Times*.

We trust you will find these documents useful in pursuing your investigation. Please contact us should you have any additional questions.

Sincerely,

JUDICIAL WATCH, INC.



Christopher J. Farrell

CJF:mac

Enc.



U.S. Customs and
Border Protection

FEB 24 2004

DIS-2-FO:CSU KB
2004F0182

Mr. Christopher J. Farrell
Judicial Watch, Inc.
501 School Street, SW., Suite 500
Washington, DC 20024

COPY

Dear Mr. Farrell:

This is in response to your Freedom of Information Act (FOIA) and/or Privacy Act request that we received in our office on February 3, 2004.

You requested various travel information regarding subjects of the Kingdom of Saudi Arabia, including but not limited to members of the House of Saudi and/or members of the Bin Laden family. A thorough search has been conducted and no responsive records were located for questions 1, 3, 4, 5 and 6. The information for question 2, however, has been located and is enclosed. No portion of the document is exempt from disclosure pursuant to 5 USC 552.

If you have any questions or need additional information about your request, please call Ms. Kelly Britt, Program Officer, Office of Field Operations, at (202) 927-0491.

Sincerely,

A handwritten signature in cursive script that reads "Thomas P. Banner".

Thomas P. Banner
Director, Field Programs
Office of Field Operations

Enclosure

Date Of Birth	Class of Admission	Country of Citizenship	Departure Indicator	Date of Departure	Port of Departure	Departure Airline Code	Flight Number
8/29/58	B1	SAUDI ARABIA	D	9/11/01	ATL	SA	210
1/8/63	B1	SAUDI ARABIA	D	9/13/01	DFW	AA	70
11/6/64	B2	SAUDI ARABIA	D	9/13/01	IAD	SR	129
9/30/76	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/2/01	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
6/2/68	B1	SAUDI ARABIA	D	9/13/01	JFK	SV	20
2/10/63	B1	SAUDI ARABIA	D	9/13/01	JFK	SV	20
3/10/60	B1	SAUDI ARABIA	D	9/13/01	JFK	SV	20
1/22/58	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
3/6/54	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
8/23/66	B1	SAUDI ARABIA	D	9/13/01	JFK	SV	20
5/16/53	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
12/20/81	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
5/10/48	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
12/26/73	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
8/3/76	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
2/13/56	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
1987	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/6/67	B1	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/6/64	B1	SAUDI ARABIA	D	9/13/01	JFK	SV	20
8/5/78	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
12/19/60	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
8/17/62	A2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
9/24/68	A2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
10/16/66	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/2/39	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
2/19/60	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
1995	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
2/13/56	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
1997	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
10/2/82	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
7/9/81	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
8/28/80	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20

1/1/80	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
1/28/74	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
1/11/59	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
5/20/98	J2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
7/12/66	J2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
12/5/74	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
2/13/56	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
10/12/79	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
7/22/00	F2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
4/13/57	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/28/62	B1	SAUDI ARABIA	D	9/13/01	JFK	SV	20
12/19/60	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/6/64	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
10/20/33	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/15/50	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
4/25/86	B2	SAUDI ARABIA	D	9/13/01	JFK	SV	20
11/25/69	B1	SAUDI ARABIA	D	9/14/01	ATL	DL	70
9/17/28	WT	SAUDI ARABIA	D	9/14/01	ATL	DL	70
10/12/59	WT	SAUDI ARABIA	D	9/14/01	ATL	DL	70
8/21/47	B2	SAUDI ARABIA	D	9/14/01	ATL	DL	101
3/19/66	B1	SAUDI ARABIA	D	9/14/01	ATL	DL	12
12/19/59	B1	SAUDI ARABIA	D	9/14/01	CHI	AA	46
6/7/78	B2	SAUDI ARABIA	D	9/14/01	CVG		44
12/4/73	B2	SAUDI ARABIA	D	9/14/01	CVG		44
4/8/51	B1	SAUDI ARABIA	D	9/14/01	HOU	CO	4
5/15/77	B2	SAUDI ARABIA	D	9/14/01	JFK	BA	116
2/11/76	B2	SAUDI ARABIA	D	9/14/01	JFK	BA	116
3/28/77	B2	SAUDI ARABIA	D	9/14/01	JFK	BA	116
7/21/74	F1	SAUDI ARABIA	D	9/14/01	JFK	MS	986
6/12/45	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
2/13/56	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
2/23/55	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
2/6/54	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
12/31/59	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
1/11/59	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38

12/11/73	F2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
9/24/68	A2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
9/18/81	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
11/28/62	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
5/26/70	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
8/3/83	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
3/5/01	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
2/3/56	B2	SAUDI ARABIA	D	9/14/01	JFK	SV	38
4/20/75	F1	SAUDI ARABIA	D	9/14/01	LAX		728
11/16/77	F1	SAUDI ARABIA	D	9/14/01	LAX		728
12/31/79	A1	SAUDI ARABIA	D	9/14/01	LAX		728
1/1/76	B2	SAUDI ARABIA	D	9/14/01	LAX		728
2/19/48	A1	SAUDI ARABIA	D	9/14/01	LAX		728
2/2/84	A1	SAUDI ARABIA	D	9/14/01	LAX		728
3/17/53	B1	SAUDI ARABIA	D	9/14/01	ORD	AA	42
7/23/67	B1	SAUDI ARABIA	D	9/14/01	RDU		174
10/13/48	B1	SAUDI ARABIA	D	9/14/01	WAS	UA	2
5/4/64	B1	SAUDI ARABIA	D	9/15/01		UA	944
7/31/90	B2	SAUDI ARABIA	D	9/15/01	ATL	DL	4600
11/30/92	B2	SAUDI ARABIA	D	9/15/01	ATL	DL	4600
9/27/97	B2	SAUDI ARABIA	D	9/15/01	ATL	DL	4600
12/8/61	B1	SAUDI ARABIA	D	9/15/01	ATL	KL	622
2/4/81	B2	SAUDI ARABIA	D	9/15/01	BOS	SR	127
11/1/83	B2	SAUDI ARABIA	D	9/15/01	BOS	SR	127
10/5/67	B2	SAUDI ARABIA	D	9/15/01	BWI	BA	2194
4/29/49	B2	SAUDI ARABIA	D	9/15/01	CVG		48
7/18/58	B2	SAUDI ARABIA	D	9/15/01	CVG		48
11/25/75	B2	SAUDI ARABIA	D	9/15/01	DEN		
12/20/97	B2	SAUDI ARABIA	D	9/15/01	DEN		
8/21/66	B2	SAUDI ARABIA	D	9/15/01	DEN	AC	576
12/19/60	B1	SAUDI ARABIA	D	9/15/01	DEN	BA	2018
4/28/74	B2	SAUDI ARABIA	D	9/15/01	DET	NW	48
8/21/71	B1	SAUDI ARABIA	D	9/15/01	DFW	AA	50
9/7/59	B1	SAUDI ARABIA	D	9/15/01	DFW	AA	50
4/1/68	B1	SAUDI ARABIA	D	9/15/01	DFW	AA	78

9/3/65	B1	SAUDI ARABIA	D	9/15/01	DFW	AA	78
2/1/57	B1	SAUDI ARABIA	D	9/15/01	DFW	AA	490
7/24/59	B1	SAUDI ARABIA	D	9/15/01	DFW	AA	70
11/19/76	B1	SAUDI ARABIA	D	9/15/01	DFW	AA	
3/6/54	B1	SAUDI ARABIA	D	9/15/01	EWR	AZ	607
3/2/81	B2	SAUDI ARABIA	D	9/15/01	EWR	AZ	607
4/27/77	B2	SAUDI ARABIA	D	9/15/01	EWR	AZ	607
7/15/75	B2	SAUDI ARABIA	D	9/15/01	EWR	AZ	607
4/8/51	B1	SAUDI ARABIA	D	9/15/01	EWR	BA	188
4/8/51	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	
12/19/60	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	
12/31/59	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	
7/1/69	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	
4/15/95	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	
7/6/97	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	
10/28/75	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	
7/24/59	B1	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
1/11/59	B1	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
9/11/56	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
9/11/56	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
7/28/62	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
7/11/69	B1	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
4/20/80	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
12/31/59	B1	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
12/7/53	B1	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
10/6/77	B2	SAUDI ARABIA	D	9/15/01	HOU	BA	2024
2/3/59	B2	SAUDI ARABIA	D	9/15/01	HOU	CO	34
8/16/81	B2	SAUDI ARABIA	D	9/15/01	HOU	KL	662
2/23/55	B2	SAUDI ARABIA	D	9/15/01	HOU	KL	662
5/2/24	B2	SAUDI ARABIA	D	9/15/01	HOU	KL	662
2/13/56	B1	SAUDI ARABIA	D	9/15/01	IAD	AF	27
3/17/53	B1	SAUDI ARABIA	D	9/15/01	IAD	BA	216
3/2/45	G4	SAUDI ARABIA	D	9/15/01	JFK	JL	5
4/26/66	B2	SAUDI ARABIA	D	9/15/01	JFK	SR	139
9/11/74	B2	SAUDI ARABIA	D	9/15/01	JFK	SR	139

5/13/65	B2	SAUDI ARABIA	D	9/15/01	JFK	VS	10
9/12/76	F1	SAUDI ARABIA	D	9/15/01	LOS	BA	268
7/10/75	F1	SAUDI ARABIA	D	9/15/01	LOS	BA	268
3/7/83	B2	SAUDI ARABIA	D	9/15/01	LOS	BA	268
1/1/80	F1	SAUDI ARABIA	D	9/15/01	LOS	BA	268
	B1	SAUDI ARABIA	D	9/15/01	LOS	KL	602
3/24/75	B2	SAUDI ARABIA	D	9/15/01	LOS	LH	457
2/12/80	A1	SAUDI ARABIA	D	9/15/01	LOS	LH	457
3/21/47	B2	SAUDI ARABIA	D	9/15/01	MIA	AF	95
10/6/66	B2	SAUDI ARABIA	D	9/15/01	MIA	AF	95
2/15/01	B2	SAUDI ARABIA	D	9/15/01	MIA	AF	95
10/5/67	B1	SAUDI ARABIA	D	9/15/01	ORD	AC	820
12/19/60	B1	SAUDI ARABIA	D	9/15/01	ORD	KL	612
10/22/61	B1	SAUDI ARABIA	D	9/15/01	ORD	UA	958
9/16/71	B1	SAUDI ARABIA	D	9/15/01	ORD	UA	958
4/22/73	B2	SAUDI ARABIA	D	9/15/01	PHX	BA	2288
12/31/59	B1	SAUDI ARABIA	D	9/15/01	SFO	KL	606
9/22/35	A2	SAUDI ARABIA	D	9/15/01	SFR	AF	83
5/22/43	A2	SAUDI ARABIA	D	9/15/01	SFR	AF	83
1/29/69	B1	SAUDI ARABIA	D	9/15/01	SPM	NW	1810
1/11/59	B1	SAUDI ARABIA	D	9/15/01	WAS	UA	912
1/7/57	B1	SAUDI ARABIA	D	9/15/01	WAS	UA	912
7/1/57	B2	SAUDI ARABIA	D	9/15/01	WAS	UA	702



June 1, 2004

OP-ED CONTRIBUTOR

The Great Escape

By CRAIG UNGER

Americans who think the 9/11 commission is going to answer all the crucial questions about the terrorist attacks are likely to be sorely disappointed — especially if they're interested in the secret evacuation of Saudis by plane that began just after Sept. 11.

We knew that 15 out of 19 hijackers were Saudis. We knew that Osama bin Laden, a Saudi, was behind 9/11. Yet we did not conduct a police-style investigation of the departing Saudis, of whom two dozen were members of the bin Laden family. That is not to say that they were complicit in the attacks.

Unfortunately, though, we may never know the real story. The investigative panel has already concluded that there is "no credible evidence that any chartered flights of Saudi Arabian nationals departed the United States before the reopening of national airspace." But the real point is that there were still some restrictions on American airspace when the Saudi flights began.

In addition, new evidence shows that the evacuation involved more than the departure of 142 Saudis on six charter flights that the commission is investigating. According to newly released documents, 160 Saudis left the United States on 55 flights immediately after 9/11 — making a total of about 300 people who left with the apparent approval of the Bush administration, far more than has been reported before. The records were released by the Department of Homeland Security in response to a Freedom of Information Act request filed by Judicial Watch, a conservative, nonpartisan watchdog group in Washington.

The vast majority of the newly disclosed flights were commercial airline flights, not charters, often carrying just two or three Saudi passengers. They originated from more than 20 cities, including Chicago, Dallas, Denver, Detroit and Houston. One Saudi Arabian Airlines flight left Kennedy Airport on Sept. 13 with 46 Saudis. The next day, another Saudi Arabian Airlines flight left with 13 Saudis.

The panel has indicated that it has yet to find any evidence that the F.B.I. checked the manifests of departing flights against its terror watch list. The departures of additional Saudis raise more questions for the panel. Richard Clarke, the former counterterrorism czar, told The Hill newspaper recently that he took full responsibility for approving some flights. But we don't know if other Bush administration officials participated in the decision.

The passengers should have been questioned about any links to Osama bin Laden, or his financing. We have long known that some faction of the Saudi elite has helped funnel money to Islamist terrorists — inadvertently at least. Prince Ahmed bin Salman, who has been accused of being an intermediary between Al Qaeda and the House of Saud, boarded one of the evacuation planes in Kentucky. Was he interrogated by the F.B.I. before he left?

If the commission dares to address these issues, it will undoubtedly be accused of politicizing one of the most important national security investigations in American history — in an election year, no less.

But if it does not, it risks something far worse — the betrayal of the thousands of people who lost their lives that day, not to mention millions of others who want the truth.

Craig Unger is the author of "House of Bush, House of Saud: The Secret Relationship Between the World's Two Most Powerful Dynasties."

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ATTORNEYS

Said flights

RAIRPORT 04019948 P. 01/03

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June 8, 2004

W. Thomas Halbleib, Jr.
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thalbleib@stites.com

VIA FACSIMILE 202-296-5545

Daniel Marcus, Esq.
General Counsel
National Commission on Terrorist Attacks Upon the United States

Dear Mr. Marcus:

We are counsel to the Lexington-Fayette Urban County Airport Board (the "Airport Board"), on whose behalf we write. We are writing to respond to your May 25, 2004, "Blue Grass Airport Questions for the Record." You ask that Blue Grass Airport provide written responses to certain questions. The Airport Board is the operator of Blue Grass Airport, and this letter constitutes its response to your request. To respond to your questions, we have contacted and conferred with John Coon, the Director of Operations for the Airport Board. He is the Airport Board staff member we believe to be most likely to know this information.

"1. On what date, and at what precise time did Blue Grass Airport in Lexington, Kentucky, reopen after the September 11, 2001 terrorist attacks? If the date and time differ for general aviation versus commercial, please provide both."

Mr. Coon indicates that Blue Grass Airport's airfield reopened around Noon on September 13, 2001. He indicates that an Airport Board Press Release reflects that the first outbound flight was a Delta flight to Atlanta that departed Blue Grass Airport at 12:50 on September 13, 2001. He also indicates that he does not know, and that he does not believe that the Airport Board retains records indicating, when the first general aviation flight departed Blue Grass Airport after the September 11 closing of Blue Grass Airport. He indicates that he is unaware of any general aviation departures during the period after the September 11, 2001, closure and prior to the departure of the Delta flight at 12:50 on September 13, 2001.

"2. Did any flights land at Blue Grass after September 11, 2001, and before the airport reopened? If so, please list the flights with the dates and times of arrival."

Mr. Coon indicates that he does not believe the Airport Board retains any records indicating whether any flights landed at Blue Grass Airport after September 11, 2001, and before the airport reopened. He also indicates that he is unaware of any such landings. He notes that takeoffs and landings at Blue Grass Airport are controlled by the Federal Aviation Administration's Air Traffic Controllers.

BX57:33153:382231:1:LOUISVILLE

STITES & HARBISON PLLC
ATTORNEYS

Daniel Marcus, Esq.
June 8, 2004
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"3. On what date and at what precise time do your records indicate that the following flight departed from Blue Grass? If you do not have any records regarding this flight, please state that in your response.

- A Jetlease chartered luxury Boeing 727 with fourteen people, including a Saudi prince, departing from Lexington, Kentucky for United Kingdom on or about September 16, 2001."**

Mr. Coon indicates that he does not believe that the Airport Board maintains records indicating on what date and at what precise time the flight you describe departed from Blue Grass Airport.

During our telephone conversation, you indicated that you would also like information regarding a flight that arrived at Blue Grass Airport at approximately 6:00 PM on September 13, 2001, from Tampa, proceeded to the TAC Air facilities, refueled and departed about thirty minutes after its arrival. You indicated that the aircraft may have been met by local law enforcement officers, including Lt. Bernard. Mr. Coon indicates that he does not believe that the Airport Board maintains records indicating on what date and at what precise time the flight you describe arrived at or departed from Blue Grass Airport. He also indicates that he does not believe the Airport Board employed any safety and security officer named Bernard, either during September of 2001 or currently. He is unaware whether other local law enforcement agencies may employ Lt. Bernard; he is making inquiries.

"4. What information, if any, do you have about screening by law enforcement personnel – including law enforcement personnel affiliated with the airport facility – of individuals on this flight?"

Mr. Coon is not aware of any information about the screening by law enforcement personnel of individuals on either the September 13, 2001, or the September 16, 2001, flights you describe. He believes that he would have been aware of the screening, had Airport Board safety and security officers been involved. He also noted that the 727 aircraft you describe likely would have parked not at the TAC Air leasehold but more likely would have parked in an area nearer to the Blue Grass Airport Terminal. He says that Airport Board safety and security officers may have been involved in permitting the vehicle in which the passengers for the September 15, 2001 flight were transported to pass through a security gate and transport them to their aircraft. I have communicated to him your belief that local police, including Lt. Bernard, met the September 13, 2001, flight and that screening for the September 16, 2001, flight was conducted by officers from the Federal Bureau of Investigation as well as local law enforcement officers. I have asked that he investigate this matter further. Once he has had an opportunity to do so, I will send you a supplemental response.

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If you have additional questions regarding this matter, please direct them to me.

Very truly yours,

STITES & HARBISON



W. Thomas Harbison, Jr.

WTH:rjw

cc: Tom Eldridge (via fax (202) 358-3124)
Mike Gobb
John Coon



وزارة الخارجية
مملكة العربية السعودية والشرق الأوسط

ROYAL EMBASSY OF SAUDI ARABIA
WASHINGTON, D. C.

OFFICE OF
THE AMBASSADOR

Saudi
Arabia
(new file)

Zelkow
Kojm
Marcus
Dunn

April 16, 2004

The Honorable Thomas H. Kean
Chairman
National Commission on Terrorist Attacks Upon the United States
301 7th Street, SW, Room 5125
Washington, DC 20407

Dear Chairman Kean:

I wish to commend you and the other members of the Commission on the important work you are doing to help all of us learn from the history of the threat of terrorism so that we may all be able to work better together to uproot this scourge from the planet. My country is committed to the fight against terrorism. We are working with the United States and other allies to find and capture the terrorists, choke off the funding that supports them and change the mindset that foments extremism and violence. This is a war that we cannot afford to lose, and Saudi Arabia will continue to be at the forefront of this struggle.

I would like to take a moment to address some of the questions that were recently raised during the testimony of National Security Advisor Condoleezza Rice. During the testimony a question was raised in regard to "extensive activities of the Saudi government in supporting over 300 radical teaching schools and mosques around the country."

While it is true that Saudi Arabia has provided financial assistance to mosques and educational institutions in the United States, including many of America's leading universities, we are not aware of any Saudi government funding to "radical" teaching schools and mosques. We have also reviewed the number of mosques that the Saudi government has financially supported in the past, which is a fairly small number, and we have provided that information to the U.S. government.

We would appreciate if you could share this list of over 300 schools and mosques with us so we can compare this with our own data and take appropriate action where necessary.

There was also a question raised in regard to an unnamed individual who was described as the CFO of Al-Qaeda and a confidant of bin Laden. It was suggested that Saudi

Arabia refused direct access to this individual by the United States. We have not had any such person in our custody. Further, with respect to access to terrorism suspects, the United States and Saudi Arabia have a joint task force on terrorism which operates in Riyadh. Through this task force, the United States has full access to ongoing investigations and Saudi Arabia has granted access to all individuals the United States government has asked to interview. U.S. law enforcement authorities have repeatedly praised Saudi Arabia for its cooperation.

I would also like to point out that staff members of the 9/11 Commission have now traveled to Saudi Arabia twice, where they experienced the openness and cooperation with which Saudi Arabia is working with the United States. On both occasions they were given direct access to individuals within the government, as well as those outside of the government who they requested to meet with, and we are of the understanding that they were completely satisfied with the level of cooperation.

We understand that there are many misunderstandings regarding Saudi Arabia and its role in the War on Terrorism and we would be happy to address specific questions from the Commission. Please let us know if we can be of assistance to your efforts.

Sincerely,



Bandar bin Sultan bin Abdulaziz
Ambassador

c.c. The Honorable Richard Ben-Veniste
The Honorable Fred F. Fielding
The Honorable Jamie S. Gorelick
The Honorable Slade Gorton
The Honorable Bob Kerrey
The Honorable John F. Lehman
The Honorable Timothy J. Roemer
The Honorable James R. Thompson

The Saudi Flights – A Summary

In the wake of the September 11, 2001 terrorist attacks, the national air space was closed. No commercial planes, including chartered flights, were permitted to fly into, out of, or within the United States until September 13, 2001 at [INSERT TIME].¹ Some airports remained closed after that date.

In the weeks after the airspace reopened, six chartered flights with 142 people, many of them Saudi Arabian nationals, departed from the United States.²

- “The Providence flight” A Northstar Aviation flight with four Saudis, including a Saudi Sheikh, departed from Providence, Rhode Island for Paris, France on September 14, 2001;
- “The Lexington flight” A Jetlease chartered luxury Boeing 727 with 14 people, including a Saudi Prince, departed from Lexington, Kentucky for England during the evening hours on September 16, 2001;
- “The First Las Vegas flight” Flight DC-8-73, a chartered Republic of Gabon airplane with 46 people, including several members of the Saudi Royal family, departed from Las Vegas, Nevada for Geneva, Switzerland on September 19, 2001;³
- “The “Bin Laden flight” Ryan International Flight 441, a Boeing 727 with 26 passengers, most of them relatives of Saudi fugitive Osama Bin Laden, departed the United States from Boston, Massachusetts at 2:05 a.m. on September 20, 2001 (after making stops in Los Angeles, Orlando, Washington (Dulles), and Boston);
- “The Second Las Vegas flight” Chartered Flight B 727-21, with 18 people,⁴ members of the same Saudi royal party, departed from Las Vegas, Nevada for Stamstead, England on September 20, 2001;⁵
- “The Third Las Vegas flight” American Trans Air flight L-1011 with 34 members of the party of Saudi Prince Turki, departed from Las Vegas, Nevada for Paris, France on September 24, 2001.⁶

Four issues have emerged with regard to these Saudi Flights. First, was there any special treatment by government officials that allowed these flights to depart? Second, were passengers on these flights interviewed by the FBI or other law enforcement agencies

¹ We are awaiting this information from Team 7. According to William Johnstone, it is possible that the national airspace reopened some time during the day on September 13, 2001, a fact that would make it possible for the Saudi Prince’s alleged flight on September 13, 2001, at 4:30 p.m., *see infra*, to be legal.

² RFBI03009447 (Bates 4)(“The investigations identified 141 passengers aboard these.

³ RFBI03009447 (Bates 22); RFBI04017298 (Bates 1)(flight manifest). Although the FBI states that “a total of 18 Saudi passengers [were] aboard this flight,” that does not seem possible since at least two of the names of the passengers – Gualberto Simpao Glore and Gilles Gerard -- do not have Arabic names, and their passport numbers are not consistent with Saudi issuance.

⁴ RFBI04017295 (Bates 10).

⁵ RFBI03009447 (Bates 22); RFBI04017298 (Bates 1)(flight manifest). Although the FBI states that “a total of 18 Saudi passengers [were] aboard this flight,” that does not seem possible since at least two of the names of the passengers – Gualberto Simpao Glore and Gilles Gerard -- do not have Arabic names, and their passport numbers are not consistent with Saudi issuance.

⁶ RFBI03009447 (Bates 24).

prior to their departure? Third, were the passengers, their luggage, or their aircraft searched before their departure? And fourth, were the passengers' names checked against "watch lists" containing meaningful information about known or suspected terrorists prior to their departure?

Special Treatment

Our investigation has found no credible evidence that any chartered flights of Saudi Arabian nationals flew departed the United States before the reopening of the national airspace on September 13, 2001. We continue to investigate whether there were any Saudi flights *within* the United States before the reopening of the national airspace.⁷

FBI agents escorted two members of the Bin Laden family to the airport on September 19, 2001. They did so because these two individuals – Osama Bin Laden's half-brother who lived in Florida and half-sister who lived in California – told the FBI agents they feared for their safety. FBI agents in Florida used this opportunity to interview Mr. Bin Laden.

In general, passengers on these flights were subject to greater scrutiny than was typical for passengers departing the United States on chartered flights before September 11, 2001. Prior to the terror attacks, departing charter flight passengers often were not subject to security, immigration, or customs screening unless they intended to depart from a major airport.⁸

After the terror attacks, while we have not seen evidence that there was a clear protocol for screening passengers on departing flights, it appears that the Saudi flights were screened with two goals in mind: (1) ensure that the people on these flights did not pose a threat to national security, and (2) ensure that nobody who was of interest to the FBI with regard to the 9-11 investigation (known as "PENTTBOM") was allowed to leave the country.⁹

⁷ There is a report that one chartered flight of Saudis flew from Tampa, Florida to Lexington, Kentucky on September 13, 2001 at 4:30 p.m. "Phantom Flight from Florida," Tampa Tribune, October 5, 2001. The article relates that a Saudi Prince and his security detail told the Prince's father and his father's security detail (which included several off-duty Lexington police officers) that he had flown to Kentucky from Florida on September 13, 2001 in order to board the September 16, 2001 flight that departed the U.S. from Lexington. However, the FBI found no FAA documentation of any flight from Florida to Lexington prior to September 14, 2001. Moreover, according to the FBI, Lexington Airport Police Chief of Police Scott Lanter told the FBI that no planes took off or landed in Lexington until the FAA lifted flight restrictions. Perhaps most significantly, according to the FBI, "one of the members of the private protection detail has confidentially told FBI agents the truth about how the four arrived in Lexington." The "truth" was that the young Prince told his father he flew from Florida rather than admit that he drove there because his father had specifically advised him not to drive for fear the son would be in danger of he did so. RFB104017295 (Bates 10); RFB103009447 (Bates 4). We are attempting to get the FBI interview reports related to this incident.

⁸ See 8 CFR Sec. 231.2 (Requiring that air carriers submit "a departure manifest" to an immigration officer "at the port of departure . . . within 48 hours of the departure.")

⁹ See RFB104017295 (Bates 11).

Interviews

Based on the evidence we have reviewed thus far, we believe that four people (everyone) on “the Providence flight,” nobody on “the Lexington flight,” three people on “the First Las Vegas flight,” 22 people on “the Bin Laden flight,” one person on “the Second Las Vegas flight,” and nobody on “the Third Las Vegas flight,” were interviewed prior to their departure. Thus, out of a total of 142 people on these flights, 30 were interviewed by the FBI.

Records indicate that “[a]dditional interviews were conducted by” the Immigration and Naturalization Service and U.S. Customs Service of passengers on “the First Las Vegas Flight.” We have not yet determined the nature or substance of these interviews. It is also possible that there were additional interviews by other law enforcement agencies involved in screening these flights. Many agencies participated in screening these flights, including the FBI, the U.S. Secret Service, the INS, the U.S. Customs Service, The Bureau of Alcohol, Tobacco and Firearms, the Defense Criminal Investigative Service, the Los Angeles Police Department, the Massachusetts State Police, the Lexington, Kentucky Police Department, the Rhode Island State Police Department, the Warwick Police Department, and the Boston Police Department.

Passengers on “the Bin Laden flight” were interviewed the most extensively. The FBI spoke with the three passengers who were security guards for the passengers prior to the flight’s departure. The FBI interviewed 19 of the remaining 23 passengers. Some passengers were interviewed more than once. The interviews took place in a number of locations, including the passengers’ homes, over the telephone, in automobiles, and at the airport. In total, the FBI conducted 22 interviews of the remaining 23 passengers on Ryan Air Flight 441.¹⁰

Records of the 22 interviews the FBI conducted of “the Bin Laden flight” passengers amount to 39, single-spaced pages.¹¹ These records show that the “the Bin Laden flight” passengers were asked about a number of topics, including their personal biographical information, which of their relatives lived in the United States and where, what relationship, if any, they had with Osama Bin Laden, when, if ever, they had seen Osama Bin Laden, their knowledge of terrorist groups or activity, whether they had ever traveled to Afghanistan or Pakistan, whether they knew any of the 9-11 hijackers, and whether they had any information about the attacks. None of the passengers stated that they had had any recent contact with Osama Bin Laden or knew anything about terrorist activity.

The four “Bin Laden flight” passengers who were not interviewed were: (1) Maria Bayma, possibly the sister of the wife of Khalil Bin Laden, Osama Bin Laden’s brother, (2) Sultan Bin Laden, the “17-18” year-old son of Khalil Bin Laden, (3) Reem Hamza Asar, a female Saudi national who embarked in Boston, and (4) an Indonesian maid to

¹⁰ RFB103009447 (Bates 9).

¹¹ RFB104017299 (Bates 1 – 13, 22 - 47).

one of the Saudi passengers.¹² According to the FBI, the first three individuals “were present during interviews” of other people but were not interviewed separately.¹³

Searches

The FBI and Rhode Island State Police searched the luggage of the passengers on “the Providence Flight.” The FBI and U.S. Customs Service “inspected” “the Lexington flight” prior to its departure. The FBI and U.S. Customs Service agents “searched” all three of “the Las Vegas flights” before they departed. FBI agents “searched” “the Bin Laden flight” airplane and the passengers’ luggage in Los Angeles and Orlando. FBI agents also “searched” the plane before its departure from Boston.

Watch Lists

The FBI has a searchable database of analyst reports drawn from all cases known as “IIIA.”¹⁴ In the immediate aftermath of September 11, the FBI created a “watch list” called the Security Directive List, a list of individuals who were wanted for questioning in connection with the September 11 terror attacks. The scope and basis of this list is still under investigation. At the same time, the INS set up a “Prevent Departure Unit,” responsible for using this FBI “watch list” to prevent the departure from the U.S. of investigative interest to the FBI.¹⁵

At this time, there also existed a State Department terrorist watch list known as TIPOFF, which contained the names and other biographical information on approximately 40,000 known or suspected foreign terrorists.

According to FBI records, the FBI and INS checked passengers on “the Providence flight” against FBI and INS databases. It is not clear which databases these were. The FBI checked passengers on “the Lexington flight” against the Security Directive List. The FBI checked passengers on the three “Las Vegas flights” against the “current FBI Watch List and ran for IIIA reports.” Based on these checks, the FBI interviewed three people on the first Las Vegas flight, and one on the second one. They found nothing suspicious. The FBI reports that “record checks were conducted” of “the Bin Laden flight” passengers. We have not yet determined what kind of checks those were.

There is no conclusive evidence that passengers on any of these six flights were checked against the State Department’s TIPOFF terrorist watch list prior to their departure. However, at our request, the Terrorist Screening Center (TSC) on March 29 - 30, 2004, checked the names of individuals on the flight manifests of these six Saudi flights against

¹² RFBIO3009447 (Bates 18).

¹³ RFBIO3009447 (Bates 6).

¹⁴ 9-11 Commission Staff Member Michael Jacobson is the source for this description.

¹⁵ Testimony of Michael Becraft before the House Committee on Government Reform, Subcommittee on National Security, Veterans Affairs and International Relations, June 11, 2002 (p. 2 - 3).

the current TIPOFF terrorist watch list. The TSC found that there were "no exact matches" between the passengers and TIPOFF's list of known or suspected terrorists.¹⁶

Conclusion

The FBI has concluded that nobody was allowed to depart on these six flights who the FBI wanted to interview in connection with the September 11 terror attacks, or who the FBI later concluded had any involvement with the September 11 terror attacks. To date, we have not uncovered evidence to contradict this conclusion.

The Commission continues to investigate these flights. In particular, we are attempting to determine what role, if any, senior officials in the U.S. Government played in authorizing their departures.

9/11 Law Enforcement Privacy

¹⁶ According to [redacted] the TSC found one name match, but the TIPOFF record was for an individual born in 1980, and the "Bin Laden flight" passenger was listed on the manifest as born in 1962. The source for this is a telephone conversation between Commission Staff member Tom Eldridge and FBI agent [redacted] on March 30, 2004. We are awaiting the documentation supporting the TSC's work.

The Providence Flight

On September 14, 2001, a Northstar Aviation flight to Paris, France departed from Providence, Rhode Island.

- There were four Saudi Arabian nationals on board.
- According to the FBI, all four passengers “were interviewed and their identity confirmed.”¹⁷
- According to the FBI, the FBI and INS checked the four individual’s names against FBI and INS databases “with negative results.”
- The FBI also reported that the U.S. Customs Service and Rhode Island State Police searched their luggage “with negative results.”¹⁸
- It is not clear whether these individuals were checked against the State Department’s TIPOFF terrorist watch list.

The Lexington, Kentucky Flights

On September 16, 2001, a chartered luxury Boeing 727 departed from Lexington, Kentucky.

- There were fourteen individuals on board, the majority of which were Saudi nationals, including a Saudi Prince and his son;¹⁹
- The FBI copied the passports of all fourteen passengers prior to their departure, and made sure that the individuals who boarded the plane were the same individuals on the passports;
- According to the FBI, the FBI and U.S. Customs Service inspected the plane prior to its departure;
- The FBI also checked the passengers’ names against “the Security Directive List,” an FBI watch list created after September 11, 2001;
- There is no evidence that the FBI interviewed these fourteen individuals or checked their names against other terrorist watch lists prior to their departure.²⁰

¹⁷ FBI reports do contain the names of these individuals, but we have not yet received a flight manifest.

¹⁸ RFBI04017295 (Bates 8)

¹⁹ We asked the FBI for a flight manifest for this flight. They produced a report of their investigation of the flight. Their report includes the names of the fourteen passengers on this flight, without stating their nationality. The report does state, however, that the flight contained “a group of Saudi Arabian nationals.” RFBI04017296.

²⁰ RFBI03009447 (Bates 11); RFBI04017296 (Bates 1 – 2).

The Las Vegas Flights

The FBI reports that it “conducted extensive investigation prior to the departure” of the three Las Vegas flights based on a lead it received about the presence of Saudis in Las Vegas on September 11, 2001.²¹ Two of these flights, on September 19, 2001, and September 20, 2001, contained members of the entourage of Saudi Prince Abdulmajeed Bin Abdulaziz.²²

Republic of Gabon-Flagged DC-8-73

On September 19, 2001, Flight DC-8-73, Tail Number TR-LTZ, a chartered Republic of Gabon airplane, departed Las Vegas Nevada for Geneva, Switzerland. This flight contained members of the party of Prince Abdulmajeed Bin Abdulaziz.²³

- There were 69 people aboard this flight, 46 of which, according to the FBI, were Saudi nationals.²⁴
- Before the flight took off, the FBI acquired the name, date or year of birth, passport numbers and copies of passports for all 69 people scheduled to board the flight.
- The FBI checked their names against “the current FBI Watch List and ran for IIIA reports. No Watch List matches were discovered.”²⁵
- FBI records state that agents interviewed three of the passengers based on non-derogatory information in its IIIA database, but found nothing suspicious.²⁶
- The FBI also reports that “Additional interviews were conducted by INS and USCS.”²⁷
- Before the flight was allowed to leave, the plane was searched, and all passengers were matched to the flight manifest and to photocopies of their passports by FBI agents and by agents of the U.S. Customs Service.²⁸
- From our review of FBI records, it appears that 65 of the 69 people on his flight were not interviewed.²⁹
- Although FBI records indicate that Customs personnel assisted in the investigation of this flight, it is not clear from FBI records whether the names of passengers on this flight were run against the Customs –TECS database, which included the TIPOFF terrorist database, prior to its departure.

²¹ RFBIO4017295 (Bates 10).

²² RFBIO4017295 (Bates 10).

²³ RFBIO4017295 (Bates 10).

²⁴ RFBIO3009447 (Bates 19); RFBIO4017296 (Bates 1 – 7)(flight manifest).

²⁵ RFBIO3009447 (Bates 19).

²⁶ RFBIO3009447 (Bates 19).

²⁷ RFBIO4017295 (Bates 10).

²⁸ RFBIO3009447 (Bates 19).

²⁹ The FBI spoke with Prince Abdulmajeed on September 18, 2001 in order to arrange for advanced flight manifests and photocopies of the passengers’ passports. RFBIO4017295 (Bates 10).

Chartered Flight B 727-21, Tail Number N727PX

On September 20, 2001, 18 members of the party of Saudi Prince Abdulmajeed Bin Abdulaziz.³⁰ departed from Las Vegas, Nevada for Stamstead, England.³¹ These 18 individuals underwent the same vetting process as the 69 people on the flight the day before.

- The FBI checked the 18 names against “the current FBI Watch List and ran for IIIA reports. No Watch List matches were discovered.”³²
- FBI records state that agents interviewed one passenger based on non-derogatory information in its IIIA database, but found nothing suspicious.³³
- Before the flight was allowed to leave, the plane was searched, and all passengers were matched to the flight manifest and to photocopies of their passports by FBI agents and by agents of the U.S. Customs Service.³⁴
- From our review of FBI records, it appears that 17 of the 18 people on his flight were not interviewed.
- Although FBI records indicate that Customs personnel assisted in the investigation of this flight, it is not clear from FBI records whether the names of passengers on this flight were run against the Customs –TECS database, which included the TIPOFF terrorist database, prior to its departure.

³⁰ RFB104017295 (Bates 10).

³¹ RFB103009447 (Bates 22); RFB104017298 (Bates 1)(flight manifest). Although the FBI states that “a total of 18 Saudi passengers [were] aboard this flight,” that does not seem possible since at least two of the names of the passengers – Gualberto Simpao Glore and Gilles Gerard -- do not have Arabic names, and their passport numbers are not consistent with Saudi issuance.

³² RFB103009447 (Bates 22).

³³ RFB103009447 (Bates 22).

³⁴ RFB103009447 (Bates 22).

Ryan International Flight 441 (the "Bin Laden Family Flight")

On September 20, 2001, at 2:05 a.m., Ryan International Flight 441, a Boeing 727, contracted by the Saudi Embassy, departed the United States from Boston, Massachusetts.

- FBI records indicate that an electronic communication was sent on September 18, 2001 advising several offices where this flight was to land to telling them to verify the identities of the passengers and ensure "that the flight did not pose a threat to US security."³⁵
- The flight originated in St. Louis on September 18, 2001. It acquired its passengers as follows: In Los Angeles, one passenger embarked, and the flight departed on September 19, 2001; in Orlando, Florida, three passengers embarked, and the flight departed September 19, 2001; in Washington, D.C., five passengers embarked, and the flight September 19, 2001; in Boston, 14 passengers embarked.³⁶
- The flight manifest indicates that, when the flight departed the United States, there were 26 individuals on board other than the flight crew: 23 passengers and 3 security guards.³⁷
- Most of the 23 passengers were Saudi nationals. Most of the Saudis were relatives of Osama Bin Laden and twelve had the last name "Bin Laden."³⁸
- FBI agents verified Flight 441's passengers' names in Los Angeles, Orlando, and Boston.³⁹
- FBI agents searched the airplane and luggage in Los Angeles and Orlando. The FBI searched the plane prior to its departure in Boston.⁴⁰
- "At each airport, passengers were processed through immigration and customs as well as security checks."⁴¹
- In Boston, the FBI photographed all fourteen individuals boarding the aircraft;
- "[R]ecord checks were conducted" of the passengers;
- The FBI interviewed most but not all of the people on Flight 441 prior to its departure. The FBI interviewed 19 of the 23 passengers on Flight 441. Some

³⁵ RFB104017295 (Bates 11).

³⁶ According to FBI records, in Boston, 17 people got onto this flight in Boston, and one person – a security guard -- got off the plane. RFB10300947 (Bates 9).

³⁷ There is conflicting evidence on which one of two individuals were actually on the flight. The FBI has not yet produced to us copies of the Ryan Air Flight manifests. In its summary of these flights, the FBI lists "Maria Bayma" as a passenger listed on the flight manifest. However, another FBI record of this flight indicates that Khalil Bin Laden "and his wife and son" boarded in Orlando, Florida. RFB104017295 (Bates 11). An analyst comment then states: "Khalil Bin Laden's wife's name is Isabel Bayma." Id. Thus, it is unclear whether Isabel or Maria Bayma were on Flight 441, but Maria Bayma is listed on the flight manifest. The FBI's records indicate that Maria Bayma "appears to be a relative of Khalil Bin Laden's wife, Isabel Bayma." RFB104017295 (Bates 11).

³⁸ RFB103009447 (Bates 18). The FBI apparently did acquire flight manifests for the various legs of this flight; we have requested the manifests, and are waiting for copies. There is no evidence that Abdullah Bin Laden was on Ryan Air Flight 441. The Vanity Fair Article states Abdullah Bin Laden was on this flight.

³⁹ Id.

⁴⁰ Id.

⁴¹ RFB104017295 (Bates 19).

passengers were interviewed more than once. The interviews took place in a number of locations, including the passengers' homes, over the telephone, in automobiles, and at the airport. In total, the FBI conducted 22 interviews of the 23 passengers on Ryan Air Flight 441.⁴² FBI agents also spoke with the flight crew of Flight 441 and the three security guards who accompanied the passengers prior to the flight's departure.

- Records of the 22 interviews the FBI conducted of "Bin Laden Flight" passengers indicate that the FBI interviewed many of these individuals at some length. The records for all the interviews amount to 39, single-spaced pages.⁴³ These records show that the "Bin Laden Flight" passengers were questioned for example, about their personal biographical information, where they lived, which of their relatives lived in the United States and where, what relationship, if any, they had with Osama Bin Laden, when, if ever, they had seen Osama Bin Laden, their knowledge of terrorist groups or activity, whether they had ever traveled to Afghanistan or Pakistan, whether they knew any of the 9-11 hijackers, and whether they had any information about the attacks. Many family members told the FBI they had lived or traveled in the West for years. Some of the Bin Ladens were U.S. citizens. None of the passengers stated that they had had any recent contact with Osama Bin Laden or knew anything about terrorist activity.
- In two cases, when the FBI called members of the Bin Laden family in connection with their plans to depart the country, the Bin Ladens asked the FBI agents to accompany them to the airport because they were afraid for their and their family's safety.⁴⁴ In one instance, the FBI agent agreed that there was the potential for danger to someone with the last name "Bin Laden."⁴⁵ That agent, in Florida, agreed to provide an escort to the airport for three Bin Laden family members based on their fears, and took the opportunity to interview one of the family members during the drive.⁴⁶ In a second case, Osama Bin Laden's sister, who lived in Los Angeles, requested an escort on September 19, 2001 to the airport in Los Angeles because she was concerned about her safety. An FBI agent agreed to and did escort her to the airport.⁴⁷
- The four Ryan Air flight 441 passengers who were not interviewed were: (1) Maria Bayma, apparently the sister of the wife of Khalil Bin Laden, Osama Bin Laden's brother, (2) Sultan Bin Laden, the "17-18" year-old son of Khalil Bin Laden, (3) a female Saudi national who embarked in Boston, and (4) an Indonesian maid to one of the Saudi passengers.⁴⁸ There is strong evidence that

⁴² RFBI03009447 (Bates 9).

⁴³ RFBI04017299 (Bates 1 – 13, 22 - 47).

⁴⁴ RFBI04017299 (Bates 10); RFBI03009447 (Bates 10).

⁴⁵ RFBI04017299 (Bates 9).

⁴⁶ RFBI03009447 (Bates 10) The FBI agent reported that this flight was delayed two hours because flight crew members refused to fly upon learning "the identities of the passengers." According to the agent, "The matter was resolved after the charter company agreed to pay each flight crew member an additional five thousand dollars." RFBI04017299 (Bates 10).

⁴⁷ RFBI04017299 (Bates 10).

⁴⁸ RFBI03009447 (Bates 18).

the first three individuals, although they were not interviewed separately, “were present during interviews” of other people.⁴⁹

- None of the passengers on Ryan Air Flight 441 had ongoing FBI investigations at the time they departed the United States.⁵⁰ The FBI has stated based on their investigation of the individuals on the Ryan Air Flight that there were “no siblings of UBL’s with ties to Militant Islamic Fundamentalists aboard the flight.”⁵¹
- Finally, the FBI maintains that “no persons received FBI approval to depart the US without being determined to be of investigative interest to the PENTTBOM investigation.”⁵²

⁴⁹ RFB103009447 (Bates 6).

⁵⁰ RFB104017295 (Bates 13).

⁵¹ RFB103009447 (Bates 31).

⁵² RFB104017295 (Bates 7).

American Trans Air Flight ATA L-1011

On September 24, 2001, 34 members of the party of Saudi Prince Turki departed on Flight American Trans Air (ATA) L-1011, from Las Vegas, Nevada to Paris, France.⁵³

- These 34 individuals underwent the same vetting process as the individuals on earlier Saudi-departing Las Vegas flights. The FBI checked the 34 names against “the current FBI Watch List and ran for potential IIIA reports. Both checks met with negative results.”⁵⁴
- There were 19 Saudi citizens on board.⁵⁵
- Before the flight was allowed to leave, the plane was searched;
- All passengers were matched to the flight manifest and to photocopies of their passports by FBI agents and by agents of the U.S. Customs Service.⁵⁶
- From our review of FBI records, it appears that none of the 34 people on his flight were interviewed.
- FBI records indicate that U.S. Customs Service personnel assisted in the investigation of this flight; however, it is not clear from FBI records whether the names of passengers on this flight were run against the Customs –TECS database, which included the TIPOFF terrorist database, prior to its departure.

⁵³ RFBI03009447 (Bates 24).

⁵⁴ RFBI03009447 (Bates 24).

⁵⁵ RFBI04017297 (Bates 2 – 3)(flight manifest).

⁵⁶ RFBI03009447 (Bates 24).

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staff during trip to Middle East in Oct. 2003. All
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Document Date: 06-06-2003

Document Type: Memorandum

From: Dana; Mike

To: Philip; Chris; Dan

Subject: updated work plans and detailed list of associates

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