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**PENTTBOM CASE SUMMARY**  
**as of 1/11/2002**

(LES) The following is a "Law Enforcement Sensitive" version of materials relevant to the Penttbom investigation. It includes an Executive Summary; a Summary of Known Associates; a Financial Summary; Flight Team Biographies and Timelines. Recipients are encouraged to forward pertinent information to the Penttbom Investigative Team at FBI Headquarters (Room 1B999) (202-324-9041), or the New York Office, (212-384-1000).

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EXECUTIVE SUMMARY

(LES) Captioned matter is a culmination of over a decade of rhetoric, planning, coordination and terrorist action by USAMA BIN LADEN (UBL) and the AL-QAEDA organization against the United States and its allies. UBL and AL-QAEDA consider themselves involved in a "Holy War" against the United States. The Bureau, with its domestic and international counterterrorism partners, has conducted international terrorism investigations targeting UBL, AL-QAEDA and associated terrorist groups and individuals for several years.

(LES) In August 1996, USAMA BIN LADEN issued the first of a series of fatwas that declared jihad on the United States. Each successive fatwa escalated, in tone and scale, the holy war to be made against the United States. The last fatwa, issued in February 1998, demanded that Muslims all over the world kill Americans, military or civilian, wherever they could be found. Three months later, in May 1998, he reiterated this edict at a press conference. The United States Embassies in Nairobi, Kenya, and Dar es Salaam, Tanzania, were bombed on August 7, 1998, a little more than two months after that May 1998 press conference. The recently concluded Embassy Bombings trial (United States v. UBL, et al) in New York provided the first public proof that UBL was connected to acts of terrorism against the United States.



(LES) UBL first came to the attention of the FBI following the first attack on the World Trade Center, on February 26, 1993. Codenamed "TRADEBOM", the attack was never directly linked to UBL. However, it was the TRADEBOM investigation, and primarily the identification of the MEKHTAB AL-KHIDMAT, or "Services Office", run out of the AL-KIFAH REFUGEE CENTER in Brooklyn, New York, that ultimately led to the present UBL case being investigated by the New York office (265A-NY-259391, MC161). It was through the AL-KIFAH REFUGEE CENTER that large numbers of Muslim men, including the TRADEBOM subjects, were recruited and sent to the training camps of Afghanistan, first to engage in the war against the former Soviet Union, and later to engage in jihad against the United States.

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(LES) Following the WTC attack in June 1993, the FBI learned of a plot to blow up buildings in New York City. "TERRSTOP" was the name given to this failed plot to blow up bridges, tunnels and landmark buildings, including 26 Federal Plaza, where the FBI New York office is located. This investigation led to numerous arrests and the successful prosecution in the Southern District of New York (SDNY) of several terrorists. It was through this investigation that OMAR ABDUL RAHMAN, aka the BLIND SHEIKH, was ultimately prosecuted, and convicted on charges stemming from his solicitation of others to commit these acts of terrorism. Although TERRSTOP was also never linked directly to UBL, it is important to note that in many of UBL's press conferences, other public statements and fatwas, he has called for the BLIND SHEIKH's incarceration to be avenged, and has declared that the United States will be punished should any harm come to the BLIND SHEIK. UBL reiterated this demand in his last major press statement, which was released in June 2001.

(LES) The FBI would again see UBL connections to an act of terrorism in early 1995, when a plot to simultaneously blow up twelve American airliners, while in the air, was planned by RAMZI YOUSEF and WALI KHAN, aka AZMARI. This plan was allegedly financed by MOHAMED JAMAL KHALIFAH. The attacks were foiled when a fire broke out in the subjects' apartment and responding Philippine authorities discovered evidence of the plot. One Japanese national was killed in his seat on a flight that originated in Manila, Philippines, in an apparent test-run of the attacks to come. This investigation was code-named MANILA AIR, and can be linked to UBL in at least two ways. First, the alleged financier (KHALIFAH) is UBL's brother-in-law. Second, YOUSEF was ultimately arrested at a guesthouse in Pakistan which was run by UBL. YOUSEF was later tried in New York and convicted on charges stemming from his roles in both the MANILA AIR and TRADEBOM conspiracies.

(LES) In contrast with these earlier cases, the attacks on the United States Embassies in Nairobi, Kenya (KENBOM 265A-NY-267856, MC 148), and Dar es Salaam, Tanzania (TANBOM 265A-NY-267857, MC 149), on August 7, 1998, have been directly linked to UBL. This was proved through evidence and testimony of witnesses at the recently concluded trial in New York (United States v. UBL, et al). Subject MOHAMED RASHED DAOUD AL-OWHALI was supposed to be a suicide passenger of the bomb truck used to attack the U.S. Embassy in Nairobi, Kenya. Instead, AL-OWHALI ran from the bomb truck to save himself. Having survived, he found himself

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without money, identification, a passport, or the language needed to communicate in Nairobi. AL-OWALI was subsequently arrested in Kenya and confessed to the FBI. AL-OWHALI admitted he had been given a telephone number in Sana, Yemen, 967-1-200578 ("the 200578 telephone number") as a point of contact. AL-OWALI had called this number both before and after the bombing. A check through Kenya telephone records for all calls made to this number ultimately led investigators to the "Nairobi Bomb Factory." The factory was located in a house occupied by FAZUL ABDALLAH MOHAMED, aka HARUN ("HARUN"), a long-time and ranking AL-QAEDA member and veteran of UBL training camps in Afghanistan and Somalia.

(LES) It is significant to note that the only known calls made from UBL's satellite telephone to the 200578 telephone number were made on the same day, and the day following the day that AL-OWHALI called 200578 from Kenya seeking assistance and guidance.

(LES) AL-OWHALI confessed that he had personally asked UBL for a mission, which was how he came to be an intended suicide bomber in Nairobi on August 7, 1998. GIHAD M.A. ALI, aka AZZAM, was identified as the suicide driver of the bomb attack. AL-OWHALI and AZZAM both attended UBL training camps and fought alongside the Taliban in Afghanistan, and both were present at UBL's May 1998 press conference.

(LES) AL-OWHALI's co-defendant MOHAMED SADIQ ODEH made certain admissions to the FBI. He admitted he also had been a member of AL-QAEDA since the early 1990s, had attended the training camps in Afghanistan, and trained others in military matters in Somalia. Information provided by ODEH, AL-OWHALI, and other AL-QAEDA members and corroborated by the investigation led to the identification of the other perpetrators of the embassy bombings. The investigation showed a significant EGYPTIAN ISLAMIC JIHAD (EIJ) influence on these attacks. Five of the 15 subjects were Egyptian, and all are believed to be members of both EIJ and AL-QAEDA.

(LES) In the course of the embassy bombing trial, it was proved that AL-QAEDA exists. Through evidence and witness statements, including statements by one of the founding members of AL-QAEDA, it was shown that AL-QAEDA is an extremely organized group, which uses sophisticated technology and equipment. It was made clear AL-QAEDA seeks the destruction of the United States.

(LES) Although he did not testify in the Embassy Bombings trial, defendant ALI MOHAMED made certain admissions during the

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allocution of his guilty plea in court in October 2000. Amongst these, MOHAMED (a former member of both the Egyptian and U.S. Armies) stated he had helped establish the training conducted in the camps of Afghanistan and helped to train some of those involved in the East Africa bombings. He admitted his own role in conducting the initial surveillance of the U.S. Embassy in Nairobi, almost five years prior to the actual attack.

(LES) UBL can be directly connected to the attack on the USS Cole in October 12, 2000 (ADENBOM 265A-NY-277013). The 200578 telephone number which was originally identified as significant through the KENBOM/TANBOM investigation was also used during the planning of the attack on USS Cole. FBI investigators have learned the 200578 telephone number is subscribed to by AHMED AL-HADDA, whose daughter is married to KHALID AL-MIHDHAR (Flight 77). The ADENBOM investigation has also linked AL-MIHDHAR to both NAWAF AL-HAZMI (Flight 77) and KHALLAD, now identified as TAWFIQ MOHAMED BIN SALEH BIN ROSHAYED BIN ATTASH.

(LES) KHALLAD is significant in the USS Cole attack and the Embassy Bombings.

Subsequent to AL-NASHERI's introduction to BADAWI, BADAWI bought the boat that was used to attack the USS Cole. AL-NASHERI is believed to be a long-time UBL operative and was a first cousin to GIHAD M.A. ALI, aka AZZAM., the suicide driver of the Nairobi bomb truck. FBI investigators know from AL-OWALI's confession that KHALLAD helped AL-OWALI travel from Yemen to Kenya, via Pakistan and Afghanistan.

(LES) The PENTTBOM investigation indicates the September 11, 2001, attacks against the Pentagon and the World Trade Center are two more terrorist acts attributable to UBL (this information will continue to be evaluated and vetted). In the fall of 1999, MARWAN AL SHEHHI (Flight 175), using the alias "ABU ABDULLAH", stayed at USAMA BIN LADEN's guest house in Qandahar, Afghanistan,

Hijackers KHALID AL-MIHDHAR and NAWAF AL-HAZMI are linked to key UBL operatives in the KENBOM, TANBOM, AND ADENBOM attacks. Uncorroborated information developed thus far places hijackers HAMZA ALGHAMDI, MARWAN AL SHEHHI, and MOHAMMED ATTA in the training camps of Afghanistan. It is apparent at this time

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that the events of September 11, 2001, that resulted in the deaths of over 5,000 individuals are the work of USAMA BIN LADEN.

**CAPTIONED INVESTIGATION TO DATE**

(LES) As the field is aware, captioned investigation has involved the entire Bureau. Every field office and Legat has been significantly involved in this investigation. The following is a summary of the results of the investigation as of November 4, 2001. It is organized by hijacked Flight Number. These results are a summary and are not intended to provide all of the details of the investigation. The investigation continues into the attacks; therefore, these results may be updated. The field will be provided periodic updates of the results of this continuing investigation. Future updates will include overseas investigative results, updated financial investigative results, and results of the analysis of electronic/computer medium.

**AMERICAN AIRLINES FLIGHT 11**

CRASHED INTO WORLD TRADE CENTER NORTH TOWER

8:45 AM

(LES) On September 11, 2001, at approximately 7:59 AM, American Airlines Flight 11, a Boeing 767 aircraft, departed from Logan International Airport, Boston, Massachusetts, bound for Los Angeles, California, with 81 passengers and 11 crew members on board. Five Middle Eastern males using box cutters and possibly mace or pepper spray hijacked the flight approximately 14 minutes into the flight. The FBI has identified five hijackers aboard Flight 11. They are MOHAMED ATTA, date of birth September 1, 1968 (Seat 8D, Business Class); ABDUL AZIZ AL OMARI, date of birth May 28, 1979 (Seat 8G, Business Class); SATAM AL SUQAMI, date of birth June 28, 1976 (Seat 10B, Business Class); WALEED AL SHEHRI, date of birth December 20, 1978 (Seat 2B, First Class); and WAIL AL SHEHRI, date of birth July 31, 1973 (Seat 2A, First Class).

(LES) It has been determined that MOHAMED ATTA was both the pilot and the leader of the Flight 11 team. ATTA is the only hijacker associated with this flight that is known to have formally received flight training.

(LES) The conspiracy to hijack aircraft in the U.S. and to use them as weapons of mass destruction may have evolved in Germany between 1996 and 1999. ATTA and identified hijackers of Flights 175 and 93, MARWAN AL-SHEHI and ZIAD JARRAH, respectively, as well as RAMZI MOHAMED ABDULLAH BINALSHIBH,

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associated together at the Technical University in Hamburg, Germany for several years (BINALSHIBH is currently wanted by German authorities on an arrest warrant relating to the hijacking). During this period, ATTA was involved in studies regarding urban planning.

(LES) ATTA is known to have pursued flight training in the U.S. as early as March 2000, when he made e-mail Internet inquiries from Germany to several flight schools in the U.S. In May 2000, ATTA was issued an Egyptian passport in Hamburg, Germany, to replace one which he claimed had been lost. Following issuance of B1/B2 visa, he arrived at Newark, New Jersey, from Ruzyně Airport, Czechoslovakia, on June 3, 2000. His arrival to the United States was only several days after that of MARWAN AL SHEHHI (Flight 175), who had arrived aboard Sabena Air Flight 537 on May 29, 2000, to Newark, New Jersey, from the United Arab Emirates (U.A.E.) via Belgium. As of June 4, 2000, a cellular phone subscribed to by ATTA was operational. ATTA used the address of a Norman, Oklahoma, flight school as his billing address. The numerous telephone calls made by ATTA and AL SHEHHI during his first month in the U.S. are currently being investigated to ascertain their movements and contacts during this period.

(LES) On July 2, 2000, ATTA and AL SHEHHI traveled to Norman, Oklahoma, ostensibly to evaluate the program offered through the Airman's Flight School (AFS). Although they stayed the first night for free at a hotel paid for by AFS, they did not enroll at AFS. Instead, ATTA began training at Huffman Aviation in Venice, Florida, on July 7, 2000. ATTA and AL SHEHHI both obtained their pilot's licenses, instrument certifications, and commercial pilot certificates in the Fall and Winter of 2000 at Huffman Aviation.

(LES) ZACARIAS MOUSSAOUI, a suspected associate of the hijackers, also listed AFS as his intended address upon his arrival in the U.S. in 2001. MOUSSAOUI first contacted AFS sometime after February 2001 to inquire about flight training, and he began flight lessons on August 13, 2001. However, his behavior during flight instruction aroused suspicion amongst authorities and he was arrested for INS violations on August 16, 2001. He is presently detained in the Southern District of New York (SDNY).

(LES) ATTA and AL SHEHHI departed Oklahoma on or about July 5, 2001, and moved to Fort Lauderdale, Florida, where they opened a joint account at Sun Trust Bank and deposited \$7,000 into the account. ATTA remained in flight training at Huffman Aviation

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and for a short time with Jones Aviation Incorporated throughout the remainder of 2000. On December 29 and 30, 2000, both ATTA and AL SHEHHI received flight simulator training for 727 class aircraft at SimCenter, Opa-Locka, Florida. It is believed that ATTA resided exclusively in the South Florida area during this time period.

(LES) On January 3, 2001, ATTA departed the U.S. en route to Madrid, Spain, and returned to the U.S. on January 10, 2001. His activities in Spain are not known at this time.

(LES) On January 25, 2001, ATTA and AL SHEHHI moved temporarily to Norcross, Georgia, where ATTA visited the Advanced Aviation Flight Training School in Lawrenceville, Georgia. He subsequently performed a check flight in order to rent an aircraft. It is believed that ATTA and AL SHEHHI remained in the Atlanta, Georgia, area for additional training through February and March 2001. However, it is during this time period that a crop duster pilot located at the Belle Glade Airport, Belle Glade, Florida, identified ATTA as the person who inquired about the purchase and operations of crop dusters. In addition to this ATTA sighting, it has been confirmed that ATTA, using the names AWAIID EL SAYED and MOHAMED EL SAYED, along with AL SHEHHI, traveled on February 19, 2001, to Virginia Beach, Virginia, and opened a mail box at the Mail Depot in Virginia Beach on February 20, 2001. They departed the area on February 20, 2001, subsequently withdrawing \$4,000 from their Sun Trust account at a Sun Trust Bank in Virginia Beach, Virginia, prior to their departure. The tracking of ATTA's pre-paid telephone card placed him in Stone Mountain, Georgia, one day later on February 21, 2001. The purpose of the trip to Virginia Beach is unknown.

(LES) ATTA and AL SHEHHI returned to the Virginia Beach area from April 3 to April 4, 2001, during which they closed out the mail box and withdrew \$8,000 from their Sun Trust account at a Virginia Beach branch. On May 11, 2001, records indicate that AL SHEHHI deposited \$8,600 back into the account, and on May 22, 2001, ATTA deposited \$3,400 back into the account. Both of these deposits were made in Florida.

(LES) From June until September 11, 2001, investigation has determined that ATTA conducted extensive travel. ATTA traveled to the following areas: Florida, Boston, New York, New Jersey, Las Vegas, Nevada, Baltimore/Washington, and Madrid, Spain. During this time period, it is believed ATTA communicated with other hijackers.

(LES) On June 28th, 2001, ATTA made the first of two known

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trips to Las Vegas, Nevada. A review of ATTA's Internet account revealed he utilized the Internet extensively during his stay in Las Vegas. The purpose of ATTA's travel to Las Vegas is unknown, and no evidence has been developed suggesting the other hijackers were in Las Vegas during this same period. The flight to Las Vegas was a United Airlines flight from Boston's Logan Airport via San Francisco. Records indicate this is the first time that ATTA flew out of Logan and this travel may have been the first overt reconnaissance of Boston's Logan Airport by a Flight 11 hijacker.

(LES) On July 1, 2001, ATTA returned to Boston's Logan Airport, and immediately purchased a one-way ticket to JFK Airport in New York. AL OMARI arrived at JFK Airport on June 29, 2001. It is believed that ATTA met with AL OMARI in New York/New Jersey metropolitan area as investigation showed that ATTA, AL OMARI, NAWAF AL-HAZMI (Flt. 77), SALEM AL-HAZMI (Flight 77), KHALID AL-MIHDHAR (Flight 77), AHMED ALGHAMDI (Flight 175), and MAJED MOQED (Flight 77) all purchased identifications at Apollo Travel in Paterson, New Jersey in July 2001. ATTA subsequently flew out of the Newark Airport on July 3, 2001, and returned to Florida.

(LES) On July 7, 2001, ATTA departed from Miami for Zurich, Switzerland, on a ticket purchased from Apollo Travel. ATTA traveled from Zurich to Madrid, Spain, on July 8, 2001, and returned to the U.S. from Madrid on July 19, 2001.

(LES) On August 13, 2001, ATTA made a second trip to Las Vegas. On August 17, 2001, ATTA, HANI HANJOUR (Flight 77), and NAWAF AL-HAZMI (Flight 77) left Las Vegas Airport on flights departing one half hour apart. Therefore, it is likely the hijackers met in Las Vegas. Records indicate that ATTA was the only person to check into a hotel and rent a car.

(LES) ATTA generally traveled alone. The remaining four hijackers of Flight 11 traveled together, or traveled in pairs with other hijackers. For example, on April 23, 2001, WALEED AL SHEHRI and SATAM AL SUQAMI entered the United States aboard the same flight. WAIL AL SHEHRI entered the United States aboard the same flight as AHMED AL HAZNAWI (Flight 93). In the days leading up to September 11th, there are confirmed sightings of all five hijackers in and around the Fort Lauderdale/Hollywood International Airport. On September 4, 2001, ATTA sent a Federal Express package to the U.A.E. The five hijackers of Flight 11 subsequently departed from Fort Lauderdale on successive days to Boston. WAIL and WALEED AL SHEHRI departed for Boston on September 5th; AL OMARI and AL SUQAMI departed for Boston on

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September 6th; and ATTA departed on a flight to Baltimore Washington International Airport (BWI) on September 7th. On September 8th, ATTA wire transferred \$2,860 to AHANAD MUSTAFA and \$5,000 to MUSTAFA AHMAD, both located in the U.A.E., from two different locations in Laurel, Maryland.

(LES) Upon their arrival in Boston, WALEED AL-SHEHRI, WAIL AL SHEHRI, AL OMARI, and AL SUQAMI checked into the Park Inn, Newton, Massachusetts, on September 9, 2001. WALEED AL SHEHRI unsuccessfully attempted to wire transfer \$5,000 to the U.A.E.. On September 10, 2001, at 7:25 PM, a wire transfer for the amount of \$5,000 was successfully completed to MUSTAFA AHMED. At 8:14 PM, the calling card in WALEED AL SHEHRI's possession (888-873-6592), was used to call two unidentified numbers from a Brighton, Massachusetts, payphone and was then used to call the U.A.E. It is believed that the call to the U.A.E. was placed to confirm the receipt of the wire transfer.

(LES) ATTA flew into Boston from BWI on September 9, 2001, and went to the Milner Hotel where he met with AL SHEHHI (Flight 175). A telephonic message on September 9, 2001, recovered from ATTA's cellular telephone, from ZIAD JARRAH (Flight 93) has JARRAH referring to ATTA as "boss." ATTA and AL SHEHHI were seen departing the Milner Hotel together in the evening of September 9th carrying a black bag. They were seen again together at Boston's Logan Airport where they used an ATM machine located inside Terminal "C." ATTA and AL SHEHHI were subsequently seen returning to the hotel together. They were observed by hotel staff having breakfast together on September 10, 2001.

(LES) On September 10, 2001, at 12:30 PM, ATTA departed the Milner Hotel, picked up AL OMARI at the park Inn, and drove to Portland, Maine. They checked into the Comfort Inn in South Portland. ATTA and AL OMARI were observed together on several occasions in the Portland area on the evening of September 10th.

(LES) On September 11, 2001, at 6:00 AM, ATTA and AL OMARI boarded a U.S. Air flight departing Portland, Maine, to Boston's Logan Airport. They were both carrying black shoulder bags when they passed through security. When ATTA arrived at Logan Airport, he received a telephone call on his cellular telephone from a pay phone located inside Terminal "C". This call is believed to have originated from one of the Flight 175 hijackers who were waiting to board Flight 175 which was boarding in Terminal "C".

(LES) The hijackers from Flight 11 all purchased one-way tickets in either First Class or Business Class. The seats that were selected had a direct line of sight with each other and with the cockpit door. WALEED AL SHEHRI and WAIL AL SHEHRI occupied the first two seats in First Class. The cockpit doors were

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easily accessible from these seats. ATTA and AL OMARI occupied the two middle seats of the second row in Business Class, and AL SUQAMI sat in the aisle seat in the next to last row in Business Class. Flight 11 was cleared for takeoff at 7:59 AM and diverted course at 8:13 AM. Flight 11 crashed into the North Tower of the World Trade Center at 8:45 AM, resulting in the collapse of the tower at approximately 10:25 AM.

Later in the day on September 11, 2001, two pieces of luggage in the name of MOHAMED ATTA, which had not been loaded onto Flight 11, were recovered at Boston's Logan Airport. A subsequent search of this baggage revealed items to include a three page letter handwritten in Arabic which, upon translation, was found to contain instructions for the hijackers. Copies of this letter were also recovered at the crash site of Flight 93 and in the car registered to NAWAF AL-HAMZI that was found at Dulles International Airport.

**AMERICAN AIRLINES FLIGHT 77**

**CRASHED INTO PENTAGON  
9:39 AM**

(LES) On September 11, 2001, American Airlines Flight 77, a Boeing 757 aircraft, departed Dulles International Airport (IAD) at 8:20 AM en route to Los Angeles with 58 passengers and 6 crew members on board. At 8:50 AM, the last routine radio contact with the aircraft was made and at 8:54 AM, the aircraft began an unauthorized turn to the south. Shortly thereafter, radar contact was lost. At 9:39 AM, Flight 77 deliberately crashed into the southwest side of the Pentagon, Alexandria, Virginia.

(LES) Investigation to date has determined that Flight 77 was hijacked by five Middle Eastern males. The hijackers have been identified as KHALID AL-MIHDHAR, date of birth May 16, 1975 (Seat 12B, Coach Section); NAWAF AL-HAZMI, date of birth August 6, 1976 (Seat 5E, First Class); HANI HANJOUR, date of birth August 30, 1972 (Seat 1B, First Class); SALEM AL-HAZMI, date of birth February 2, 1981 (Seat 5F, First Class; and MAJED MOQED, date of birth June 18, 1977 (Seat 12A, Coach Section).

(LES) The five Flight 77 hijackers were in the United States on visas and passports from Saudi Arabia. HANJOUR is the earliest known entry into the United States. He entered the United States on October 3, 1991, from Saudi Arabia to attend the English as a Second Language (ESL) program at the University of Arizona. Believed to have returned home to Saudi Arabia at the beginning of 1992, HANJOUR re-entered the United States in April 1996 and resided in Florida for one month. HANJOUR then moved to

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California, where records indicate he attended ELS Language School in Oakland until August 1996. HANJOUR began flight training in September 1996 at Sierra Aeronautical Academy Airline Training Center, also located in Oakland. HANJOUR continued flight lessons after he moved to Arizona at the end of September 1996 when he attended one month of training at Cockpit Resource Management (CRM) in Scottsdale, Arizona. He then returned to Saudi Arabia for one year. HANJOUR returned to the United States in November 1997 and again resided in Florida for approximately one month. He moved back to Arizona in December 1997 and resumed flight training at CRM. HANJOUR then began training at Arizona Aviation in Mesa, Arizona, on March 3, 1998, and continued there until his departure from the United States in April 1999.

(LES) Over a span of three days in the Spring of 1999, AL-MIHDHAR, NAWAF AL-HAZMI, and SALEM AL-HAZMI obtained visas in Jeddah, Saudi Arabia. Following a meeting in the beginning of January 2000 with a known USAMA BIN LADEN associate, AL-MIHDHAR and NAWAF AL-HAZMI entered the United States at Los Angeles, California, on January 15, 2000, and settled in the San Diego area. While residing in San Diego, both AL-MIHDHAR and NAWAF AL-HAZMI undertook flight instruction. In April 2000, NAWAF AL-HAZMI participated in a one-hour introductory lesson at National Air College in San Diego and then, along with AL-MIHDHAR, received instruction on two occasions at Sorbi Flying Club in San Diego during May 2000.

(LES) AL-MIHDHAR departed the United States in June 2000. NAWAF AL-HAZMI stayed in the San Diego area until December 2000, at which time he moved to Arizona with HANJOUR who had just returned to the United States. HANJOUR resumed his flight instruction at Arizona Aviation, after which he continued training at Pan Am International Flight Training Center, also known as Jet Tech International, in Phoenix, Arizona. In March 2001, NAWAF AL-HAZMI and HANJOUR vacated their Arizona residence and subsequently appeared in the Northern Virginia area in April 2001.

(LES) On May 2, 2001, MOQED entered the United States at Dulles International Airport, Washington, D.C., traveling from Dubai, U.A.E., with AHMED ALGHAMDI (Flight 175). NAWAF AL-HAZMI and HANJOUR arrived in New Jersey during this time and leased an apartment in Patterson. On June 29, 2001, SALEM AL-HAZMI arrived in the United States at John F. Kennedy International Airport (JFK), New York, from Dubai, U.A.E., along with ABDULAZIZ AL OMARI (Flight 11). SALEM AL-HAZMI also proceeded to New Jersey. After AL-MIHDHAR's return to the United States at JFK, New York, on July 4, 2001, all five hijackers were located in the same area

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of New Jersey. This is the first documented instance that all five hijackers were in close proximity of each other. Investigation has revealed association between these hijackers as well as with those of the other hijackers' flights.

(LES) In the weeks immediately preceding September 11, 2001, the hijackers of Flight 77 stayed in various motels in the area of Laurel, Maryland, and utilized computers to gain Internet access at the local Kinko's. During this time period, numerous documented interactions occurred in the areas of Laurel and College Park, Maryland, during this time period among the Flight 77 hijackers and the hijackers of the other flights. ZIAD JARRAH (Flight 93) was observed with the Flight 77 hijackers on occasion and also had registered at some of the same hotels in the Laurel area as the Flight 77 hijackers. Another notable interaction between the hijackers occurred on August 13-14, 2001, when NAWAF AL-HAZMI and HANJOUR traveled to Las Vegas, Nevada, at the same time as MOHAMMAD ATTA (Flight 11).

(LES) The Flight 77 hijackers commenced their travel arrangements for the September 11, 2001, flight within a few days of August 8, 2001. On August 8, 2001, AL-MIHDHAR and MOQED attempted to purchase their tickets through American Airlines' website but were unsuccessful because the address they gave could not be verified by the airlines. AL-MIHDHAR and MOQED ultimately purchased their tickets with cash on September 5, 2001, at the American Airlines counter at Baltimore-Washington International Airport. On August 27, 2001, NAWAF AL-HAZMI and SALEM AL-HAZMI purchased their tickets through the web site Travelocity.com using a Visa debit card in name of NAWAF M. AL-HAZMI. On August 31, 2001, HANJOUR attempted to purchase his ticket with a VISA debit card at Advanced Travel Services, Totowa, New Jersey. After the card was rejected because the cost of the ticket exceeded the card's credit limit, HANJOUR paid for the ticket with cash.

(LES) Throughout his stay in New Jersey and Maryland, HANJOUR continued to attend flight training at various locations. The lengthy and extensive flight training obtained by HANJOUR throughout his years in the United States makes it reasonable to believe that he became the pilot of Flight 77 on September 11th. HANJOUR was seated in Seat 1B, the first row aisle seat of the First Class section. The other hijackers were seated in pairs further back in the airplane. Subsequent examination of FAA radar plots and the flight data recorder indicate that approximately thirty-four minutes after take-off, the aircraft made a 180 degree turn from its westward flight path near Portsmouth, Ohio, to return toward Washington, D.C. The aircraft

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then executed a 360 degree turn to make a final descending approach into the Pentagon at an estimated air speed in excess of 400 knots. The flight cockpit recorder was later recovered at the crash site but sustained such severe damage that it was rendered unusable.

(LES) At 9:39 AM., AA Flight 77 deliberately crashed into the southwest side of the Pentagon, Alexandria, Virginia. In addition to the 53 passengers, 6 flight crew members, and 5 hijackers, 189 Pentagon employees, both civilian and military, lost their lives.

(LES) On September 12, 2001, a 1988 Toyota Corolla registered to NAWAF AL-HAZMI was found in a parking lot at IAD. A subsequent search of this vehicle revealed many documents and other items associated with the hijackers, including a three page letter handwritten in Arabic. This letter was identical to those found in luggage belonging to ATTA (Flight 11) and at the crash site of United Airlines Flight 93 in Stoney Creek Township, Pennsylvania. Translation of these letters revealed specific religious guidance to prepare for the hijackings.

**UNITED AIRLINES FLIGHT 93**

CRASHED IN STONY CREEK TOWNSHIP,  
SOMERSET COUNTY, PENNSYLVANIA  
10:03 AM

(LES) On September 11, 2001, at approximately 8:42 AM, United Airlines (UA) Flight 93, a Boeing 757 aircraft, departed Newark International Airport en route to San Francisco with 37 passengers and seven crew members. A review of the cockpit voice recorder, text messages between the plane and UA flight operations at JFK Airport, and the flight simulation provided by the National Transportation Safety Board (NTSB) revealed the following sequence of events;

(LES) Flight 93 reached a cruising altitude of more than 35,000 feet and the automatic pilot was engaged by 9:15 AM. A text message from UA's flight operations center located at JFK Airport inquiring about the co-pilot was received in the cockpit shortly after 9:20 AM. Neither the pilot nor co-pilot responded to this message. A second message warning of possible cockpit intrusions in view of the World Trade Center attacks was acknowledged by the pilot at about 9:26 AM. The simulation furnished by the NTSB showed a manual override to change altitude and direction at about 9:28 AM. Initially the airplane climbed

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to more than 40,000 feet and turned from west to east. While the autopilot did remain on for the rest of the flight, the hijackers caused the airplane to descend gradually from approximately 40,000 feet to approximately 5,000 feet.

(LES) The aircraft's cockpit voice recorder is on a 30 minute taping cycle, therefore the initial hijacker assault of Flight 93 was not captured on audio tape. Shortly after the apparent takeover of Flight 93, a distress call, in English, was received by air traffic controllers in Cleveland. The cockpit voice recorder picked up shortly after 9:30 AM. Voice intercepts in English and Arabic have been translated and paint a picture of the events that led up to the 10:03 AM crash of Flight 93.

(LES) Interviews with the surviving relatives and friends of the Flight 93 victims revealed a number of pre-crash telephone calls which pertained to the takeover of the aircraft. At approximately 9:36 AM, passenger MARK BINGHAM spoke with his mother, ALICE HOGLAN, via an onboard air phone. BINGHAM told his mother that he was on a flight from Newark to San Francisco and that three men had taken over the plane, stating that they had a bomb.

(LES) At approximately 9:37 AM, passenger JEREMY GLICK spoke with his mother-in-law, JOANNE MAKELY, his wife, LYBETH GLICK, and his father-in-law, RICHARD MAKELY. GLICK told his family that his flight had been hijacked by three dark-skinned males wearing bandanas. The hijackers were armed with knives and one claimed to have a bomb. GLICK said that the hijackers herded the passengers to the rear of the plane. GLICK said that the hijackers had indicated if they were unable to crash the plane into the World Trade Center, they were going to blow up the plane. One of the hijackers told the passengers to call their loved ones. According to GLICK, all three hijackers entered the cockpit. GLICK told his wife that four other male passengers were contemplating rushing the hijackers. GLICK said he had to go and asked her not to hang up the phone. LYBETH GLICK handed the phone to her father who advised that he heard alternating periods of silence followed by high-pitched screaming sounds which were subsequently followed by wind sounds, and then silence.

(LES) Passenger TODD BEAMER contacted Lisa Jefferson at about 9:42 AM and told her that his flight had been hijacked, and that the captain and co-pilot were lying on the floor of the first class section of the aircraft and were injured or possibly dead. BEAMER stated that one of the hijackers alleged to have a bomb strapped to his waist and that the two other hijackers had

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entered the cockpit of the plane and closed the door behind them. BEAMER said that those in the rear of the plane were not being monitored by the hijackers and that the plane was going up and down and had turned or changed direction. BEAMER told JEFFERSON that he and some other passengers were planning something and he was going to place the phone down. JEFFERSON heard someone say "Are you guys ready?" and "Let's roll." Shortly thereafter she heard screaming, followed by silence.

(LES) At about 9:47 AM, flight attendant CECE LYLES contacted her husband LORNE LYLES. CECE LYLES told her husband, "Babe, my plane is being hijacked, my plane is being hijacked., Babe, they are forcing their way into the cockpit. They forced their way into the cockpit. Oh Lord, it feels like the plane is going down." At approximately 9:49 AM, fellow flight attendant SANDRA BRADSHAW spoke with her husband, PHILIP G. BRADSHAW, and told him that her flight had been hijacked. SANDRA BRADSHAW told her husband that the passengers at the rear of the plane were planning to overpower the hijackers by throwing scalding water on them and then jumping them. SANDRA BRADSHAW hung up the phone after telling her husband that everyone was running to First Class and that she had to go.

(LES) A conversation in Arabic on the Cockpit Voice Recorder in the last few minutes prior to the crash showed at least one other hijacker was in the cockpit with JARRAH and that this individual advised JARRAH to crash the plane to end the passenger attempt to retake the airplane. The plane hit the ground at about 10:03 AM. Flight data recovered from the "black box" indicated that Flight 93 was heading east at the time of the crash. The crash of Flight 93 in Stony Creek Township, Pennsylvania, resulted in the deaths of 33 passengers, 7 crew members, and 4 hijackers.

(LES) ZIAD SAMIR JARRAH, SAEED ALGHAMDI, AHMAD IBRAHIM A. AL HAZNAWI, and AHMED ALNAMI purchased first class tickets for Flight 93 and sat in rows one, three and six, respectively. JARRAH is the presumed post-takeover pilot since he was the only hijacker with a pilot's license and flight simulator time. The cockpit voice recording indicated periodic English instructions to "sit down" and "stay down." Other Arabic intercepts, such as supplications to Allah, conform to the suicide preparation instructions found on a letter recovered during post-incident searches at the Flight 93 crash site.

(LES) The investigation into the hijacking has revealed that the three non-pilot assailants on board, SAEED ALGHAMDI, born in Saudi Arabia on November 21, 1979, AHMED ALHAZNAWI, born in Saudi

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Arabia on May 11, 1980, and AHMED ALNAMI, born in Saudi Arabia on December 7, 1977, arrived in the United States in May and June of 2001. All three left Dubai, U.A.E., and flew Virgin Atlantic Airlines to Miami. ALGHAMDI and ALHAZNAWI arrived together on June 8, 2001. ALNAMI arrived on May 28, 2001. Telephone and financial records relating to ALGHAMDI, ALHAZNAWI and ALNAMI are few, and to date have not generated leads of value. ALGHAMDI, ALHAZNAWI and ALNAMI each opened separate SunTrust Bank accounts and deposited between \$2,000 and \$7,500 shortly after arriving in the United States. A review of the SunTrust Bank financial transactions indicates these accounts were not used to pay for living expenses. No other bank accounts, credit cards or debit cards have been identified with ALGHAMDI, ALHAZNAWI or ALNAMI.

(LES) ZIAD JARRAH, born in Marej, Lebanon on May 11, 1975, moved to Germany in about 1996 for the purpose of attending the Technical University of Hamburg. JARRAH studied aircraft construction and maintenance while enrolled in school. AYSEL SENGUN, a German national of Turkish descent, has claimed during interviews to have been JARRAH's common law wife. According to SENGUN, JARRAH took a trip abroad after moving to Germany and returned a changed man. He seemed to embrace the radical form of Islam that condemned Western culture. JARRAH began to eat with his hands, grew a beard, and spoke critically of the West. SENGUN did not know where JARRAH went during the trip.

(LES) JARRAH first arrived in the United States on June 27, 2000, at Atlanta, Georgia. JARRAH attended the Florida Flight Training Center in Venice, Florida, from June 2000 through December 2000 and the Aeroservice Aviation Center in Virginia Gardens, Florida, in December 2000 and January 2001. JARRAH obtained a Florida driver's license in May 2001 and listed his residence as 4641 Bougainvillea Drive, Lauderdale-by-the-Sea, Florida. JARRAH received a Virginia identification card in August 2001 with an address of 6601 Quicksilver Drive, Springfield, Virginia.

(LES) JARRAH traveled to the Bahamas, Lebanon, and Germany from the United States after his arrival in June 2000. JARRAH also traveled through South Florida, to Las Vegas, Nevada, Decatur, Georgia, and Maryland while in the United States. JARRAH stayed at the Suburban Motor Lodge in Decatur, Georgia, in March 2001. MOHAMED ATTA, (Flight 11) and MARWAN AL SHEHHI, (Flight 175) used the same hotel in February 2001. JARRAH also flew to Las Vegas in June 2001, the same month as MOHAMED ATTA, however, no evidence has been found showing they were in the city at the same time. Nothing more is known about JARRAH's Las Vegas trip except that he made an ATM withdrawal while in the city.

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(LES) JARRAH's primary telephone numbers used while he resided in the United States include various contact numbers for flight schools and other entities with which he left biographical information. An analysis of toll record information showed JARRAH contacted numbers in Germany and Lebanon prior to the events of September 11. Leads have been set to the appropriate Legat Attache offices for subscriber and other information relevant to these numbers. JARRAH also used several e-mail accounts, namely, zjarrah@hotmail.com, ziadjarrah@hotmail.com, felix@aeroservice.com, to send and receive electronic mail.

(LES) The investigation into JARRAH's finances turned up two domestic accounts, SunTrust Bank account number 038500819907 and West Coast Guaranty Bank account number 300023529. Investigation also disclosed two international accounts, Deutsche Bank account numbers 6003404795 in Hamburg, Germany, and 7005124474 in Greifswald, Germany. Preliminary financial review of the disclosed ATM transactions show payments for flight training, hotels, insurance, rental cars, airline tickets and other nominal expenses. The German bank account statements have been received and are being translated and reviewed.

**UNITED AIRLINES FLIGHT 175**

WORLD TRADE CENTER  
SOUTH TOWER  
9:05 AM

(LES) On September 11, 2001, at approximately 7:58 AM, United Airlines (UA) Flight 175, a Boeing 767 aircraft, departed from Logan International Airport, Boston, Massachusetts, bound for Los Angeles, California, with 61 passengers and 11 crew members on board. Shortly after takeoff, the plane was hijacked by five individuals. The FBI has determined that the five individuals were MARWAN AL SHEHHI, date of birth May 9, 1978 (Seat 6C, Business Class); FAYEZ AHMED BANIHAMMAD, date of birth March 19, 1977 (Seat 2A, First Class); AHMED ALGHAMDI, date of birth July 2, 1979 (Seat 9D, Economy Class); HAMZA ALGHAMDI, date of birth November 18, 1980 (Seat 9C, Economy Class); and MOHAND ALSHEHRI, date of birth May 7, 1979 (Seat 2B, First Class).

(LES) In 1996, MARWAN AL SHEHHI became a Sergeant in the U.A.E. Armed Forces and was sent to Germany for technical studies. In 1996 or 1997, he terminated his studies and began to associate with extremist elements in Germany. During 1997 and 1998, he studied German at the University of Bonn, then electrical engineering at the Technical University of Hamburg-

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Harburg (TUHH). This was the same time that MOHAMED ATTA (Flight 11) attended TUHH, and ZIAD JARRAH (Flight 93) studied aviation mechanics at the Fachhochschule, an advanced technical school in Hamburg, Germany.

(LES) In the fall of 1999, AL SHEHHI, using the alias "ABU ABDULLAH," stayed at USAMA BIN LADEN's guest house in Qandahar, Afghanistan, while awaiting transportation to Pakistan for medical treatment. At the end of 1999, he claimed he lost his U.A.E. passport and applied for a replacement, receiving one on January 2, 2000. After being issued the new passport, AL SHEHHI immediately left for Germany but returned later that month to be issued a 10-year, multiple entry B1/B2 visa at the United States Consulate in Dubai, U.A.E.

(LES) AL SHEHHI entered the United States on May 29, 2000 at Newark, New Jersey. Shortly after his arrival, he flew to Norman, Oklahoma, with MOHAMED ATTA (Flight 11) to visit the Airman's Flight School. The two stayed in Oklahoma from July 2, 2000, through July 3 or July 5, 2000.

(LES) On July 7, 2000, AL SHEHHI and ATTA opened a joint bank account in Venice, Florida, with a \$7,000 deposit. On July 18, 2000, they began flight training at Huffman Aviation in Venice, Florida. On July 4, 2000, ISAM MANSOUR wired \$10,000 to the ATTA/AL SHEHHI account from the U.A.E. Exchange Centre. MANSOUR also wired \$9,500 through the Centre to this account on August 7, 2000. An additional \$20,000 was sent to the account from "MR. ALI" through the U.A.E. Exchange Centre. On August 30, 2000, and on September 18, 2000, a combined total of \$70,000 was wired to the account from "HANI" of Fawaz Trading through the U.A.E. Exchange Centre. The amount of wire transfers totaled \$116,500, with each transfer subjected to a bank charge of fifteen dollars.

(LES) In September 2000, AL SHEHHI and ATTA continued their flight training at Jones Aviation in Sarasota, Florida. A month later, the two failed their State I flight test. On December 23, 2000, AL SHEHHI flew to Germany via the U.A.E. Shortly after he returned to the United States and trained with ATTA on December 29 and 30, 2000, on a Boeing 727 simulator at Simcenter at the Opa-Loca Airport. Both men requested training on "executing turns and approaches" but not on other training normally associated with the simulation course. The two performed flight checks at the Advanced Aviation Flight Training at Gwinnett Airport in Lawrenceville, Georgia on January 13 and 31, and February 6, 2001.

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(LES) In February 2001, ATTA and AL SHEHHI traveled to Virginia Beach, Virginia, and opened a mailbox account on February 20, 2001, at a Mail Depot in Virginia Beach. The account was subsequently closed on April 4, 2001. On April 12, 2001, AL SHEHHI was issued a Florida driver's license. On April 18, 2001, he traveled from the United States to Egypt, via Amsterdam. While in Egypt, AL SHEHHI met with ATTA's family and obtained ATTA's international driver's permit and money from ATTA's father. On May 2, 2001, AL SHEHHI left Egypt for the United States, via Amsterdam, and arrived in the United States on May 5, 2001, at Miami, Florida.

(LES) AHMED ALGHAMDI, a Saudi Arabian, was issued a visa to come to the United States in September 2000. He arrived from the U.A.E. via London, England, on May 2, 2001, to Washington, D.C. MAJED MOQED (Flight 77) was on the same flight, and both ALGHAMDI and MOQED indicated on government forms they were carrying in excess of \$10,000 in foreign or United States currency.

(LES) On May 24, 2001, AL SHEHHI traveled from New York, New York, to Las Vegas, Nevada, via San Francisco, California. While in Las Vegas, he rented two cars from two companies, turning the first car back in after just one day. AL SHEHHI's activities in Las Vegas are unknown at this time. He departed Las Vegas on May 27, 2001, again traveling through San Francisco on his way back to New York, New York.

(LES) HAMZA ALGHAMDI, MOHAND AL SHEHRI, and AHMED ALNAMI (Flight 93) arrived in Miami, Florida, on May 28, 2001, from Dubai, U.A.E., via London, England. On June 1, 2001, HAMZA ALGHAMDI opened a bank account at SunTrust Bank in Hollywood, Florida with a \$3,000 deposit in the form of a Visa International Travelers' Check from Bahrain. On June 7, 2001, an unknown individual deposited an additional \$3,000 into the account in the same form of a Visa International Travelers' Check from Bahrain. An unknown individual deposited \$1,000 into the account on June 26, 2001.

(LES) On June 27, 2001, FAYEZ BANIHAMMAD arrived in the United States at Orlando, Florida, from the U.A.E. Two days earlier, on June 25, 2001, he had opened a checking and savings account at the Standard Chartered Bank (SCB) in Dubai, U.A.E., and deposited the equivalent of \$14,000 into the checking account and the equivalent of \$15,530 into the savings account. BANIHAMMAD also received a debit card for use on these accounts. SAEED ALGHAMDI (Flight 93) arrived in the United States on the same flight as BANIHAMMAD.

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(LES) During the six months prior to the attacks, and at least twice after July 4, 2001, MOHAMED ATTA (Flight 11), WALEED AL SHEHRI (Flight 11), and AL SHEHHI were on the same Beechcraft Duchess aircraft out of the Wiley Post Airport in Bethany, Oklahoma. According to a Line Service Technician at Million Air, the Duchess aircraft usually contained one or a combination of ATTA, WALEED AL SHEHRI, and AL SHEHHI.

(LES) AHMED ALGHAMDI used \$100 to open a Dime Savings Bank account in Morris Plains, New Jersey, on July 9, 2001. On August 1, 2001, \$3,000 was deposited into this account. The next day, AHMED ALGHAMDI, with the assistance of VICTOR FLORES-LOPEZ, obtained an ID card in Virginia, then flew with ABDULAZIZ ALOMARI (Flight 11) from Newark, New Jersey, to Miami, Florida, via Atlanta, Georgia, on AirTran.

(LES) On July 27, 2001, AL SHEHHI purchased an airline ticket from San Francisco, California, to Miami, Florida, with a connection in Las Vegas, Nevada. From August 26 through September 10, 2001, he stayed in Deerfield Beach, Florida, at a hotel with 2 unknown males. On August 26, 2001, AL SHEHHI purchased his ticket for United Airlines Flight 175 at the Miami International Airport. He was accompanied to the ticket counter by an unidentified Middle Eastern male (NFI). The next day, MOHAND ALSHEHRI and BANIHAMMAD bought two one-way first class tickets for United Airlines Flight 175. The tickets, which cost \$4464.50, were purchased with BANIHAMMAD's Visa card. HAMZA ALGHAMDI purchased his United Airlines Flight 175 ticket through the internet on August 29, 2001, using his Sun Trust Visa debit card. He also purchased an E-ticket for United Airlines Flight 7950, flying from Los Angeles to San Francisco, at the same time. HAMZA ALGHAMDI's Sun Trust Visa debit card was used on August 30, 2001, to purchase a Business Class E-ticket for AHMED ALGHAMDI for United Airlines Flight 175. Also that day, HAMZA ALGHAMDI purchased two one-way tickets for himself and AHMED ALGHAMDI to fly AirTran from Fort Lauderdale, Florida, to Boston, Massachusetts, on September 7, 2001.

(LES) On September 5, 2001, ATTA (Flight 11) and AL SHEHHI booked airline flights at a travel agency in Boca Raton, Florida. ATTA booked a US Airways flight from Fort Lauderdale, Florida, to Baltimore/Washington International Airport, flying on September 7, and AL SHEHHI booked a reservation on Delta Airlines from Fort Lauderdale, Florida, to Boston, Massachusetts, on September 9, 2001. On September 5, 2001, ALSHEHRI and BANIHAMMAD made their reservations for September 8, 2001, to travel from Fort Lauderdale, Florida, to Boston, Massachusetts, on AirTran.

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(LES) Once in Boston, the hijackers stayed in their established groups, lodging in different hotels. HAMZA and AHMED ALGHAMDI stayed at the Charles Hotel. On September 8, 2001, the two checked out of the Charles Hotel and moved to the Days Hotel in Boston. ALSHEHRI, BANIHAMMAD, and AL SHEHHI stayed at the Milner Hotel. On September 9, 2001, MOHAMED ATTA (Flight 11) also checked into the Milner Hotel, staying that night. On September 10, 2001, AL SHEHHI wired \$5,400 to MUSTAFA AHMED in the U.A.E.

(LES) Early in the morning on September 11, 2001, HAMZA ALGHAMDI checked out of the Days Hotel. About 15 minutes prior to checkout, another man identified by the hotel manager as AHMED ALGHAMDI exited the hotel. The two apparently took a taxi to the airport. BANIHAMMAD and ALSHEHRI checked out of the Milner Hotel and drove a rental car to the airport, where they returned the car to the rental company. AL SHEHHI, who had received a cell phone call from ZIAD JARRAH (Flight 93) in the morning, also arrived at the airport. Flight 175 departed Boston's Logan Airport at 7:58 AM, bound for Los Angeles, California and crashed into the South Tower of the World Trade Center at 9:05 AM. The crash resulted in the collapse of the building at 9:55 AM. The collapse of the World Trade Center's North and South Towers resulted in the deaths of approximately 3,500 people.

**FINANCIAL OVERVIEW**

(LES) The funding mechanism behind the conspiracy between the hijackers appears to center around MARWAN AL SHEHHI (Flight 175) and individuals, as yet unidentified, providing financial support from within the U.A.E.

(LES) AL SHEHHI received substantial funding while he was residing in Hamburg, Germany. From at least March 1998, AL SHEHHI was receiving wire transfers into his Dresdner Bank, Germany accounts from an individual identified only as MOHAMED YOUSEF MOHAMED ALQUSAIDI, originating bank account currently unknown. In July 1999, AL SHEHHI opened a checking account at HSBC in the U.A.E. and shortly thereafter granted a power of attorney over this account to ALQUSAIDI. ALQUSAIDI continued to wire funds to AL SHEHHI from this account until approximately November 2000. After this time, the remaining funds were withdrawn from the HSBC account in the form of cash. Approximately \$100,000 flowed through this account from July 1999 to November 2000. While in Germany, AL SHEHHI, at times, transferred monies to MOHAMED ATTA (Flight 11).

(LES) In July 2000, AL SHEHHI opened a joint checking

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account with MOHAMED ATTA at Suntrust Bank in Florida. From July 2000 through September 2000 this account received what appears to be the primary funding for the conspiracy: four money transfers totaling \$110,000 from individuals within the U.A.E. identified only as ISAM MANSOUR, MR. ALI, and HANI / FAWAZ TRADING. The transfers were sent from the U.A.E. Exchange Centre located in Bur Dubai, U.A.E. Prior to this, in June 2000, AL SHEHHI received \$5,000 via Western Union from ISAM MANSUR sent from the U.A.E. Exchange Centre.

(LES) Analysis of the financial data pertaining to the 19 hijackers of September 11, 2001, revealed that the hijackers primarily utilized U.S. checking accounts accessed with debit cards to conduct the majority of financial activity during the course of this conspiracy. Some of the hijackers maintained joint bank accounts with one another or shared funds amongst each other such as the purchasing of airline tickets. However, several of the hijackers, including HANI HANJOUR (Flight 77), FAYEZ BANIHAMMAD (Flight 175), and KHALID AL-MIHDHAR (Flight 77), supplemented their financing by opening foreign checking accounts and credit card accounts at banks located in the U.A.E. Other hijackers, such as MAJED MOQED (Flight 77) and SAEED ALGHAMDI (Flight 93), purchased travelers checks in the U.A.E. AL SHEHHI, ATTA, and ZIAD JARRAH (Flight 93) continued to maintain their bank accounts in Germany.

(LES) AL SHEHHI and ATTA each had credit cards issued by German banks. ABDULAZIZ AL OMARI utilized a credit card drawn on a Saudi Arabian bank to supplement his financing. While in the U.S. both HANI HANJOUR and FAYEZ BANIHAMMAD had deposits made on their behalf by unknown individuals into their U.A.E. accounts. It is suspected that other foreign accounts exist that were opened by the hijackers to further supplement the financing of this conspiracy.

(LES) In the days leading up to the events of September 11, 2001, several of the hijackers sent funds back to the U.A.E. It is the belief of FBI UBL investigators that these monies were returned to the source because the hijackers would not have wanted to die as thieves, therefore they returned the money that was provided to them. MOHAMED ATTA (Flight 11), MARWAN AL SHEHHI (Flight 175), and WALEED ALSHEHRI (Flight 175) sent funds totaling approximately \$18,000 via Western Union to an individual identified as MUSTAFA AHMED ALHAWSAWI in Sharjah, U.A.E. ALHAWSAWI also had power of attorney over the U.A.E. account for FAYEZ BANIHAMMAD. BANIHAMMAD sent \$8,000 from his U.S. account to his U.A.E. account where the funds were withdrawn by ALHAWSAWI. ALHAWSAWI maintained an account within the U.A.E.

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that was opened at the same time and at the same location as the account for BANIHAMMAD. From June 25, 2001, through September 11, 2001, approximately \$102,000 was deposited to this account. On September 11, 2001, after collecting the funds from the hijackers, ALHAWSAWI left the U.A.E. and entered Pakistan.

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**SEPTEMBER 11TH ASSOCIATES**

(LES) As noted previously, on September 11, 2001, the Pentagon and World Trade Center complexes were targets of a series of terrorist attacks in which nineteen individuals hijacked and crashed four airliners. These attacks resulted in a significant loss of life and property.

(LES) Subsequent investigation by intelligence and law enforcement entities has revealed the attacks to have been coordinated, financed and executed by operatives of AL QAEDA, the terrorist network lead by USAMA BIN LADEN.

(LES) Since September 11, 2001, the PENTTBOM Investigative Unit has amassed an extraordinary amount of information about the hijackers, their associates, and the nature of the conspiracy.

(LES) What follows is a chronological and geographical synopsis of information developed about the conspiracy and those associated with its execution. This summary is designed to familiarize the field with those associated with the conspiracy and those assigned to investigate them. Recipients are advised to forward relevant information to members of the PENTTBOM Investigative Team listed.

**I. INTERNATIONAL NEXUS**

(LES) The operational planning for the September 11th attacks took place in overseas locations, most notably Germany, Malaysia and the United Arab Emirates. Key personnel then relocated to the United States to organize flight teams and execute the plot.

**A. GERMANY**

(LES) Much of what took place on September 11, 2001 originated during the mid-1990's when MOHAMMED ATTA (American Airlines Flight #11), MARWAN AL SHEHHI (United Airline Flight #175) and ZIAD JARRAH (United Airlines Flight #93) moved to Germany and began to associate with Muslim extremists.

(LES) MOHAMMED ATTA (American Airlines Flight #11) first entered Germany in approximately 1992. He attended the Technical University in Hamburg, Germany from 1992 to 1999, graduating with a degree in architectural engineering. On 06/03/2000, ATTA left Germany and entered the United States.

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(LES) MARWAN AL SHEHHI (United Airline Flight #175) first entered Germany in approximately 1996. He attended both the University at Bonn and the Technical University in Hamburg, Germany from 1997 to 1998, studying English at Bonn and electrical engineering at Hamburg. In May 2000, AL SHEHHI left Germany and entered the United States.

(LES) ZIAD JARRAH first entered Germany in approximately 1996. He attended the Fachhochschule in Hamburg, Germany from 1996 to 2000, where he studied flight training and aeronautics. In June 2000, JARRAH left Germany and entered the United States.

(LES) While in Germany, ATTA, AL SHEHHI and JARRAH kept company with a loosely organized group of associates comprised of roommates, co-workers and mosque colleagues. Information about three such associates, RAMZI BINALSHIBH, a/k/a RAMZI OMAR, SAID BAHAJI, and ZAKARIYA ESSABAR, appears below.

**RAMZI MOHAMMAD ABDULLAH BINALSHIBH**

POC: SA [REDACTED] New York, 212-384-1000.

(LES) RAMZI BINALSHIBH lived with MOHAMMED ATTA at Marienstrasse 54, Hamburg, Germany sometime prior to ATTA's departure for the United States. In February 2001, BINALSHIBH attempted to enroll at the Florida Flight Training Center (FFTC) in Venice, Florida with the help of ZIAD JARRAH (UA 93). BINALSHIBH's multiple visa requests were refused and he never entered the United States. He left Germany on September 5, 2001 for Madrid, Spain and his current whereabouts are unknown.

(LES) Investigators have linked BINALSHIBH to PENTTBOM subject ZACARIAS MOUSSAOUI, currently under indictment and in custody in the Eastern District of Virginia for his role in the September 11th attacks. BINALSHIBH listed telephone number 040 71 89 90 42 on two United States visa applications and on his Citibank Privatkunden account. The same telephone number was found in MOUSSAOUI's possessions after his 08/16/2001 arrest in Minneapolis, Minnesota. German authorities also identified BINALSHIBH's fingerprints on some of the Western Union receipts that document two wire transfers totaling approximately \$14,000 sent to MOUSSAOUI in early August 2001. Those transfers originated in Dusseldorf and Hamburg, Germany.

(LES) Investigation has revealed BINALSHIBH used a United States passport, number [REDACTED], name AHAD ABDOLLAHI SABET, as identification at the Western Union offices in Dusseldorf, Germany and Hamburg, Germany. True person AHAD ABDOLLAHI SABET,

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born [REDACTED], currently lives in Phoenix, Arizona. SABET advised his passport, number [REDACTED] was stolen in July 1998 while he was visiting Barcelona, Spain for the World Cup Soccer Tournament. To date, investigation has verified SABET's explanation for the loss of his passport. Appropriate look-outs are in place for United States passport number [REDACTED], name AHAD ABDOLLAHI SABET.

(LES) Investigation has also revealed that on the days immediately prior to BINALSHIBH's money transfers to MOUSSAOUI, BINALSHIBH received two money transfers totaling \$15,000 from the United Arab Emirates (UAE). As with the out-going transfers to MOUSSAOUI, the Western Union receipts documenting the arrival of money from the UAE are completed in the alias AHAD SABET and some of them contain BINALSHIBH's fingerprints. The UAE Western Union receipts list the sender as HASHIM ABDURAHMAN (and a variant spelling), along with telephone number 050 520-9905. PENTTBOM subject MUSTAFA AHMED ALHAWSAWI listed this telephone number on his Standard Chartered Bank (UAE) account opening records. The same number also appeared on a withdrawal slip for ALHAWSAWI's account.

(LES) On 09/20/2001, German authorities issued an arrest warrant for BINALSHIBH based upon his alleged membership in a terrorist organization and for murder and aircraft piracy.

**SAID BAHAJI**

POC: SA [REDACTED] New York, 212-384-1000.

(LES) SAID BAHAJI lived with MOHAMMED ATTA and RAMZI BINALSHIBH at Marienstrasse 54, Hamburg, Germany. ATTA paid his share of rent to BAHAJI by direct deposit with remittance purpose stated as "el Anser," meaning "house of the adherents/promoters." BAHAJI also attended the Technical University in Hamburg with ATTA and MARWAN AL SHEHHI. Along with ATTA and MOUNIR MOTASSEDEQ (see below), BAHAJI petitioned the university for a Muslim prayer room in July 1998, a request that was ultimately granted.

(LES) During a search at BAHAJI's residence on 09/12/2001, [REDACTED] seized a videotape of BAHAJI's wedding containing approximately 50 minutes of wedding footage at a location recognized by German authorities as the KODS MOSQUE, Im Steindamm 103, Hamburg. At some point on the tape, BINALSHIBH gives a "political" speech in which he states that the Jews are a problem for all Muslims. BINALSHIBH ends his statement with a poem in Arabic, which [REDACTED] translators describe as a Palestinian "war poem." AL SHEHHI and ABDELGHANI MZOUZI (see below) later sing a song that [REDACTED] translators describe as an appeal for war.

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The wedding took place in 10/1999.

(LES) BAHAJI left Germany on 09/03/2001 for Pakistan and his current whereabouts are unknown. Prior to his departure, he gave his wife's stepfather power of attorney for all of his affairs because "something might happen to him." Uncorroborated source reporting places BAHAJI in Afghanistan in late September 2001.

(LES) On 09/21/2001, German authorities issued an arrest warrant for BAHAJI based upon his alleged membership in a terrorist organization and for murder and aircraft piracy.

**ZAKARIYA ESSABAR**

POC: SA [REDACTED] New York, 212-384-1000.

(LES) ESSABAR lived with ATTA, BINALSHIBH and BAHAJI at Marienstrasse 54, Hamburg, Germany sometime prior to ATTA's departure for the United States and appears with JARRAH, AL SHEHHI and BINALSHIBH in BAHAJI's wedding video.

(LES) In February 2001, ESSABAR attempted to travel to Florida. This coincided with ATTA and AL SHEHHI's presence in Florida, JARRAH's arrival in the United States, and BINALSHIBH's attempted entries. ESSABAR's two visa requests were refused, however, and he never entered the United States.

(LES) On 09/06/2001, ESSABAR appears to have queried his Citibank account from Germany. This was ESSABAR's last known contact with Germany. Uncorroborated source reporting places ESSABAR in Afghanistan in late September 2001.

(LES) On 10/18/2001, German authorities issued an arrest warrant for ESSABAR based upon his alleged membership in a terrorist organization and for murder and aircraft piracy.

**ZACARIAS MOUSSAOUI**

POC: SA [REDACTED] New York, 212-384-1000.

SA [REDACTED] New York, 212-384-1000.

(LES) MOUSSAOUI entered the United States on 02/23/2001 at Chicago, Illinois on a visa waiver that terminated on 05/22/2001. On 08/16/2001, the Immigration and Naturalization Service (INS) detained MOUSSAOUI for immigration violations after receiving information from FBI-Minneapolis that instructors at Pan Am International Flight Academy were training a student they considered suspicious.

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(LES) Investigation subsequent to MOUSSAOUI's arrest revealed that from 02/26/2001 to 05/29/2001, MOUSSAOUI had attended the Airman Flight Academy in Norman, Oklahoma and that prior to that, was in England, Pakistan and, significantly, Afghanistan, where he attended the Al Qaeda-affiliated Khalden Camp in April 1998.

(LES) Investigation to date has linked MOUSSAOUI to unindicted PENTTBOM co-conspirators RAMZI BINALSHIBH and MUSTAFA AHMED ALHAWSAWI. BINALSHIBH listed telephone number 040/718 99042 on a United States visa application and on his Citibank Privatkunden account. The same telephone number was found in MOUSSAOUI's possessions after his 08/16/2001 arrest in Minneapolis. BINALSHIBH's fingerprints were also identified on some of the Western Union receipts that document two wire transfers, totaling approximately \$14,000 sent from Germany to MOUSSAOUI in early August 2001. On the days immediately prior to BINALSHIBH's money transfers to MOUSSAOUI, BINALSHIBH received two money transfers, totaling \$15,000 from the United Arab Emirates (UAE). The UAE Western Union receipts list the sender as HASHIM ABDURAHMAN (and a variant spelling), along with telephone number as 050 520-9905. ALHAWSAWI listed the same telephone number on his Standard Chartered Bank (UAE) account opening records and other related materials.

(LES) On December 11, 2001, the Eastern District of Virginia handed down a six count indictment for MOUSSAOUI and he is currently in custody awaiting trial scheduled to begin October 15, 2002.

**MOUNIR EL MOTASSADEQ**

POC: SA [REDACTED] New York, 212-384-1000.

(LES) Witness reporting identifies MOTASSADEQ as a "good friend" of MOHAMMED ATTA and an associate of AL SHEHHI, BAHAJI and ABDELGHANI MZOUZI (see below). MOTASSADEQ also appears with ATTA and BAHAJI on the three-page list of students who petitioned the Technical University in Hamburg for a Muslim Prayer Room in both 06/1998 and 07/1998. MOTASSADEQ, ATTA, and BAHAJI actually submitted the petition and requested the room.

(LES) During his initial interviews with German authorities on 09/16/2001, MOTASSADEQ acknowledged BAHAJI was his friend. On 4/05/2000, MOTASSADEQ gave BAHAJI power of attorney to represent him in all matters while he (MOTASSADEQ) went to Pakistan to visit mosques. MOTASSADEQ's passport contains an Pakistani entry stamp (Karachi, Pakistan) dated 05/23/2000, and an exit stamp

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dated 08/01/2000. MOTASSADEQ, along with MZOU DI, witnessed ATTA's last will and testament (death instructions).

(LES) During his interview with German authorities, MOTASSADEQ also stated AL SHEHHI was his friend. On 11/02/1999, AL SHEHHI transferred 1,000.00 Deutsche Marks (DM) to MOTASSADEQ's account. Then on 11/24/1999, AL SHEHHI gave MOTASSADEQ signature authority on his (AL SHEHHI) Dresdner Bank Hamburg account. Finally, on 11/30/1999, AL SHEHHI terminated his lease at Wilhelmstrasse 30 in Hamburg and advised his landlord MOTASSADEQ was his "representative." MOTASSADEQ appears to have lived in the apartment for some time after AL SHEHHI's departure.

(LES) German authorities arrested MOTASSADEQ on 11/28/2001 for his alleged membership in a terrorist organization and for murder and aircraft piracy.

(LES) In addition to the aforementioned, numerous individuals in Germany are linked to one or more of MOHAMMAD ATTA, MARWAN AL SHEHHI, ZIAD JARRAH, RAMZI BINALSHIBH, SAID BAHAJI and ZAKARIYA ESSABAR. None have been linked directly to the events of September 11th and have not been charged at this time, though many are still being investigated.

**ABDELGHANI MZOU DI**

POC: SA [REDACTED] New York, 212-384-1000.

(LES) MZOU DI identified Marienstrasse 54, Hamburg, Germany as his official residence for the period 09/01/1999 to 07/01/2001. On 11/25/2000, MZOU DI, along with RAMZI BINALSHIBH and ZAKARIYA ESSABAR, signed a lease cancellation for Marienstrasse 54, Hamburg effective 02/28/2001.

(LES) As noted previously, MZOU DI, along with MOUNIR MOTASSADEQ, witnessed ATTA's last will and testament, and he also appears on SAID BAHAJI's wedding video with ZIAD JARRAH, MARWAN AL SHEHHI, and RAMZI BINALSHIBH.

**MOHAMMED HAYDAR ZAMMAR**

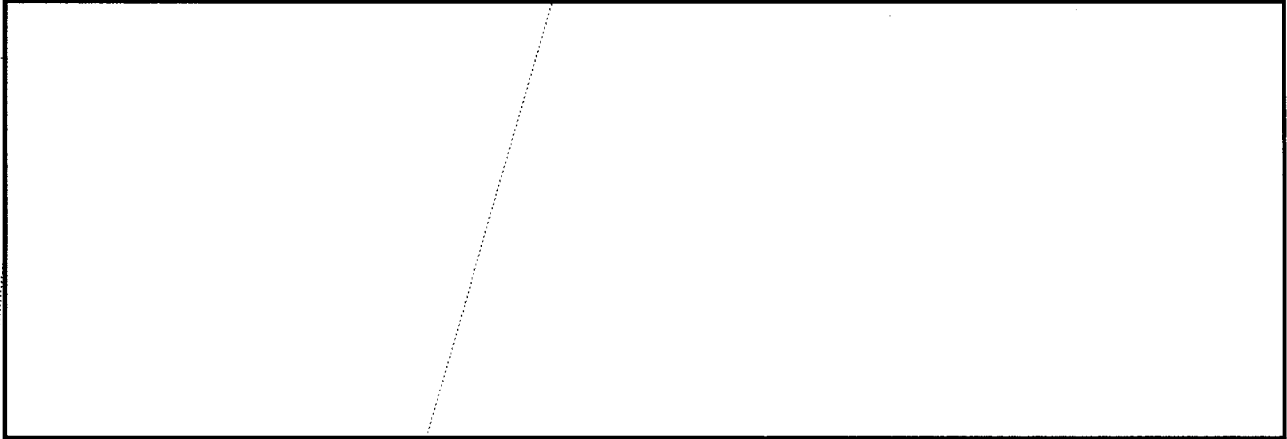
POC: SA [REDACTED] New York, 212-384-1000.

(LES) MOHAMMED HAYDAR ZAMMAR was born on January 1, 1961 in Aleppo, Syria, later obtained German citizenship, and is a known associate of RAMZI BINALSHIBH, MOHAMED ATTA, and MOHAMMED BIN NASSER BELFAS, all of whom worked at the HAY COMPUTER FIRM in Hamburg, Germany. In an interview with German authorities on

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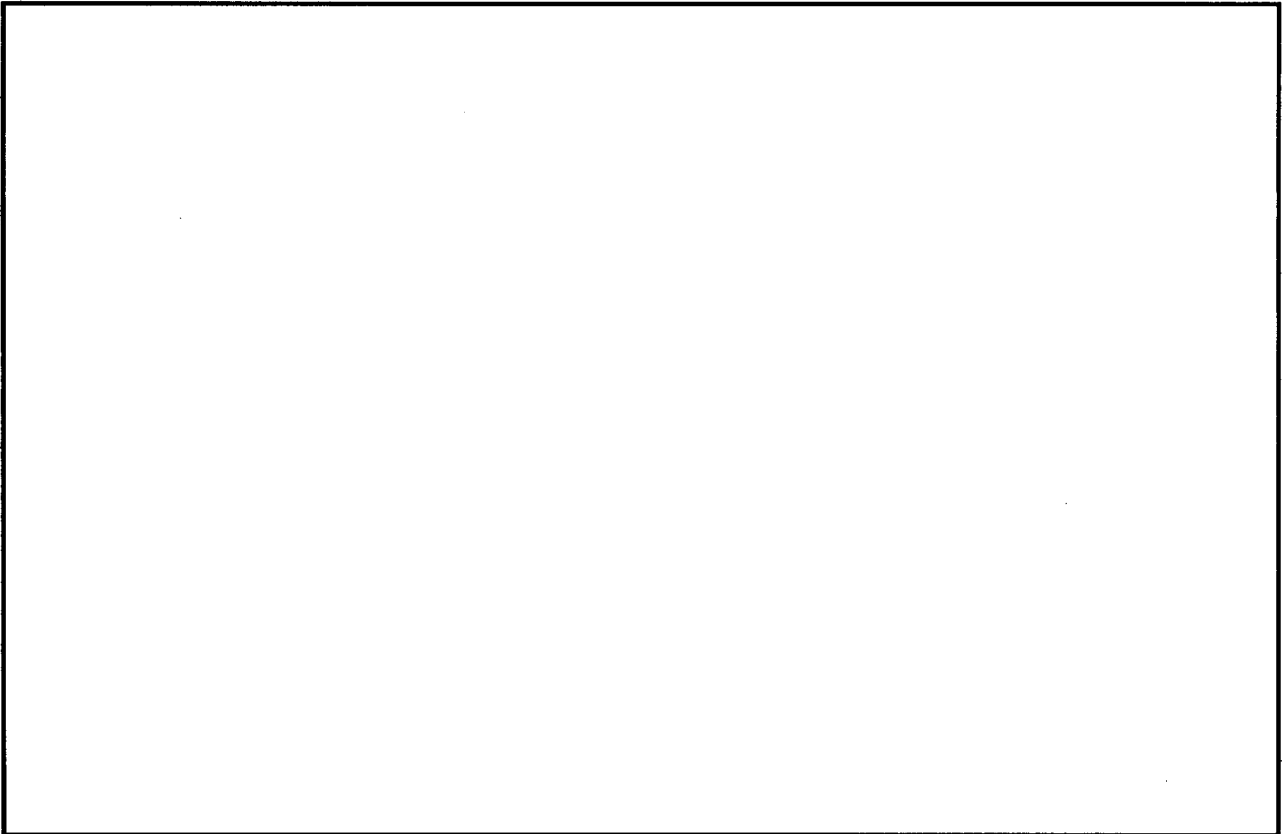
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09/17/2001, ZAMMAR declined to answer many of the investigator's questions, including those regarding his knowledge of and association with MOHAMED ATTA and ZIAD JARRAH.



[Redacted]

POC: SA [Redacted] Washington Field, 202-278-2000.



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[Redacted]

[Redacted]

POC: SA [Redacted] New York, 212-384-1000.

[Redacted]

[Redacted]

POC: SA [Redacted] New York, 212-384-1000.

[Redacted]

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MOHAMMED BIN NASSER BELFAS

POC: Detective  New York, 212-384-1000.

(LES) According to witness reporting, BELFAS is an associate of MOHAMMED ATTA and RAMZI BINALSHIBH. Employment records from HAY COMPUTING, of Sollrederstrasse 6, 21465 Wentorf, Germany, show BELFAS, ATTA, and BINALSHIBH working there during the same period of time. Preliminary investigation also indicates that BINALSHIBH lived with BELFAS while he (BINALSHIBH) was studying German in Hamburg.

(LES) BELFAS is associated with SAID BAHAJI, although BELFAS denied knowing him during an interview with German authorities in September 2001. BELFAS' name, and a telephone number associated with him, appear in BAHAJI's personal telephone book, seized during a search of BAHAJI's residence on 09/13/2001. During his interview, BELFAS identified BAHAJI's photo as that of a man who had visited him (BELFAS) approximately two years ago (1999) in order to reinforce his (BAHAJI) faith. BELFAS is recognized as a religious authority within the Muslim community in Hamburg, Germany.

(LES) BELFAS is associated with ZIAD JARRAH (UA 93). In October 2000, BELFAS visited AGUS BUDIMAN at 1010 South Wedding Street, Apartment 1508, Alexandria, Virginia. JARRAH identified AGUS BUDIMAN as an "old friend" in a June 2000 email to the United States Embassy Consular Section. During a 10/01/2001 interview, BUDIMAN claimed not to know JARRAH. BINALSHIBH also identified BUDIMAN as a point of contact on two visa applications submitted in 2000 to the United States Embassy in Berlin.

POC: SA  New York, 212-384-1000.

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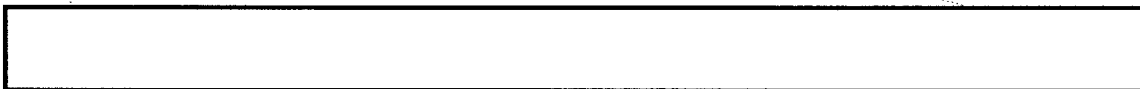
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MAMOUN DARKAZANLI

POC: SA [REDACTED] New York, 212-384-1000.

(LES) DARKAZANLI is associated with SAID BAHAJI. Toll records from a telephone number associated with BAHAJI, 49-40-76757634, reveal a three-minute call to DARKAZANLI on 07/03/2000.

(LES) DARKAZANLI is associated with several known AL QAEDA members, including MAMDOUH SALIM, aka ABU HAJER, and WADIH EL HAGE. ABU HAJER is currently in United States custody, awaiting trial for attempted murder and, separately, conspiracy to murder United States nationals during the 1998 East Africa Embassy bombings. EL HAGE was recently sentenced to life plus 25 years in the "East Africa Embassy Bombings" case, specifically for perjury and his role in the UBL conspiracy to murder United States nationals. EL HAGE, with the apparent assistance of DARKAZANLI, established the Non-Governmental Organization (NGO) "Help Africa People" to provide cover for AL QAEDA operations in Kenya and Somalia. One of those operations included the 08/07/1998 Embassy bombings.

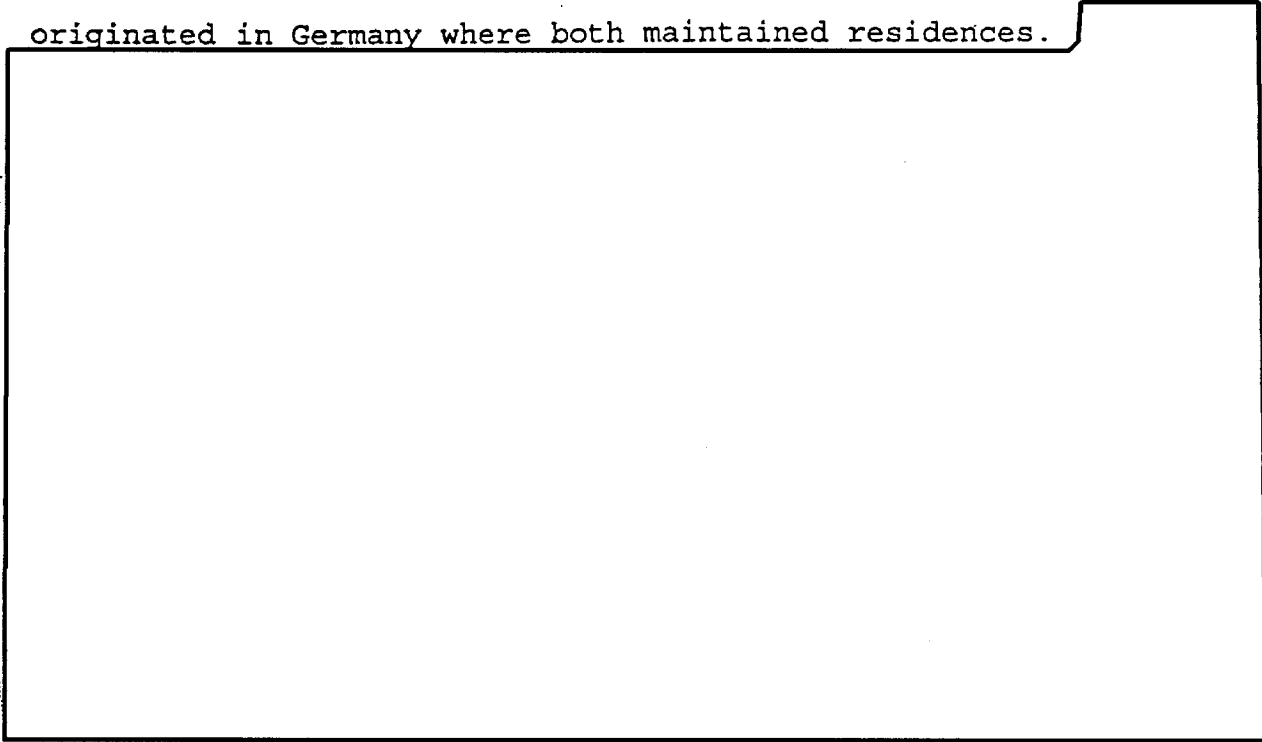
BEKIM ADEMI & IBRAHIM DIAB

POC: SA [REDACTED] New York, 212-384-1000.


(LES) In early October 2001, Pakistani authorities detained IBRAHIM DIAB and BEKIM ADEMI near Quetta, Pakistan as they attempted to cross the Afghanistan/Pakistan border. Their travel

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originated in Germany where both maintained residences.



**USAMA SADDIQ ALI AYUB**

POC: SA  Washington Field, 202-278-2000.

(LES) AYUB was born on July 12, 1966 in Egypt. He is a member of the Egyptian Islamic Jihad (EIJ) who has been granted political asylum in Germany and is the head of the Islamic Society of Muenster, Germany. AYUB was convicted, in absentia, in Egypt for one count of murder and two counts of attempted murder but will not be extradited from Germany. On 11/07/1999, JARRAH made a seven minute telephone call to AYUB. On 08/04/2001, JARRAH made a thirteen minute phone call to AYUB.

  
POC: Detective  New York, 212-384-1000.



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**B. MALAYSIA**

(LES) In as much as Germany served as the philosophical staging area for some of the September 11 hijackers, law enforcement authorities believe Malaysia served as a primary operational launch pad for the September 11th attacks.

YAZID SUFAATAHMAD SAJULI BIN RAHMAN

POC: SA [REDACTED] Washington Field, 202-278-4801.

(LES) During a search of ZACARIAS MOUSSAOUI's possessions, three versions of a letter on letterhead from the company INFOCUS TECH, A-15-1 Dataran Palma, Jalan Selaman 1/1, 68000 Ampang, Malaysia, telephone 6-03-470-5796, 6-03-470-5794, 6-03-470-5795, were found. The letters were dated October 5, 2001, and were signed by YAZZID SUFAAT, Managing Director. One version indicated that MOUSSAOUI was INFOCUS TECH's marketing consultant for the USA, another version as the marketing consultant for the United Kingdom, and the third version as the marketing consultant for Europe.

(LES) These letters also referred to past and future transfers of US funds to MOUSSAOUI, specifically that INFOCUS TECH will pay MOUSSAOUI an initial sum of USD \$25,000 in addition to the USD \$10,000 cash which had been given to him earlier. The letters also indicate that MOUSSAOUI would receive a monthly allowance of USD \$2,500 beginning in November. Also found among MOUSSAOUI'S possessions was SUFAAT's e-mail addresses; yazids2000@yahoo.com, greenlab@usa.net and infocus@unitar.edu.my, SUFAAT's home telephone number; [REDACTED] and the cellular telephone number of SUFAAT's wife, SEJAH RATUL DURSINA a/k/a CHOMEL BT MOHAMAD, [REDACTED].

(LES) SUFAAT has been identified as the majority share holder for two companies, INFOCUS TECH and GREEN LABORATORY MEDICINE, and has been identified as the owner of a condominium located in Bandar Sungai Long, Malaysia which was utilized by

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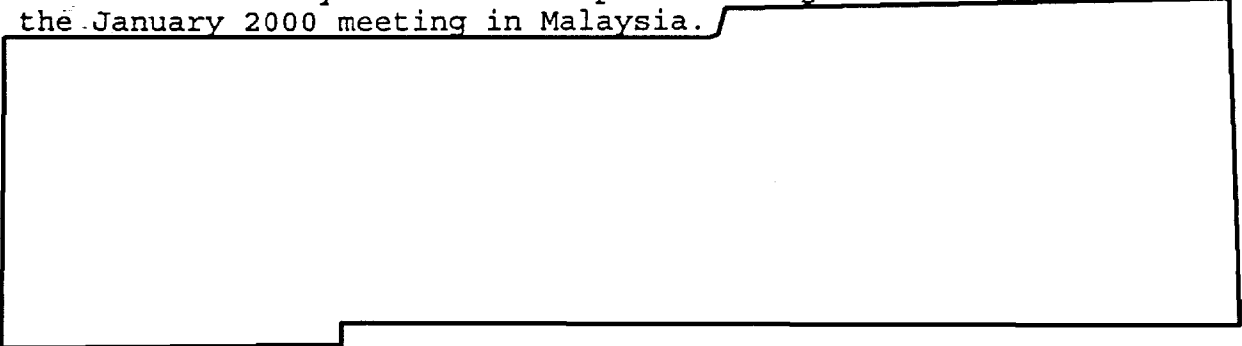
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hijackers KHALID AL-MIDHAR and NAWAF AL HAMZI and others for a meeting in January 2000. On 12/9/01, SUFAAT was arrested by the Royal Malaysian Police while attempting to re-enter Malaysia. The RMP arrested SUFAAT and AHMED SAJULI under the Malaysian Internal Security Act. SAJULI provided logistical support for the January 2000 meeting in Malaysia.



C. UNITED ARAB EMIRATES

(LES) Whereas Germany and Malaysia provided the philosophical and operational backdrops for the conspiracy, the United Arab Emirates appears to have played a significant role in the financing of the attacks. Hijackers and their associates utilized the country's banking and wire service infrastructure to administer the financing of operational activity. The following Emirati individuals and their relationship to the conspiracy are as follows:

Mr. (FNU) ALI

POC: SA  New York, 212-384-1000.

SA  New York, 212-384-1000.

(LES) On two occasions, MR. (FNU) ALI wired money into the bank accounts of two of the September 11, 2001 hijackers, NAWAF AL HAZMI (Flight #77) and MARWAN AL SHEHHI (Flight #175). ALI was also sent a flight video by hijacker MARWAN AL SHEHHI.

(LES) On April 4, 2001, AL HAZMI received a \$5000 wire from "ALI" P.O. Box 16598, phone number 050-674-5651. The money was sent to the account of ADEL RAFEEA at the request of AL HAZMI.

(LES) On August 29, 2000, ALI wired \$19,985 into the joint SunTrust account held by AL SHEHHI and MOHAMED ATTA. The money was received on August 30, 2000. ALI listed P.O. Box 16385 as his address and 050-584-5685 as his telephone number. Significantly, this phone number is one digit off from a phone number listed by ISAM MANSUR (050-584-5684) for his August 5,

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2000 wire transfer into ATTA and AL SHEHHI's joint account.

(LES) On January 4, 2000, AL SHEHHI purchased a flight deck video and shipped it to an "ALI A" at P.O. Box 16958. On two occasions, ISAM MANSUR listed this same address for wire transfers to ATTA and AL SHEHHI's joint SunTrust account.

(LES) On September 18, 2001, ATTA and AL SHEHHI's joint SunTrust account received \$69,985 from "HANI" (FAWAZ TRADING) in the United Arab Emirates. HANI listed 050-584-5685 as his phone number, the same phone number associated with an August 29, 2000 wire transfer to the same account by "MR. ALI."

**ISAM MANSOUR**

POC: SA [REDACTED] New York, 212-384-1000.

SA [REDACTED] New York, 212-384-1000.

(LES) On three occasions in the Summer of 2000, ISAM MANSUR wired money to MARWAN AL SHEHHI. On June 29, 2000, AL SHEHHI picked up \$5000 sent by MANSUR from the Western Union at 1440 Broadway at 40<sup>th</sup> Street., New York, New York. The money was sent from the UAE Exchange Center, Bur Dubai.

(LES) On July 19, 2001, a joint SunTrust checking account shared by AL SHEHHI and MOHAMED ATTA, received a \$9985 wire transfer from MANSUR through the United Arab Emirates Exchange Center, 11C, Abu Dhabi.

(LES) On August 7, 2001 the joint SunTrust account shared by AL SHEHHI and ATTA received a \$9485 wire transfer from MANSUR through the UAE Exchange Center 11C, Abu Dhabi.

(LES) For the transactions occurring on July 19, 2001 and August 7, 2000, an address of P.O. Box 16958 was listed for MANSUR. This same P.O. Box was listed as the address for the aforementioned MR. (FNU) ALI, who wired \$19,985 into AL SHEHHI and ATTA's joint SunTrust account on August 29, 2000. The money was received on August 30, 2000. This P.O. Box number was also the address used by AL SHEHHI when he shipped a flight deck video to "ALI A." on January 4, 2000. Also, the phone number for MANSUR listed on the August 7, 2000 transaction (050-584-5684) is one number off from a phone number both a "MR. ALI" and "HANI" (FAWAZ TRADING) (050-584-5785) listed on their wire transfers to the joint SunTrust account held by ALSHEHHI and ATTA.

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MUSTAFA AHMED ALHAWSAWI

POC: SA [REDACTED] New York, 212-384-1000.

SA [REDACTED] New York, 212-384-1000.

(LES) MUSTAFA AHMED ALHAWSAWI is associated with at least six of the nineteen hijackers and two possible co-conspirators through financial transactions and phone numbers. ALHAWSAWI could be linked to three other hijackers by means of his name ("MUSTAFA/B") being used as a point of contact on airline tickets for travel to the United States in May 2001, their final date of entry.

(LES) Based upon a review of relevant banking documents, it appears that immediately prior to the September 11, 2001 highjackings, MOHAMMAD ATTA, WALEED AL-SHEHRI and MARWAN AL SHEHHI returned a sum total of \$26,260.00 via Western Union and bank wire transfers to the UAE. From August 8, 2001 to September 10, 2001, four Western Union transactions, totaling \$18,260, were sent by three hijackers to MUSTAFA AHMED in the UAE.

(LES) On September 5, 2001, \$8,000 was wired from FAYEZ AHMED BANIHAMMAD (UA #175)'s SunTrust account into his Standard Charter Bank (SCB) account, in the UAE. The transaction cleared on September 6, 2001. On July 18, 2001, ALHAWSAWI was granted power of attorney over BANIHAMMAD's SCB account.

(LES) On June 25, 2001, two days prior to his entry into the United States, FAYEZ AHMED BANIHAMMAD opened personal checking and savings accounts at the Dubai Branch of Standard Chartered Bank (SCB) of London, England. On the same day MUSTAFA AL HAWSAWI accompanied BANIHAMMAD to the SCB branch and opened a checking account of his own.

(LES) ALHAWSAWI requested that a Visa card, linked as a debit card, be issued with this account, with a supplemental card being issued to an ABDULRAHMAN ABDULLAH ALGHAMDI, DOB: September 24, 1968. All charges on this account were to be directly debited from ALHAWSAWI's account. The requested cards were issued on July 14, 2001. SCB records indicate that ALHAWSAWI's credit card has been used only twice since its issuance; ALGHAMDI's credit card has been used on one occasion (see above).

(LES) ALHAWSAWI spoke to a bank employee several times following the opening of these accounts. He made a point of mentioning that he travels regularly to Saudi Arabia, the Gulf States, and the United States, and wished to confirm that the Visa cards issued to BANIHAMMAD and himself would be valid in those areas. On or about July 2, 2001, ALHAWSAWI requested that

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he be allowed to pick up BANIHAMMAD's Visa card, since BANIHAMMAD was currently out of the country and would not be able to pick up the card himself. The bank did not allow this. On July 18, 2001 ALHAWSAWI returned to the bank with two documents, both signed by BANIHAMMAD. One granted ALHAWSAWI full power of attorney over BANIHAMMAD's SCB bank accounts, and the other authorized him to pick up BANIHAMMAD's Visa and ATM cards. Both of these cards were then released to ALHAWSAWI by SCB.

(LES) On September 11, 2001, 24,000 dirhams (approximately \$6,534) were withdrawn from BANIHAMMAD's account and transferred into ALHAWSAWI's account. An additional withdrawal of 5,000 dirhams (approximately \$1,361) took place at the Sharjah Branch of the SCB later that same day. It is noted that the total amount of these two withdrawals is roughly equal to the amount transferred from the United States into BANIHAMMAD's account on September 6, 2001.

(LES) RAMZI BINALSHIBH, a possible co-conspirator and associate of ZACARIAS MOUSSAOUI and several September 11, 2001 hijackers, using the alias AHAD ABDOLLAHI SABET, received two Western Union money transfers in Germany between July 30 and July 31 of 2001, totaling \$15,000 (U.S.) from HASHIM ABDULRAHMAN (and variant spellings) in the UAE. BINALSHIBH, using the alias AHAD SABET, then sent two wire transfers, totaling \$14,000 from Germany to MOUSSAOUI in Oklahoma. The name HASHIM ABDULRAHMAN appeared on the SCB Visa card application for MUSTAFA AHMED ALHAWSAWI as a relative or relative in UAE. On his SCB account application, ALHAWSAWI listed his mobile telephone number as 050-520-9905. The Western Union transfer records for the previously mentioned transactions revealed that HASHIM ABDULRAHMAN listed his phone number as 050-520-9905.

(LES) This same telephone number was listed by hijackers ABDULAZIZ ALOMARI (Flight #11) and SALEM ALHAZMI (Flight #77) as their contact number when they purchased their airline tickets on Swiss Air for their entry into the United States from Dubai, via Zurich, on June 29, 2001. This number also appeared on a DHL shipping record for a package sent from "MR. HASHIM," P.O. Box 19738, Sharjah to FAYEZ BANIHAMMAD in Florida. ALHAWSAWI listed this P.O. Box on his SCB Visa credit card application. The P.O. Box number was also listed on the address of a package sent by MOHAMED ATTA, via Federal Express, to "ALMOHTARAM," on September 4, 2001. The recipient of this package, believed to be ALHAWSAWI, signed "AHMED" when he picked it up in the UAE on September 8, 2001.

(LES) On May 26, 2001 AHMED AL-NAMI, HAMZA AL-GHAMDI, MOHAND

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AL-SHEHRI together purchased one-way tickets on Virgin Atlantic Airlines traveling from Dubai to London Gatwick to Miami. They listed the following phone numbers as contact numbers for MUSTAFA/B: 050-769-6327 and 06-572-5252.

[REDACTED]  
POC: SA [REDACTED] New York, 212-384-1000.

[REDACTED]

**D. EUROPE (Non-Germany)****LOTFI RAISSI**

a/k/a VINCENT FABRICE ALGIER

POC: SA [REDACTED] New York, 212-384-1000.

(LES) Investigation has revealed that RAISSI, a licensed commercial pilot, worked as a freelance instructor pilot in Arizona and was an associate of American Airlines Flight #77 hijacker HANI HANJOUR. From January 1998-October 1998 RAISSI was assigned as the primary instructor to three Middle Eastern students at Arizona Aviation. HANJOUR may have been one of these students. RAISSI and HANJOUR both trained together on at least three occasions. RAISSI and HANJOUR attended flight training during the Spring of 2001 at Jet Tech International. Records and observations further suggest that RAISSI may have attended training with HANJOUR from June 23, 2001-July 29, 2001 at Sawyer Aviation.

(LES) RAISSI is linked to Saudi flight student MAAN ABDULLAH ALQURAIISHI who attended flight training at Arizona Aviation during the same time period as RAISSI and HANJOUR. ALQURAIISHI may have also trained at Sawyer Aviation with RAISSI and HANJOUR. ALQURAIISHI registered a vehicle for RAISSI while they resided in Arizona and ALQURAIISHI is believed to have received approximately \$40,000 from RAISSI between January 1997 and March 1998.

(LES) On September 21, 2001, LOTFI RAISSI was arrested under the UK Prevention of Terrorism Act by New Scotland Yard

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(NSY). On September 27, 2001, RAISSI was arrested on a provisional arrest warrant based upon a charge of 18 USC 1001 (False Statements) issued out of the United States Attorney's Office, Southern District of New York (USAO-SDNY). He is currently in custody in the United Kingdom awaiting extradition to the United States.

**OMAR AHMED AL-BAYOUMI**

POC: SA [REDACTED] New York, 212-384-1000.

(LES) Investigation to date has established that AL-BAYOUMI was a close associate of hijackers NAWAF ALHAZMI and KHALID AL-MIDHAR. While in San Diego in early 2000, AL-BAYOUMI arranged an apartment for ALHAZMI and AL-MIDHAR. On February 5, 2000, AL-BAYOUMI signed their lease agreement as a "guarantor" and paid their security deposit of \$1,550 out of his checking account. AL-BAYOUMI also assisted AL-MIDHAR in opening a bank account at Bank of America in San Diego. AL-BAYOUMI was arrested in England on September 20th and questioned by New Scotland Yard. He was subsequently released after denying any knowledge of the September 11th attacks.

[REDACTED]  
POC: SA [REDACTED] New York, 212-384-1000.

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IMAN EDDIN BARAKAT YARKAS

POC: SA [REDACTED] New York, 212-384-1000.

(LES) IMAM EDDIN BARAKAT YARKAS is considered the UBL representative in Spain and has been implicated for several years in the recruitment of Mujahadin. He performs a financial role in this movement through collecting monies from various sources among them the fraudulent use of stolen credit cards.

(LES) On 09/27/2001, Legat Berlin provided information from the personal address book of SAID BAHAJI, a known associate of MOHAMMAD ATTA, MARWAN AL SHEHHI and RAMZI BINALSHIBH, seized during the search of his residence. An entry was found for ABU ADNAN and ABU AL DEHDAH 00331 (or 7) 646459. In a report dated 12/04/1998, the Central Intelligence Agency reported that ABU DAHDAH's "old house" telephone number was 646549. This number was also found in the address book of Egyptian Islamic Jihad operative MUHAMMAD BAHAIHAH. Just above the "old house" entry was ABU DAHDAH 7857319 (New house, Madr.)

(LES) MAMOUN DARKAZANLI, aka ABU ILYAS, resident of Germany, DARKAZANLI's financial accounts have been frozen as part of the international campaign against the UBL financial circles. It is reported that DARKAZANLI visited YARKAS as recently as July/August 2001. DARKAZANLI is also linked to WADIH EL-HAGE (KENBOM/TANBOM).

[REDACTED]  
POC: SA [REDACTED] New York, 212-384-1000.

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II. FLIGHTS

As noted previously, much of what occurred on September 11 was the culmination of years of overseas planning and preparation by the hijackers and their associates. What follows is a summary of those individuals not previously mentioned who are nevertheless associated with particular hijackers and/or particular flights.

A. AMERICAN AIRLINES FLIGHT 11

(LES) On September 11, 2001, American Airlines Flight 11 departed Logan International Airport at approximately 7:59 AM en route to Los Angeles with 81 passengers and 11 crew members on board. At 8:45 AM, Flight 11 deliberately crashed into the North Tower of the World Trade Center. Investigation to date has determined that Flight 11 was hijacked by five Middle-Eastern males, identified as MOHAMED ATTA, date of birth September 1, 1968; SATAM AL-SUQAMI, date of birth June 28 1976; WALEED ALSHEHRI, date of birth December 20, 1978; WAIL ALSHEHRI, date of birth July 31, 1973; and ABDULAZIZ ALOMARI, date of birth May 28, 1979. A list of those individuals who have not been previously identified as associates of the Flight #11 hijackers are:

POC: SA [REDACTED] New York, 212-384-1000.

(LES) MOHAMMAD ATTA, using the alias MOHAMED ELAMIR, purchased a round trip plane ticket with credit card number 4483562001005781 on 11/29/1999 from Hamburg, Germany to Karachi, Pakistan. When ELAMIR returned to Hamburg in February 2000, he appears to have been traveling with [REDACTED] and [REDACTED] ELAMIR, (ATTA) [REDACTED] and [REDACTED] sat next to each other on flights TK1057 and TK1661 and were the only passengers to travel from

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Karachi to Hamburg. ELAMIR did not travel with [ ] or [ ]  
to Karachi in November 1999.

[ ]  
POC: SA [ ] Washington Field, 202-278-2000.

[ ]  
POC: SA [ ] New York, 212-384-1000.

[ ]  
POC: SA [ ] New York, 212-384-1000.

**HERBERT VILLALOBOS**

POC: SA [ ] Washington Field, 202-278-2000.

(LES) On 9/21/2001, FBI WFO arrested HERBERT VILLALOBOS (aka OSCAR ARMANDO DIAZ) on Title 18, Section 1028 (False Identity Documentation) on 9/21/01. A consensual search was conducted of his residence (5031 First Street, NW, Apt 302, Washington, D.C.) with negative results. VILLALOBOS was identified as assisting ABDULAZIZ ALOMARI (AA Flt. #11) obtain a VA Identification card. On 12/04/2001, he plead guilty to the aforementioned charge in the Eastern District of Virginia and will be sentenced shortly.

[ ]  
POC: SA [ ] Washington Field, 202-278-2000.

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**B. AMERICAN AIRLINES FLIGHT 77**

(LES) On September 11, 2001, American Airlines Flight 77 departed Dulles International Airport at 8:20 AM en route to Los Angeles with 58 passengers and 6 crew members on board. At 9:39 AM, Flight 77 deliberately crashed into the southwest side of the Pentagon. Investigation to date has determined that Flight 77 was hijacked by five Middle-Eastern males, identified as KHALID AL-MIHDHAR, date of birth May 16, 1975; NAWAF AL-HAZMI, date of birth August 6, 1976; HANI HANJOUR, date of birth August 30, 1972; SALEM AL-HAZMI, date of birth February 2, 1981; and MAJED MOQED, date of birth June 6, 1977. A list of those individuals who have not been previously identified as associates of the Flight #77 hijackers appears below.

(LES) HANI HANJOUR arrived in the United States on October 3, 1991, from Saudi Arabia to New York, New York.

**BANDAR AL-HAZMI**

POC: SA [REDACTED] New York, 212-384-1000.

(LES) BANDAR AL-HAZMI (no known relation to the hijackers) was acquainted with HANJOUR while residing in Florida in November 1997, then moved with him to Arizona in December 1997. While residing together in Arizona at 2311 East Union Hills, Apartment 129, Phoenix, Arizona, BANDAR AL-HAZMI and HANJOUR (together with RAYED ABDULLAH) attended flight training and also shared ownership of a car. In March 1998, BANDAR AL-HAZMI and HANJOUR

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later determined to be subscribed to by AWADALLAH. AWADALLAH knew both NAWAF AL-HAZMI and AL-MIHDHAR while they lived in San Diego.

(LES) AWADALLAH was arrested on a Material Witness Warrant, which has since been vacated. However, on October 18, 2001, he was immediately charged and re-arrested in the Southern District of New York for having made false statements and is currently out on bail.

FAISAL MANA AL-SALMI

POC: SA [REDACTED] New York, 212-384-1000.

(LES) AL-SALMI received flight simulator training at Sawyer Aviation with RAYED ABDULLAH during the same time that records reflect the LOFTI RAISSI and HANI HANJOUR were enrolled.

(LES) [REDACTED] he was immediately charged and re-arrested in Phoenix, Arizona for making false statements. Investigation continues for AL-SALMI's connection to the events of September 11th.

[REDACTED]  
POC: SA [REDACTED] New York, 212-384-1000.

MALEK SEIF

POC: SA [REDACTED] New York, 212-384-1000.

(LES) SEIF provided flight simulator training in Phoenix, Arizona, to RAYED ABDULLAH and FAISAL AL-SALMI. SEIF admitted knowing HANJOUR, and indications are that SEIF may also have provided training to HANJOUR.

(LES) SEIF was arrested on October 25, 2001, for providing false statements to the FAA and for fraudulent use of numerous social security numbers. SEIF currently remains in custody in Phoenix, Arizona.



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EYAD AL-RABABAH

POC: SA [REDACTED] Washington Field, 202-278-2000.

(LES) AL-RABABAH contacted federal authorities and advised that he met two men named NAWAF and HANI (who he then identified as NAWAF AL-HAZMI and HANI HANJOUR, respectively) in Virginia in early 2001. AL-RABABAH put them in touch with an individual for them to obtain an apartment in the Virginia area. In May 2001, AL-RABABAH was contacted by AL-HAZMI and asked to act as a tour guide for visitors. AL-RABABAH drove from Connecticut, where he was living at the time, to Virginia to pick up AL-HAZMI, HANJOUR, and two other individuals (IDENTIFIED as MOQED and AHMED ALGHAMDI). AL-RABABAH drove with these four individuals to the Fairfield Inn, Fairfield, Connecticut.

(LES) AL-RABABAH is currently in custody in the Eastern District of Virginia for INS violations.

[REDACTED]

POC: SA [REDACTED], Washington Field, 202-278-2000.

[REDACTED]

[REDACTED]

POC: SA [REDACTED], Washington Field, 202-278-2000.

[REDACTED]

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[REDACTED]  
POC: SA [REDACTED]

Washington Field, 202-278-2000.

C. UNITED AIRLINES FLIGHT #93

(LES) On September 11, 2001, at approximately 8:42 AM, United Airlines (UA) Flight 93, a Boeing 757 aircraft, departed Newark International Airport en route to San Francisco with 37 passengers and seven crew members. UA Flight 93 was hijacked by four individuals identified as ZIAD SAMIR JARRAH, SAEED ALGHAMDI, AHMED IBRAHIM A. AL-HAZNAWI and AHMED ABDULLAH ALNAMI, armed with cutting instruments and stating they had a box containing a bomb. Reports from family members and friends who talked to the passengers (using GTE Airphones and cellphones) on the flight indicate the passengers knew their plane was going to be used in a terrorist attack, and attempted to overcome the hijackers and thwart the planned attack. UA Flight 93 crashed in Somerset County, PA, with no survivors, at 10:02 am, Tuesday, September 11, 2001. A list of individuals associated with the Flight #93 hijackers, along with a brief description of their association, appears below.

[REDACTED]  
POC: Detective [REDACTED]

New York, 212-384-1000.

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D. UNITED AIRLINES FLIGHT #175

(LES) On September 11, 2001 at 7:58 a.m., United Airlines Flight #175 departed Boston, Massachusetts for Los Angeles, California and was hijacked shortly after takeoff by five individuals who then crashed the plane into the South Tower of the World Trade Center causing significant loss of life and property. Subsequent investigation by intelligence and law enforcement entities has determined that the five individuals directly responsible for executing this part of the attack on behalf of AL QAEDA were MARWAN AL SHEHHI, FAYEZ AHMED BANIHAMMAD, AHMED ALGHAMDI, HAMZA ALGHAMDI and MOHAND ALSHEHRI.

A list of those individuals who have not been previously identified as associates of the Flight #175 hijackers appears below.

POC: SA [REDACTED] New York, 212-384-1000.

NABIL AL-MARABH

POC: Detective [REDACTED] New York, 212-384-1000.

(LES) AHMED ALGHAMDI listed an address associated with NABIL AL-MARABH as his destination address when he entered the United States on 7/3/01 and 1/17/94. [REDACTED]

POC: SA [REDACTED] New York, 212-384-1000.  
SA [REDACTED] New York 212-384-1000.

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