



U.S. Department of Justice

Federal Bureau of Investigation

Washington, D.C. 20535

MARCH 3, 2005

MR CHRISTOPHER J FARRELL  
JUDICIAL WATCH  
SUITE 500  
501 SCHOOL STREET, SOUTHWEST  
WASHINGTON, DC 20024

Subject: SAUDIS HOUSE OF SAUD AND BIN LADEN  
FAMILY MEMBERS LEAVING US AFTER 9/11/01

FOIPA No. 0984725- 001

Dear Mr. Farrell:

The enclosed documents were reviewed under the Freedom of Information/Privacy Acts (FOIPA), Title 5, United States Code, Section 552/552a. Deletions have been made to protect information which is exempt from disclosure, with the appropriate exemptions noted on the page next to the excision. In addition, a deleted page information sheet was inserted in the file to indicate where pages were withheld entirely. The exemptions used to withhold information are marked below and explained on the enclosed Form OPCA-16a:

Section 552

Section 552a

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> (b)(1) | <input type="checkbox"/> (b)(7)(A)            | <input type="checkbox"/> (d)(5)            |
| <input checked="" type="checkbox"/> (b)(2) | <input type="checkbox"/> (b)(7)(B)            | <input checked="" type="checkbox"/> (j)(2) |
| <input type="checkbox"/> (b)(3) _____      | <input checked="" type="checkbox"/> (b)(7)(C) | <input type="checkbox"/> (k)(1)            |
| _____                                      | <input checked="" type="checkbox"/> (b)(7)(D) | <input type="checkbox"/> (k)(2)            |
| _____                                      | <input type="checkbox"/> (b)(7)(E)            | <input type="checkbox"/> (k)(3)            |
| _____                                      | <input checked="" type="checkbox"/> (b)(7)(F) | <input type="checkbox"/> (k)(4)            |
| <input type="checkbox"/> (b)(4)            | <input type="checkbox"/> (b)(8)               | <input type="checkbox"/> (k)(5)            |
| <input checked="" type="checkbox"/> (b)(5) | <input type="checkbox"/> (b)(9)               | <input type="checkbox"/> (k)(6)            |
| <input checked="" type="checkbox"/> (b)(6) |   | <input type="checkbox"/> (k)(7)            |

221 **page(s)** were reviewed and 213 **page(s)** are being released.

☒ Document(s) were located which originated with, or contained information concerning other Government agency(ies) [OGA]. This information has been:

- ☐ referred to the OGA for review and direct response to you.
- ☒ referred to the OGA for consultation. The FBI will correspond with you regarding this information when the consultation is finished.

☐ You have the right to appeal any denials in this release. Appeals should be directed in writing to the Co-Director, Office of Information and Privacy, U.S. Department of Justice, Flag Building, Suite 570, Washington, D.C. 20530-0001 within sixty days from the date of this letter. The envelope and the letter should be clearly marked "Freedom of Information Appeal" or "Information Appeal." Please cite the FOIPA number assigned to your request so that it may be easily identified.

☐ The enclosed material is from the main investigative file(s) in which the subject(s) of your request was the focus of the investigation. Our search located additional references, in files relating to other

individuals, or matters, which may or may not be about your subject(s). Our experience has shown, when ident, references usually contain information similar to the information processed in the main file(s). Because of our significant backlog, we have given priority to processing only the main investigative file(s). If you want the references, you must submit a separate request for them in writing, and they will be reviewed at a later date, as time and resources permit.

☐ See additional information which follows.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "D. Hardy", followed by a stylized flourish or number "3".

David M. Hardy  
Section Chief  
Record/Information  
Dissemination Section  
Records Management Division

Enclosure(s)

(01/26/1998)

~~CONFIDENTIAL~~

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 09/21/2001

To: BOSTON  
TAMPA  
WFO

From: COUNTERTERRORISM

Approved By: MAP

Drafted By:

b6 -1

b7C -1

Case ID #: ~~(S)~~ 265D-NY-280350-CD (PENDING)

Title: ~~(S)~~ PENTTBOMB

Synopsis: ~~(S)~~ ICF #: HQ8278

~~(S)~~ Classified By: G-3  
~~(S)~~ Declassify On: X1

Details: ~~(S)~~

INFORMATION CONTROL FORM

Control Number: HQ8278

Priority: IMMEDIATE Classification: ~~CONFIDENTIAL~~

Method of Contact: In Person

Source: FBI-LAX

Affiliation:

Phone Number:

Information Received Date: 09/19/2001 Time: 2:15 PM

Prepared By:

b6 -1

b7C -1

Component/Agency: I&I/FBI

265A-NY-280350-CD  
Serial 1652

Event: ON 9/19/01, A 727 PLANE LEFT LAX, RYAN 1 # 441  
TO ORLANDO, FL W/ETA OF 4-5PM. THE PLANE WAS CHARTERED  
EITHER BY THE SAUDI ARABIAN ROYALTY FAMILY OR [REDACTED]  
[REDACTED] THE FLIGHT HAS 7 PEOPLE, INCLUDING 5 CREW MEMBERS,  
[REDACTED] & AN OFF  
DUTY, UNARMED LAPD OFFICER [REDACTED] THE TAIL NUMBER ON  
THE PLANE IS # N521DB W/ CHARTER COMPANY BEING RYAN INT'L  
AIRLINES. UPON ARRIVAL TO ORLANDO, [REDACTED]

[REDACTED] ARE GOING TO BE PICKED UP. :  
FROM ORLANDO, THE PLANE IS SCHEDULED TO LAND AT DULLES  
AIRPORT TO PICK UP UNKNOWN INDIVIDUALS. FROM DULLES, THE  
PLANE IS SCHEDULED TO FLY TO BOSTON AND PICK UP [REDACTED]

[REDACTED]  
[REDACTED] THIS AIRPLANE HAS NO MORE THAN 30 SEATS ON THE  
PLANE. AFTER BOSTON, THE SAME PLANE IS EITHER FLYING TO  
ICELAND, OR THE PASSENGERS WILL SWITCH PLANES & FLY TO  
GENEVA, SWITZ. PRIOR TO THE FLIGHT LEAVING LAX, THE LA FBI  
SEARCHED THE PLANE [REDACTED] LUGGAGE, OF WHICH  
NOTHING UNUSUAL WAS FOUND,

Event Date:

Time:

References:

Categories:

Event Reviewed By: MAP

Lead Required?: YES

LEAD (s):

Set Lead 1:

WFO

AT WASHINGTON, DC

~~(S)~~ Lead Control Number: HQ8278  
Assigned To "WFO" on 09/20/2001 at 4:35 AM

OBTAIN ADDITIONAL INFORMATION AS TO THE ARRIVAL OF FLT #  
441 TO DULLES & TAKE APPROPRIATE ACTION, INCLUDING  
DETERMINING THE PASSENGERS ON THE FLIGHT.

Set Lead 2:

TAMPA

AT TAMPA, FL

~~(S)~~ Lead Control Number: HQ8278-A  
Assigned To "TAMPA" on 09/20/2001 at 4:35 AM

OBTAIN ADDITIONAL INFORMATION AS TO THE ARRIVAL OF FLT #  
441 TO DULLES & TAKE APPROPRIATE ACTION, INCLUDING  
DETERMINING THE PASSENGERS ON THE FLIGHT.

Set Lead 3:

BOSTON

AT BOSTON, MA

~~(S)~~ Lead Control Number: HQ8278-B  
Assigned To "BOSTON" on 09/20/2001 at 4:35 AM

OBTAIN ADDITIONAL INFORMATION AS TO THE ARRIVAL OF FLT #  
441 TO DULLES & TAKE APPROPRIATE ACTION, INCLUDING  
DETERMINING THE PASSENGERS ON THE FLIGHT.

◆◆

Saudi Flight-3

(01/26/1998)

~~SECRET~~

FEDERAL BUREAU OF INVESTIGATION

~~SECRET~~

b1

Precedence: ROUTINE

Date: 09/25/2001

(S)

To: ~~(S)~~ Counterterrorism

(U) New York

(U) Los Angeles

b1

IT Squad

SA

(U) Las Vegas

~~(S)~~

~~(S)~~

~~(S)~~

SA

b2 -1

From: Las Vegas

Squad 9 (WCC)

Contact: SA

b6 -1

b7C -1

Approved By:

Drafted By:

f1b

Case ID #: (U) 265D-NY-280350 (Pending)

~~(S)~~

~~(S)~~

~~(S)~~

~~(S)~~

~~(S)~~

(Closed)

(Closed)

(Pending)

(Closed)

(Pending)

(S)

b1

Title: (U)

PENTTBOMB;

MAJOR CASE #182;

00:NY

Synopsis: ~~(S)~~ To inform that referenced Las Vegas and Los Angeles leads covered, and to forward interviews of [redacted] to [redacted]

b1

Reference: (U) 1) Las Vegas

2) Las Vegas

3) Las Vegas

b1

4) Las Vegas

5) 265D-NY-280350-LA Serial 765.

6) 265D-NY-280350-LA Serial 910.

Enclosure ~~(S)~~: ~~(S)~~ 1) For [redacted] FD-302 and FD-340 (1A) for case agent [redacted] FD-302 and FD-340 (1A) for case agent [redacted]

~~SECRET~~

b1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C,D)  
DECLASSIFY ON: 02-18-2030

~~SECRET~~

Saudi Flight-4

265A-NY-280350-C D  
Serial 8786

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET~~

b1

To: Counterterrorism  
From: Las Vegas  
Re: (U) 265D-NY-280350, 09/25/2001

(S)

~~(S)~~ 2) For [redacted] FD-302 and FD-340 (1A) for case agent [redacted]

(S)

b1 ~~(S)~~ 3) For [redacted] FD-302 and FD-340 (1A) for case agent [redacted]

(S)

b1

**Details:** (U) On 09/09/2001, a group of approximately 75 persons, consisting of Saudi Arabian royalty and associated entourage of employees, arrived in Las Vegas, Nevada. It is understood that the group traveled from the Los Angeles area via chartered aircraft and rented automobiles. The group departed the Los Angeles area in response to their fears about further earthquakes following a tremor in the Los Angeles area on or about 09/08/2001.

b6 -2 (U) On 09/09/2001, approximately half of the group checked-in to 23 rooms of the Caesar's Palace Hotel, Las Vegas, Nevada, all registered under the name [redacted] Party"  
b7C -2 with the other half checking-in to approximately 23 rooms at the Four Seasons Hotel, Las Vegas, Nevada, all registered under the name  
b7F -1 [redacted] Party".

b6 -1 (U) On 09/11/2001, those of the group lodged at Caesar's Palace checked-out of Caesar's Palace and checked-in to the Four Seasons Hotel. By the end of the day on 09/11/2001, the entire group of approximately 75 persons were lodged in 56 rooms of the Four Seasons Hotel, all rooms registered under the name [redacted] Party". Members of the group later informed the author that the Saudi Arabian royalty were extremely concerned about their personal safety, and the safety of their mostly Middle-Eastern entourage, in the wake of the Twin Towers/Pentagon/PA attacks. The group at the Four Seasons Hotel was protected by employees of a private security and bodyguard company known as FAM International out of Beverly Hills, CA. [redacted]  
b7C -1 [redacted] (phonetic) later identified himself as the security detail leader to the author.

~~(S)~~ On 09/11/2001, author and SA [redacted] received a lead to contact a [redacted] who had been contacted by a Four Seasons Hotel engineer to assist in providing access to Arabic television stations to one of its guests. The author and [redacted] interviewed the [redacted] and made contact with management of the Four Seasons Hotel and Caesar's Palace. [redacted] of the [redacted] Party were provided to the interviewing agents by [redacted] security.

(S)

b1 ~~(S)~~ On 09/12/2001, [redacted]  
b6 -1 [redacted] were identified by the author and SA [redacted]

(S)

~~SECRET~~

~~SECRET~~

To: Counterterror [redacted]  
From: Las Vegas  
Re: (U) 265D-NY-280350, 09/25/2001 (S)

b1

b7D -1

b1

[redacted] were sent via facsimile to SIOC at [redacted].

b2 -1

(U) Between the dates 09/13/2001 and 09/17/2001, the author maintained contact with [redacted]

[redacted] The Saudi Arabian group continually attempted to charter an aircraft to take them from Las Vegas, Nevada to a non-United States destination. Their efforts proved unsuccessful.

(S) On 09/18/2001, SAC Grant Ashley, FBI Las Vegas, and SAC Joseph Saitta, USSS Las Vegas, met with [redacted] and his representatives. The Saudi Arabian's were asked to provide a manifest of their entire party and photocopies of each person's passport. A total of 69 names and associated identifiers on the manifest and in the passports were checked against the current FBI Watch List, [redacted]

No Watch List matches were discovered.

(S) [redacted] during the evening of 09/18/2001 at the Four Seasons Hotel.

b1

(U) On 09/19/2001, 51 members of the Saudi Arabian royal party and their entourage departed Las Vegas, Nevada aboard a chartered, Republic of Gabon-flagged DC-8-73, tail number TR-LTZ, destination Geneva, Switzerland. Before departure, the aircraft was swept, perimeter security was provided, and all persons boarding were matched to the previously provided passports and a manifest by agents and officers of the USCS and INS. The author and SA [redacted] met and spoke with [redacted]

[redacted] The Prince thanked the FBI for their assistance.

(U) On 09/20/2001, 18 members of the Saudi Arabian royal party and their entourage departed Las Vegas, Nevada aboard a chartered B 727-21, tail number N727PX, destination Stamstead Airport (London), England. Before departure, the aircraft was swept, perimeter security was provided, and all persons boarding were matched to previously provided passports and a manifest by agents of the USCS.

(U) On 09/24/2001, subpoenas were served on the Four Seasons Hotel, Las Vegas, Nevada, and Caesar's Palace Hotel, Las Vegas, Nevada. Both subpoenas require return of [redacted] and any other hotel records related to the Saudi Arabian parties lodged in their establishments [redacted]

b1



~~SECRET~~

b1

To: Counterterrori sm  
From: Las Vegas  
Re: (U) 265D-NY-280350, 09/25/2001

(S)

~~(S)~~ On 09/24/2001, 34 members of another Saudi Arabian royal party and their entourage, lodged at the Bellagio Hotel, Las Vegas, Nevada, departed Las Vegas, Nevada aboard a chartered American Trans Air (ATA) L-1011, tail number N189AT, destination Charles de Gaulle Airport (Paris), France, and London, UK. Before departure, the aircraft was swept, perimeter security was provided, and all persons boarding were matched to a previously-obtained manifest and photocopies of passports by agents and officers of the USCS. The names of all passengers and associated identifiers on the manifest were checked against the current FBI Watch List, and ran for

[redacted] No Watch List matches were discovered, [redacted]

LEAD(s):

(S)

b1

Set Lead 1: (Adm)

COUNTERTERRORISM

AT WASHINGTON, D.C.

Read and clear.

Set Lead 2:

NEW YORK

AT NEW YORK

Read and clear.

Set Lead 3:

LOS ANGELES

AT LOS ANGELES

Lead covered (Reference 265D-NY-280350-LA Serial 765).  
Forward EC to SA [redacted] Read and clear.

Lead covered (Reference 265D-NY-280350-LA Serial 910).  
Forward EC to [redacted] Read and clear.

~~(S)~~ Set Lead 4:

(S)

b1

~~SECRET~~

~~SECRET~~

b1

To: Counterterrorism  
From: Las Vegas  
Re: (U) 265D-NY-280350, 09/25/2001

(S)

(S)

AT

Enclosed FD-302s (2) provided for case agent(s) review.  
Read and clear.

(X) Set Lead 5:

(S)

b1

Enclosed FD-302s (2) provided for case agent(s) review.  
Read and clear.

(X) Set Lead 6:

(S)

Enclosed FD-302 provided for case agent review.  
Read and clear.

♦♦

~~SECRET~~

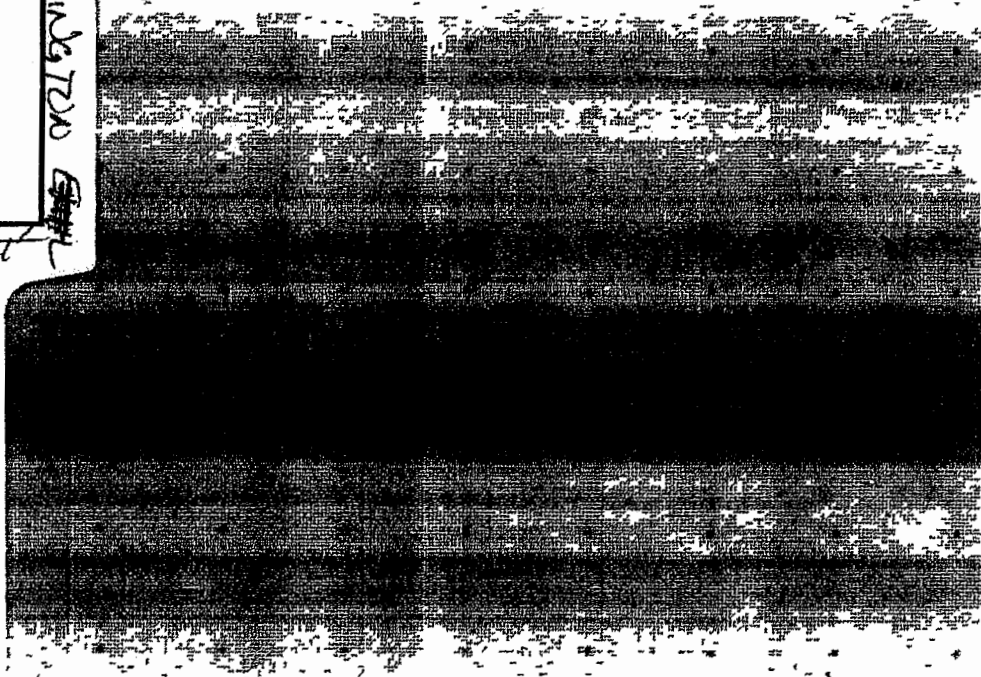
Saudi Flight-8

b6 -1  
b7C -1

LEKINGTAD ~~SECRET~~

INSERT

2



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265D-NY-280350-LS  
JCM:jcm

b6 -1

b7C -1

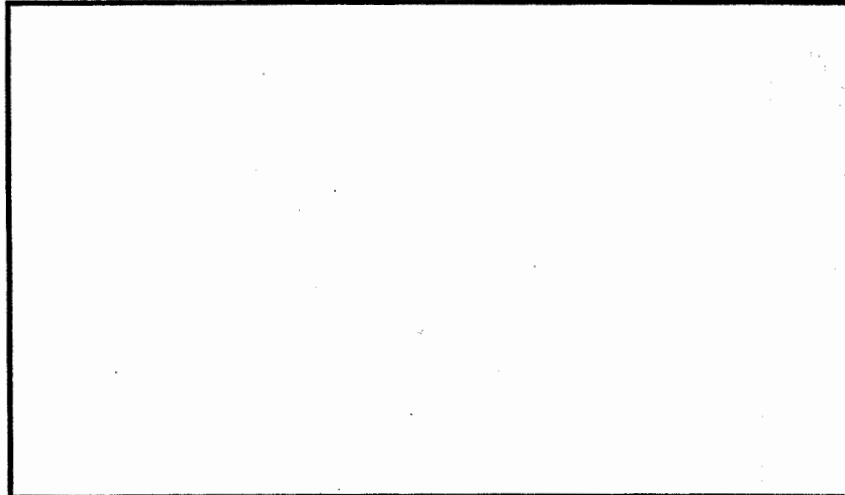
9/17/01

The following investigation was conducted by SSA [redacted] and SA [redacted] concerning the departure of a Saudi Arabian group in Lexington, Kentucky for the Keeneland horse auction.

Beginning on 09/14/2001 SSRA [redacted] SA [redacted] and the Lexington RA became aware that a group of Saudi Arabian nationals who had come to Lexington, Kentucky for purposes of attending the Keeneland horse auctions. In light of the 09/11/2001 terrorist events, this group desperately wanted to depart the US for Saudi Arabia. After repeated unsuccessful attempts to obtain authorization for the usual Saudi Arabian government airplane (Gulfstream 4) to enter the US, the group made arrangements for a chartered luxury Boeing 727 from Florida to fly to Lexington, Kentucky. After several delays this plane arrived in Lexington, Kentucky at 4:30 p.m. on 09/16/2001. b6 -1 b7C -1

The Saudi Arabian group was headed by H.R.H. Prince Ahmed Bin Dalman Bin Abdulaziz. It also included his [redacted] who had arrived from [redacted] on the evening of 09/13/2001. The following list was provided by group coordinator [redacted] of those which would be departing on the chartered flight:

H.R.H. Prince Ahmed Bin Salman Bin Abdulaziz



Photocopies of all passports were obtained. When the plane arrived, the crew was checked and it was inspected

b6 -2  
b7C -2  
b7F -1

by SSRA [ ] SA [ ] and U.S. Customs officer [ ]  
[ ] for any undeclared passengers, prior to anyone  
boarding. During boarding, each passenger was identified by  
passport by officer [ ], with SA [ ] observing. Only  
the fourteen individuals noted above (not including [ ]  
who had taken an earlier flight) boarded the chartered 727.  
The plane was scheduled to fly to Goose Bay, Labrador for  
refueling prior to continuing on to London, England and then  
to Saudi Arabia.

The chartered plane was obtained from Jetlease USA,  
3700 Airport Road, Suite 204, Boca Raton, Florida 33431,  
telephone number 561-362-8282.

b6 -2, 6

b7C -2, 6

b7F -1

Lexington Police officers hired as private security  
for the Saudi group advised four young men had flown up from  
Florida to be transported with Prince Abdulaziz to Saudi  
Arabia. One of the four was the Prince's [ ]

[ ]  
and [ ] The Prince's [ ] has a diplomatic  
passport. His passport I-94 indicated he had entered the U.S.  
on 08/25/2001. Lexington Police Detective [ ] advised  
the Prince [ ] were attending the  
[ ] The other two  
were either [ ]  
[ ] entered the U.S. on 08/27/2001.


When questioned, group coordinator [ ] advised  
[ ] full name is [ ]  
His name is similar, but not identical to Security Directive  
List #s [ ] [ ] entered the U.S. on 07/25/2001.  
In addition, his passport indicated he had entered the U.S. on  
January 23, 2001 at New York.

b6 -2

Attached are photocopies of all passports of this  
traveling Saudi group.

b7C -2

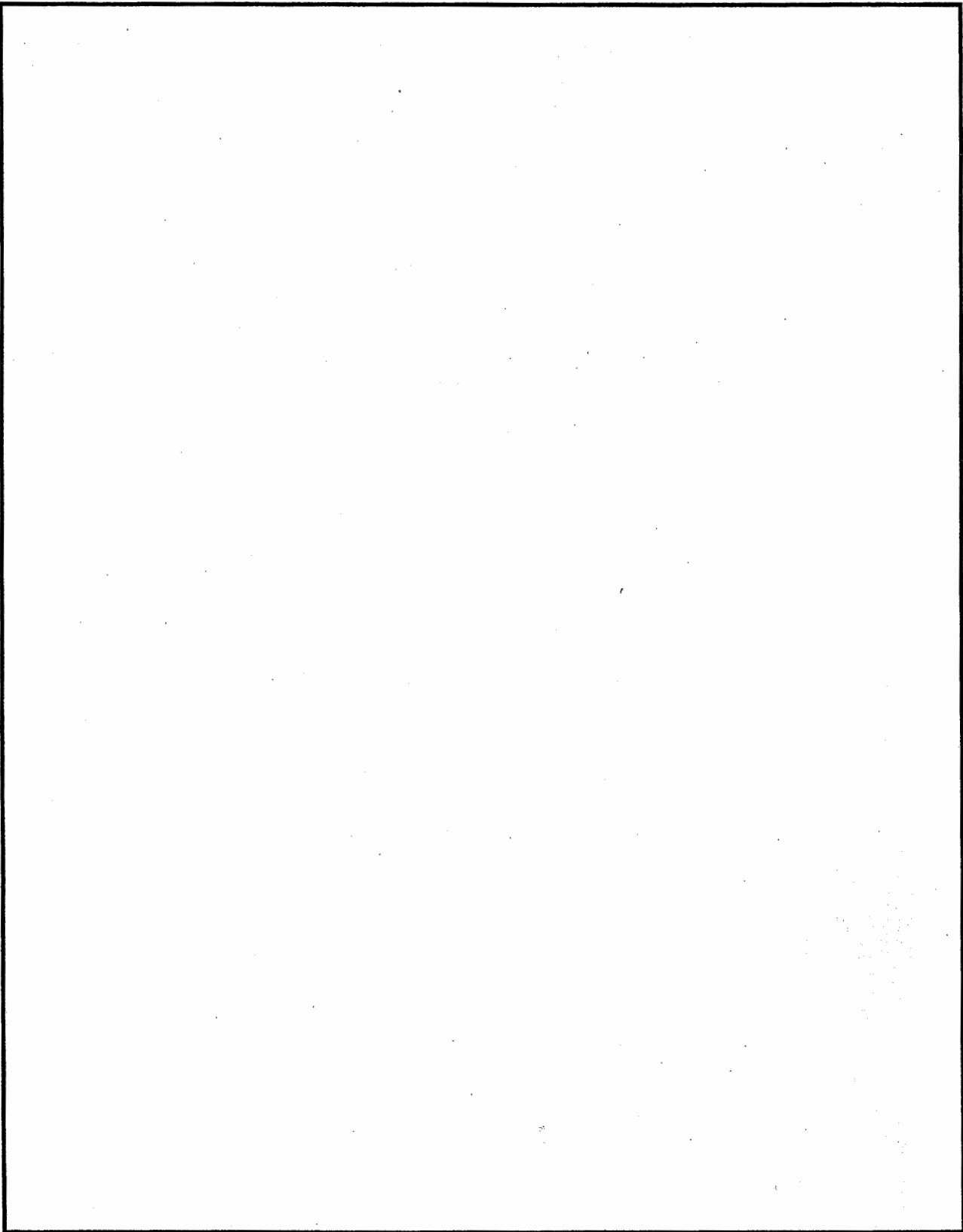
b7F -1



b5 -1

b6 -1

b7C -1



b2 -1

b6 -1

b7C -1

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 02-18-2005 BY 65179DMH/dcg/cad

Saudi Flight-13

b5 -1

b6 -1, 2, 6

b7C -1, 2, 6

**NOTAMS/Flight Restrictions in Effect on 9/13/01**

**'FDC 1/9731 FDC SPECIAL NOTICE - DUE TO EXTRADORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVATION COMMAND CENTER, ALL AIRPORTS/ AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKEOFF. ALL TRAFFIC INCLUDING AIRBORNE AIRCRAFT ARE ENCOURAGE TO LAND SHORTLY**  
[created. 2001/09/11 14.39 canceled. 2001/09/13 00 59 by FDC 1/9806]

**'FDC 1/9734 ZZZ SPECIAL NOTICE - DUE TO EXTRADORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY. ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVATION COMMAND CENTER, ALL AIRPORTS/ AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKEOFF. ALL TRAFFIC INCLUDING AIRBORNE AIRCRAFT ARE ENCOURAGE TO LAND SHORTLY.**  
[created 2001/09/11 15 30 canceled. 2001/09/13 06.35 by FDC 1/9816]

**FDC 1/9740 ZKC MO FLIGHT RESTRICTIONS KNOB NOSTER, MO EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 20 NAUTICAL MILE RADIUS OF THE WHITEMAN AFB /SZL/ AT AND BELOW FL600 DUE TO UNUSAL CIRCUMSTANCES WHITEMAN AFB LT COL KAZY 660-687-3778 IS IN CHARGE OF THE OPERATION KANSAS CITY /ZKC/ ARTCC 913-254-8500 IS THE FAA COORDINATION FACILITY**  
[created 2001/09/11 15 46 canceled 2001/09/13 14 05 by FDC 1/9823]

**'FDC 1/9741 ZSE OR FLIGHT RESTRICTIONS 9E MERVIN BECK, OR EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91 137(A)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO NATIONAL SECURITY ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF DEPARTMENT OF DEFENSE ARE AUTHORIZED IN THE AIR- SPACE AT AND BELOW 10,000 FEET MSL WITHIN A 5 NAUTICAL MILES RADIUS OF 455052N/1192948W AND THE PENDLETON /PDT/ VORTAC 274 DEGREE RADIAL AT 25 NAUTICAL MILES. U.S. ARMY TELEPHONE 541-564-5453 IS IN CHARGE OF THE OPERATION. MCMINNVILLE /MMV/ AFSS TELEPHONE 503-474-1897 IS THE FAA COORDINATION FACILITY**  
[created. 2001/09/11 15 55 canceled 2001/09/22 05.53 by FDC 1/0374]

**'FDC 1/9746 FDC SPECIAL NOTICE - EFFECT IMMEDIATELY. SCATANA HAS NOT BEEN IMPLEMENTED, HOWEVER, DOD AIRCREWS ONLY WILL FOLLOW SCATANA PROCEDURES FOR FILING FLIGHT PLANS IN ORDER TO GAIN DEPARTURE APPROVAL REPEAT SCATANA HAS NOT BEEN IMPLEMENTED**  
[created. 2001/09/11 18 23 canceled. 2001/09/13 01.30 by FDC 1/9812]

**'FDC 1/9751 ZOB PA FLIGHT RESTRICTIONS SOMERSET, PA EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91 137(A)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO AIRCRAFT ACCIDENT ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF ALLEGHENY FSDO ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 5000 FEET MSL WITHIN A 5 NAUTICAL MILES RADIUS OF 4002N/07855W AND THE INDIAN HEAD /IHD/ VOR/DME 085 DEGREE RADIAL AT 016.8 NAUTICAL MILES. ALLEGHENY FSDO MR KOSHAR TELEPHONE 412-466-5357 IS IN CHARGE OF THE OPERATION ALTOONA /AOO/ AFSS TELEPHONE 814-793-4416 IS THE FAA COORDINATION FACILITY**  
[created 2001/09/11 19 39 canceled 2001/09/13 14 32 by FDC 1/9827]

**'FDC 1/9752 ZNY NY FLIGHT RESTRICTIONS NEW YORK, NY EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. PURSUANT TO 14 CFR SECTION**



91 137(A) (1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO AIRCRAFT ACCIDENT ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF FEDERAL AVIATION NEW YORK TRACON ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 3000 FEET MSL WITHIN A 5 NAUTICAL MILES RADIUS OF 404238N/740043W AND THE LA GUARDIA /LGA/ VOR/DME 243 DEGREE RADIAL AT 007 8 NAUTICAL MILES NEW YORK TRACON TELEPHONE 516-683-2984 IS IN CHARGE OF THE OPERATION ISLIP /ISP/ AFSS TELEPHONE 631-471-7395 IS THE FAA COORDINATION FACILITY  
[created 2001/09/11 19 45 canceled 2001/09/13 16 04 by FDC 1/9840].

'FDC 1/9754 ZSE OR FLIGHT RESTRICTIONS ROSEBURG, OR EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 5 NM RADIUS AREA BOUND BY 431407N/1223739W AND THE ROSEBURG /RBG/ VOR/DME 067 DEGREE RADIAL AT 032 NAUTICAL MILES AT AND BELOW 6500 FT MSL TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING AIRCRAFT OPERATIONS UMPQUA N. F., 541-957-3254 IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES. MC MINNVILLE /MMV/ AFSS 503-474-1897 IS THE FAA COORDINATION FACILITY.  
[created 2001/09/11 19 48 canceled 2001/09/18 00:44 by FDC 1/0102]

'FDC 1/9755 ZZZ AFGHANISTAN ADVISORY EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE BY ORDER OF THE ADMINISTRATOR OF THE FEDERAL AVIATION ADMINISTRATION FLIGHTS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN BY ANY UNITED STATES AIR CARRIER, AND COMMERCIAL OPERATOR, BY ANY PERSON EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, OR BY AN OPERATOR USING AN AIRCRAFT REGISTERED IN THE UNITED STATES ARE PROHIBITED UNLESS THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER  
[created 2001/09/11 20 11 canceled 2001/09/20 13 32 by FDC 1/0246]

'FDC 1/9757 ZAN PART 1 OF 2 AIR DEFENSE OPERATIONS IN PROGRESS WITHIN ANCHORAGE FIR THE EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) LEVEL TWO HAS BEEN APPLIED UNTIL FURTHER ADVISED, AIRCRAFT OPERATING IN ANCHORAGE FIR SHALL 1. FILE AN IFR OR DVFR FLIGHT PLAN REGARDLESS OF SPEED OR ALTITUDE PRIOR TO DEPARTURE 2 HAVE AN OPERATIVE RADIO AND TRANSPONDER 3 HAVE BEEN ASSIGNED A WATPL, WITHIN THE AUTHORIZED RANGE OR, 4 HAVE BEEN ISSUED A SECURITY CONTROL AUTHORIZATION FOR THE FLIGHT. PART 1 OF 2  
[created 2001/09/11 20 44 canceled 2001/09/13 01:14 by FDC 1/9808]

'FDC 1/9757 ZAN PART 2 OF 2 AIR DEFENSE OPERATIONS 5 WILL BE ESTABLISHED ON ONE OF THE FOLLOWING AIRWAYS BEFORE ENTERING AND WHILE IN THE AFFECTED AREAS ALL COLOCATED HIGH OF LOW ALTITUDE AIRWAYS SHALL BE CONSIDERED INCLUDED IN THE FOLLOWING LIST. A J501 ANC TO BET B J501 ANC TO YZP C J111 ANC TO OME D J117 MCG TO OTZ E V438 ODK TO ANC F. V438 ANC TO FAI G V447 FAI TO CQR H V436 CQR TO SCC I V438 SCC TO BRW J J515 FAI TO YXY K J115 ANC TO SYA OCCASIONALLY TRAFFIC MAY BE APPROVED TO FLY OTHER THAN THESE ROUTES AND OTHER RESTRICTIONS MAY BE WAIVED THIS IS DONE THROUGH THE FAA TO THE MILITARY, APPROVED ON A CASE BY CASE BASIS ALL PILOTS, REGARDLESS OF PRIORITY - CIVIL OR MILITARY - CHECK WITH THE NEAREST FAA OR MILITARY OPERATIONS FACILITY TO DETERMINE CURRENT RESTRICTIONS AND OBTAIN AN AIR TRAFFIC CONTROL CLEARANCE FROM THE FAA PART 2 OF 2  
[created 2001/09/11 20 44 canceled. 2001/09/13 01 14 by FDC 1/9808]

'FDC 1/9761 ZOA CA FLIGHT RESTRICTIONS GEORGETOWN, CA EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION

91 137A(2), TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 12 NAUTICAL MILE RADIUS OF 3906 6N/12029 4W AND THE SQUAW VALLEY /SWR/ VOR/DME 244 DEGREE RADIAL AT 012 NAUTICAL MILES AT AND BELOW 12000 FT MSL TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING ACFT OPNS U S FOREST SERVICE, PHONE 800-231-5584, IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES RANCHO MURIETA /RIU/ AFSS, PHONE 916-354-0161, IS THE FAA COORDINATION FACILITY.

[created 2001/09/11 22 13 canceled. 2001/09/15 21 17 by FDC 1/0004]

'FDC 1/9763 ZOA CA FLIGHT RESTRICTIONS SIERRAVILLE, CA. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(2), TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 5 NAUTICAL MILE RADIUS OF 3906 6N/12029 4W AND THE SQUAW VALLEY /SWR/ VOR/DME 334 DEGREE RADIAL AT 023 NAUTICAL MILES AT AND BELOW 10000 FT MSL TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING ACFT OPNS CA DEPT OF FORESTY, PHONE 800-231-5584, IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES RANCHO MURIETA /RIU/ AFSS, PHONE 916-354-0161, IS THE FAA COORDINATION FACILITY

[created 2001/09/11 22 14 canceled: 2001/09/14 02.37 by FDC 1/9868]

'FDC 1/9771 FDC SPECIAL NOTICE - EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE FLIGHT OPERATION IN THE NATIONAL AIRSPACE SYSTEM BY UNITED STATES CIVIL AIRCRAFT AND FOREIGN CIVIL AND MILITARY AIRCRAFT ARE PROHIBITED, EXCEPT IN ACCORDANCE ATCCC ADVISORY 007 OR AS AMENDED OR REVISED

[created 2001/09/12 12 15 canceled. 2001/09/13 00 59 by FDC 1/9806]

'FDC 1/9773 ZDC VA FLIGHT RESTRICTIONS ARLINGTON, VA EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91 137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO AIRCRAFT ACCIDENT ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF FEDERAL AVIATION ADMINISTRATION/ FEMA ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 5000 FEET MSL WITHIN A 5 NAUTICAL MILES RADIUS OF (38 52 N/077 04 W) AND THE WASHINGTON (DCA) VOR/DME 330 DEGREE RADIAL AT 12.5 NAUTICAL MILES WASHINGTON (DCA) TWR 703-413-1541 IS THE FAA COORDINATION FACILITY

[created 2001/09/12 12 54 canceled 2001/09/13 15:56 by FDC 1/9838]

'FDC 1/9785 ZMP MN FLIGHT RESTRICTIONS ELY, MN. EFFECTIVE 0109131530 UTC UNTIL 0109131645 UTC PURSUANT TO 14 CFR SECTION 91 137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO BLASTING ACTIVITY AT BABBITT IRON MINES ONLY RELIEF AIRCRAFT OPERATING UNDER THE DIRECTION OF NORTH SHORE MINING COMPANY COMMUNICATION ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 30000 FEET MSL WITHIN A 2 NAUTICAL MILES EITHER SIDE OF A LINE FROM I-E ELO (ELY) VOR/DME 195 DEGREE RADIAL AT 14 NM TO THE ELO ELY VOR/DME 205 DEGREE RADIAL AT 15 NAUTICAL MILES NORTH SHORE MINING COMPANY COMMUNICATION 218-827-2005 SECURITY 218-827-2021 IS IN CHARGE OF THE OPERATION PRINCETON /PNM/ AFSS 612-389-2990 IS THE FAA COORDINATION FACILITY

[created 2001/09/12 14 45 canceled: 2001/09/13 16.46 by FDC 1/9846]

'FDC 1/9795 ATL FI/T THE WILLIAM B HARTSFIELD ATLANTA INTL ATLANTA, GA EFFECTIVE EXCEPT WHEN ATC ADVISES CRANE IS DOWN ILS RWY 8L AMDT 2 SIDESTEP RWY 8R MDA 1520/HAT 496 ALL CATS. ILS RWY 8R AMDT 58B .. S-ILS 8R DH 1507/HAT 483 VIS ALL CATS RVR 6000. S-LOC 8R. MDA 1520/HAT 496 VIS CAT D RVR 5000. VIS CAT E RVR 6000. SIDESTEP RWY 8L. MDA 1520/HAT 505 ALL CATS FOR INOPERATIVE ALSF-2 INCREASE S-ILS 8R CAT E VIS 1/2 MILE ILS RWY 8R AMDT 58B (CAT II). . NA. TEMPORARY CRANE

1209 FT MSL 5831 FT WEST OF RWY 8R THLD AND 481 FT SOUTH OF CENTERLINE.  
[created: 2001/09/12 16 57 canceled: 2001/12/21 20:36 by FDC 1/3406]  
'FDC 1/9797 ZSE ID FLIGHT RESTRICTIONS 47 SE NEZ PIERCE, ID EFFECTIVE  
IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(2)  
TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN AN AREA BOUNDED BY  
455350N/1155525W THEN TO 454860N/1155740W THEN TO 455225N/1160425W THEN  
TO 455600N/1160050N BACK ORIGINAL POINT AND THE NEZ PERCE VOR/DME  
MQG109049 THEN TO MQG115052 THEN TO MQG115045 THEN TO MQG108045 BACK  
ORIGINAL POINT AT AND BELOW 7500 FT MSL TO PROVIDE A SAFE ENVIRONMENT  
FOR FIRE FIGHTING AIRCRAFT OPERATIONS U.S. FOREST SERVICE TELEPHONE  
406-329-4882 IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES  
BOISE /BOI/ AFSS TELEPHONE 208-334-9772 IS THE FAA COORDINATION  
FACILITY  
[created 2001/09/12 17 09 canceled 2001/09/20 02.08 by FDC 1/0230]

'FDC 1/9803 ZSE WA FLIGHT RESTRICTION, BANGOR, WA EFFECTIVE  
IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION  
91.137A(1), TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO NATIONAL  
SECURITY ONLY RELIEF ACFT OPERATIONS UNDER THE DIRECTION OF THE U.S.  
NAVY ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 7500 FT MSL WITHIN A 5  
NAUTICAL MILE RADIUS OF 474213 6N/ 1224248 7W AND THE SEATTLE /SEA/  
VORTAC 296 DEGREE RADIAL AT 23 NAUTICAL MILES. DAN SCOTT, PHONE 360-  
396-4800, IS IN CHARGE OF THE OPERATION SEATTLE /SEA/ AFSS, PHONE 206-  
764-6609, IS THE FAA COORDINATION FACILITY  
[created 2001/09/12 23 30 canceled 2001/09/14 21.46 by FDC 1/9943]

'FDC 1/9805 FDC PART 1 OF 2 SPECIAL NOTICE - DUE TO EXTRAORDINARY  
CIRCUMSTANCES PURSUANT TO 14 CFR, SECTION 91.139, EMERGENCY AIR TRAFFIC  
RULES, THE FOLLOWING FOLLOWING GUIDELINES ARE EFFECTIVE IMMEDIATELY AND  
GOVERN FLIGHT OPERATIONS IN THE UNITED STATES SOVEREIGN  
AIRSPACE EFFECTIVE IMMEDIATELY 14 CFR 121 AND 129 DIVERSION RECOVERY  
AIR- CRAFT THAT DIVERTED TO UNITED STATES AND CANADIAN AIRPORTS WILL BE  
ALLOWED TO RETURN TO THEIR ORIGINAL INTENDED DESTINATION AIRPORT, WITH  
THEIR ORIGINAL CARGO AND PASSENGERS, WHERE THOSE AIRPORTS ARE AVAILABLE  
FOR FLIGHT OPERATIONS SOME FLIGHTS MAY BE DIRECTED TO A DIFFERENT  
DESTINATION AT THE DISCRETION OF ATC DUE TO AIRPORT CLOSURE. NON-  
REVENUE FERRY FLIGHTS CONDUCTED BY 14 CFR 121 OR 129 OPERATORS WITHIN  
THE UNITED STATES DOMESTIC AIRSPACE INCLUDING HAWAII AND ALASKA WILL BE  
AUTHORIZED TO REPOSITION AIRCRAFT AND FLIGHT CREWS TO UNITED STATES  
AIRPORTS WHERE THOSE AIRPORTS ARE AVAILABLE FOR FLIGHT OPERATIONS, AND  
CANADIAN AIRPORTS THESE FLIGHTS ARE AUTHORIZED TO FERRY REPOSITIONING  
CREWS, BUT NO PASSENGERS OR CARGO END PART 1 OF 2  
[created 2001/09/13 00 44 canceled 2001/09/13 01 22 by FDC 1/9810]

'FDC 1/9805 FDC PART 2 OF 2 SPECIAL NOTICE FLIGHT TO CANADIAN AIRPORTS  
MAY RETURN TO AN AIRPORT THAT IS AVAILABLE FOR FLIGHT OPERATIONS  
PROVIDED THEY RETURN UTILIZING THE SAME CALLSIGN ON OUTBOUND AND INBOUND  
LEGS THESE OPERATIONS MAY BEGIN AND TERMINATE AT AIRPORTS THAT HAVE  
NOT YET COMPLETED ALL SECURITY CERTIFICATIONS, OR OPERATE OVER THE  
PACIFIC OCEAN PURSUANT TO NOTAM KZOA A3586/01 ALL OTHER AIRCRAFT  
OPERATIONS WITH THE EXCEPTION OF MEDICAL EMERGENCY, RESCUE RECOVERY,  
MILITARY AND LAW ENFORCEMENT OPERATIONS ARE NOT AUTHORIZED. THIS NOTAM  
CANCELS FDC 1/9731 AND FDC 1/9771 PROPONENTS OF THE AUTHORIZED FLIGHTS  
SHOULD FAX THE BELOW INFORMATION TO THE ATCSCC AT 703-904-4459  
AIRCRAFT CALLSIGN DEPARTURE AIRPORT DESTINATION AIRPORT NUMBER OF CREW  
ANY QUESTIONS ON THE MATTER SHOULD BE DIRECTED TO THE ATCSS AT 703-787-

8170 OR 703-787-8351 END PART 2 OF 2

[created 2001/09/13 00 44 canceled 2001/09/13 01.22 by FDC 1/9810]

'FDC 1/9807 ZZZ PART 1 OF 2 SPECIAL NOTICE - DUE TO EXTRAORDINARY CIRCUMSTANCES PURSUANT TO 14 CFR, SECTION 91.139, EMERGENCY AIR TRAFFIC RULES, THE FOLLOWING FOLLOWING GUIDELINES ARE EFFECTIVE IMMEDIATELY AND GOVERN FLIGHT FLIGHT OPERATIONS IN THE UNITED STATES SOVEREIGN AIRSPACE EFFECTIVE IMMEDIATELY 14 CFR 121 AND 129 DIVERSION RECOVERY AIR- CRAFT THAT DIVERTED TO UNITED STATES AND CANADIAN AIRPORTS WILL BE ALLOWED TO RETURN TO THEIR ORIGINAL INTENDED DESTINATION AIRPORT, WITH THEIR ORIGINAL CARGO AND PASSENGERS, WHERE THOSE AIRPORTS ARE AVAILABLE FOR FLIGHT OPERATIONS SOME FLIGHTS MAY BE DIRECTED TO A DIFFERENT DESTINATION AT THE DISCRETION OF ATC DUE TO AIRPORT CLOSURE. NON-REVENUE FERRY FLIGHTS CONDUCTED BY 14 CFR 121 OR 129 OPERATORS WITHIN THE UNITED STATES DOMESTIC AIRSPACE INCLUDING HAWAII AND ALASKA WILL BE AUTHORIZED TO REPOSITION AIRCRAFT AND FLIGHT CREWS TO UNITED STATES AIRPORTS WHERE THOSE AIRPORTS ARE AVAILABLE FOR FLIGHT OPERATIONS, AND CANADIAN AIRPORTS THESE FLIGHTS ARE AUTHORIZED TO FERRY REPOSITIONING CREWS, BUT NO PASSENGERS OR CARGO. END PART 1 OF 2

[created. 2001/09/13 01 04 canceled 2001/09/13 01:22 by FDC 1/9810]

'FDC 1/9807 ZZZ PART 2 OF 2 SPECIAL NOTICE FLIGHT TO CANADIAN AIRPORTS MAY RETURN TO ANY U S AIRPORT THAT IS AVAILABLE FOR FLIGHT OPERATIONS PROVIDED THEY RETURN UTILIZING THE SAME CALLSIGN ON OUTBOUND AND INBOUND LEGS THESE OPERATIONS MAY BEGIN AND TERMINATE AT AIRPORTS THAT HAVE NOT YET COMPLETED ALL SECURITY CERTIFICATIONS, OR OPERATE OVER THE PACIFIC OCEAN PURSUANT TO NOTAM KZOA A3586/01 ALL OTHER AIRCRAFT OPERATIONS WITH THE EXCEPTION OF MEDICAL EMERGENCY, RESCUE RECOVERY, MILITARY AND LAW ENFORCEMENT OPERATIONS ARE NOT AUTHORIZED. THIS NOTAM CANCELS FDC 1/9731 AND FDC 1/9771 PROPONENTS OF THE AUTHORIZED FLIGHTS SHOULD FAX THE BELOW INFORMATION TO THE ATCSCC AT 703-904-4459. AIRCRAFT CALLSIGN DEPARTURE AIRPORT DESTINATION AIRPORT NUMBER OF CREW ANY QUESTIONS ON THE MATTER SHOULD BE DIRECTED TO THE ATCSS AT 703-787-8170 OR 703-787-8351 END PART 2 OF 2

[created 2001/09/13 01 04 canceled 2001/09/13 01:22 by FDC 1/9810]

'FDC 1/9809 FDC PART 1 OF 2 SPECIAL NOTICE - DUE TO EXTRAORDINARY CIRCUMSTANCES PURSUANT TO 14 CFR, SECTION 91.139, EMERGENCY AIR TRAFFIC RULES, THE FOLLOWING FOLLOWING GUIDELINES ARE EFFECTIVE IMMEDIATELY AND GOVERN FLIGHT FLIGHT OPERATIONS IN THE UNITED STATES SOVEREIGN AIRSPACE. EFFECTIVE IMMEDIATELY 14 CFR 121 AND 129 DIVERSION RECOVERY AIR- CRAFT THAT DIVERTED TO UNITED STATES AND CANADIAN AIRPORTS WILL BE ALLOWED TO RETURN TO THEIR ORIGINAL INTENDED DESTINATION AIRPORT, WITH THEIR ORIGINAL CARGO AND PASSENGERS, WHERE THOSE AIRPORTS ARE AVAILABLE FOR FLIGHT OPERATIONS SOME FLIGHTS MAY BE DIRECTED TO A DIFFERENT DESTINATION AT THE DISCRETION OF ATC DUE TO AIRPORT CLOSURE. NON-REVENUE FERRY FLIGHTS CONDUCTED BY 14 CFR 121 OR 129 OPERATORS WITHIN THE UNITED STATES DOMESTIC AIRSPACE INCLUDING HAWAII AND ALASKA WILL BE AUTHORIZED TO REPOSITION AIRCRAFT AND FLIGHT CREWS TO UNITED STATES AIRPORTS WHERE THOSE AIRPORTS ARE AVAILABLE FOR FLIGHT OPERATIONS, AND CANADIAN AIRPORTS THESE FLIGHTS ARE AUTHORIZED TO FERRY REPOSITIONING CREWS, BUT NO PASSENGERS OR CARGO END PART 1 OF 2

[created 2001/09/13 01 20 canceled 2001/09/13 02:25 by FDC 1/9813]

'FDC 1/9809 FDC PART 2 OF 2 SPECIAL NOTICE FLIGHT TO CANADIAN AIRPORTS MAY RETURN TO ANY U S AIRPORT THAT IS AVAILABLE FOR FLIGHT OPERATIONS PROVIDED THEY RETURN UTILIZING THE SAME CALLSIGN ON OUTBOUND AND INBOUND

LEGS. THESE OPERATIONS MAY BEGIN AND TERMINATE AT AIRPORTS THAT HAVE NOT YET COMPLETED ALL SECURITY CERTIFICATIONS, OR OPERATE OVER THE PACIFIC OCEAN PURSUANT TO NOTAM KZOA A3586/01. ALL OTHER AIRCRAFT OPERATIONS WITH THE EXCEPTION OF MEDICAL EMERGENCY, RESCUE RECOVERY, MILITARY AND LAW ENFORCEMENT OPERATIONS ARE NOT AUTHORIZED. THIS NOTAM CANCELS FDC 1/9731 AND FDC 1/9771. PROPONENTS OF THE AUTHORIZED FLIGHTS SHOULD FAX THE BELOW INFORMATION TO THE ATCSCC AT 703-904-4459. AIRCRAFT CALLSIGN DEPARTURE AIRPORT DESTINATION AIRPORT NUMBER OF CREW ANY QUESTIONS ON THE MATTER SHOULD BE DIRECTED TO THE ATCSS AT 703-787-8179 OR 703-787-8351. END PART 2 OF 2  
[created 2001/09/13 01 20 canceled 2001/09/13 02 25 by FDC 1/9813]

'FDC 1/9811 ZZZ PART 1 OF 2 SPECIAL NOTICE - DUE TO EXTRAORDINARY CIRCUMSTANCES PURSUANT TO 14 CFR, SECTION 91.139, EMERGENCY AIR TRAFFIC RULES, THE FOLLOWING FOLLOWING GUIDELINES ARE EFFECTIVE IMMEDIATELY AND GOVERN FLIGHT OPERATIONS IN THE UNITED STATES SOVEREIGN AIRSPACE EFFECTIVE IMMEDIATELY 14 CFR 121 AND 129 DIVERSION RECOVERY AIR- CRAFT THAT DIVERTED TO UNITED STATES AND CANADIAN AIRPORTS WILL BE ALLOWED TO RETURN TO THEIR ORIGINAL INTENDED DESTINATION AIRPORT, WITH THEIR ORIGINAL CARGO AND PASSENGERS, WHERE THOSE AIRPORTS ARE AVAILABLE FOR FLIGHT OPERATIONS. SOME FLIGHTS MAY BE DIRECTED TO A DIFFERENT DESTINATION AT THE DISCRETION OF ATC DUE TO AIRPORT CLOSURE. NON-REVENUE FERRY FLIGHTS CONDUCTED BY 14 CFR 121 OR 129 OPERATORS WITHIN THE UNITED STATES DOMESTIC AIRSPACE INCLUDING HAWAII AND ALASKA WILL BE AUTHORIZED TO REPOSITION AIRCRAFT AND FLIGHT CREWS TO UNITED STATES AIRPORTS WHERE THOSE AIRPORTS ARE AVAILABLE FOR FLIGHT OPERATIONS, AND CANADIAN AIRPORTS. THESE FLIGHTS ARE AUTHORIZED TO FERRY REPOSITIONING CREWS, BUT NO PASSENGERS OR CARGO. END PART 1 OF 2  
[created 2001/09/13 01 23 canceled 2001/09/13 14 59 by FDC 1/9833]

'FDC 1/9811 ZZZ PART 2 OF 2 SPECIAL NOTICE FLIGHT TO CANADIAN AIRPORTS MAY RETURN TO ANY U.S. AIRPORT THAT IS AVAILABLE FOR FLIGHT OPERATIONS PROVIDED THEY RETURN UTILIZING THE SAME CALLSIGN ON OUTBOUND AND INBOUND LEGS. THESE OPERATIONS MAY BEGIN AND TERMINATE AT AIRPORTS THAT HAVE NOT YET COMPLETED ALL SECURITY CERTIFICATIONS, OR OPERATE OVER THE PACIFIC OCEAN PURSUANT TO NOTAM KZOA A3586/01. ALL OTHER AIRCRAFT OPERATIONS WITH THE EXCEPTION OF MEDICAL EMERGENCY, RESCUE RECOVERY, MILITARY AND LAW ENFORCEMENT OPERATIONS ARE NOT AUTHORIZED. THIS NOTAM CANCELS FDC 1/9731 AND FDC 1/9771. PROPONENTS OF THE AUTHORIZED FLIGHTS SHOULD FAX THE BELOW INFORMATION TO THE ATCSCC AT 703-904-4459. AIRCRAFT CALLSIGN DEPARTURE AIRPORT DESTINATION AIRPORT NUMBER OF CREW ANY QUESTIONS ON THE MATTER SHOULD BE DIRECTED TO THE ATCSS AT 703-787-8179 OR 703-787-8351. END PART 2 OF 2  
[created 2001/09/13 01 23 canceled: 2001/09/13 14.59 by FDC 1/9833]

'FDC 1/9817 ZZZ THE UNITED STATES NATIONAL AIRSPACE SYSTEM WILL RESUME NORMAL OPERATIONS EFFECTIVE SEPTEMBER 13, 2001 1500 UTC. AIRPORT AND AIRCRAFT WILL BE OPERATING UNDER INCREASED SECURITY REQUIREMENTS. SPECIFIC AIRPORTS MAY NOT HAVE RESUMED OPERATIONS BY THIS TIME FRAME. OPERATORS ARE REQUIRED TO ENSURE THAT THEIR SECURITY REQUIREMENTS ARE MET AND THAT THE DESTINATION AIRPORT IS OPERATIONAL.  
[created 2001/09/13 08 29 canceled 2001/09/13 14 57 by FDC 1/9831]

'FDC 1/9819 ZDC DC FLIGHT RESTRICTIONS WASHINGTON, DC SEPTEMBER 13, 2001 LOCAL. PURSUANT TO TITLE 14, SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT OPERATIONS ARE PROHIBITED WITHIN THE FOLLOWING AREA UNLESS OTHERWISE AUTHORIZED BY ATC 30 NMR BLW 3000 FEET AGL OF

385552N/770031W, THE DCA026004.5 FROM 0109131515 (1115 LOCAL 09/13/01) UNTIL 0109131615 (1215 LOCAL 09/13/01). WASHINGTON HOSPITAL CENTER.  
[created: 2001/09/13 13 22 canceled 2001/09/13 16:47 by FDC 1/9847]  
'FDC 1/9824 ZKC MO FLIGHT RESTRICTIONS KNOB NOSTER, MO EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 10 NAUTICAL MILE RADIUS OF THE WHITEMAN AFB /SZL/ AT AND BELOW FL600 DUE TO UNUSUAL CIRCUMSTANCES WHITEMAN AFB LT COL KAZY 660-687-3778 IS IN CHARGE OF THE OPERATION KANSAS CITY /ZKC/ ARTCC 913-254-8500 IS THE FAA COORDINATION FACILITY.  
[created 2001/09/13 14 05 canceled 2001/09/13 14 09 by FDC 1/9825]

'FDC 1/9826 ZKC MO FLIGHT RESTRICTIONS KNOB NOSTER, MO EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 20 NAUTICAL MILE RADIUS OF THE WHITEMAN AFB /SZL/ AT AND BELOW FL600 DUE TO UNUSUAL CIRCUMSTANCES WHITEMAN AFB LT COL KAZY 660-687-3778 IS IN CHARGE OF THE OPERATION KANSAS CITY /ZKC/ ARTCC 913-254-8500 IS THE FAA COORDINATION FACILITY  
[created 2001/09/13 14 09 canceled. 2001/09/13 14.33 by FDC 1/9828]

'FDC 1/9829 ZKC MO FLIGHT RESTRICTIONS KNOB NOSTER, MO EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 10 NAUTICAL MILE RADIUS OF THE WHITEMAN AFB /SZL/ AT AND BELOW FL600 DUE TO UNUSUAL CIRCUMSTANCES WHITEMAN AFB LT COL KAZY 660-687-3778 IS IN CHARGE OF THE OPERATION KANSAS CITY /ZKC/ ARTCC 913-254-8500 IS THE FAA COORDINATION FACILITY  
[created 2001/09/13 14 33 canceled 2001/09/13 15 23 by FDC 1/9836]

'FDC 1/9830 ZOB PA FLIGHT RESTRICTIONS SOMERSET, PA EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137(A)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO AIRCRAFT ACCIDENT ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF ALLEGHENY FSDO ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 5000 FEET MSL WITHIN A 5 NAUTICAL MILES RADIUS OF 4002N/07855W AND THE INDIAN HEAD /IHD/ VOR/DME 085 DEGREE RADIAL AT 16.8 NAUTICAL MILES FBI SPECIAL AGENTS MR KEVEN DEEGAN TELEPHONE 412-913-6852 AND MIKE SOOHY 814-267-6665 IS IN CHARGE OF THE OPERATION ALTOONA /AOO/ AFSS TELEPHONE 814-793-4416 IS THE FAA COORDINATION FACILITY.  
[created 2001/09/13 14 33 canceled. 2001/09/13 15.17 by FDC 1/9834]

'FDC 1/9832 ZZZ THE UNITED STATES NATIONAL AIRSPACE SYSTEM UPDATE EFFECTIVE SEPTEMBER 13, 2001 AT 1500 UTC ALL IFR AND VFR GENERAL AVIATION FLIGHTS ARE PROHIBITED WITHIN THE NATIONAL AIRSPACE SYSTEM UNTIL FURTHER NOTICE FOR ALL OTHER OPERATIONS, NORMAL OPERATIONS ARE RESUMED WITHIN THE NATIONAL AIRSPACE SYSTEM AIRPORT AND AIRCRAFT WILL BE OPERATING UNDER INCREASED SECURITY REQUIREMENTS SPECIFIC AIRPORTS MAY NOT HAVE RESUMED OPERATIONS BY THIS TIME FRAME OPERATORS ARE REQUIRED TO ENSURE THAT THEIR SECURITY REQUIREMENTS ARE MET AND THAT THE DESTINATION AIRPORT IS OPERATIONAL  
[created 2001/09/13 14 57 canceled 2001/09/13 18 42 by FDC 1/9856]

'FDC 1/9835 ZOB PA FLIGHT RESTRICTIONS SOMERSET, PA EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137(A)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO AIRCRAFT ACCIDENT ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION



OF FBI ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 5000 FEET MSL WITHIN A 5 NAUTICAL MILES RADIUS OF 4002N/07855W AND THE INDIAN HEAD /IHD/ VOR/DME 085 DEGREE RADIAL AT 16.8 NAUTICAL MILES. FBI SPECIAL AGENTS MR KEVEN DEEGAN TELEPHONE 412-913-6852 AND MIKE SOOHY 814-267-6665 IS IN CHARGE OF THE OPERATION ALTOONA /AOO/ AFSS TELEPHONE 814-793-4416 IS THE FAA COORDINATION FACILITY.

[created 2001/09/13 15 20 canceled 2001/09/14 14:09 by FDC 1/9894]

'FDC 1/9837 ZKC MO FLIGHT RESTRICTIONS KNOB NOSTER, MO EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 20 NAUTICAL MILE RADIUS OF THE WHITEYAN FFB /SZL/ AT AND BELOW FL600 DUE TO UNUSUAL CIRCUMSTANCES WATTMAN AFB LT COL KAZY 660-687-3778 IS IN CHARGE OF THE OPERATION W SAS CITY /ZKC/ ARTCC 913-254-8500 IS THE FAA COORDINATION FACILITY

[created 2001/09/13 15 23 canceled 2001/09/14 18:53 by FDC 1/9934]

'FDC 1/9839 ZDC VA FLIGHT RESTRICTIONS ARLINGTON, VA EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. PURSUANT TO 14 CFR SECTION 91.137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO AIRCRAFT ACCIDENT ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF FEDERAL AVIATION ADMINISTRATION ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 3000 FEET MSL WITHIN A 3 NAUTICAL MILES RADIUS OF 385213N/0770416W) AND THE WASHINGTON /DCA/ VOR/DME 310 DEGREE RADIAL AT 1.8 NAUTICAL MILES WASHINGTON /DCA/ ATCT 703-413-1541 IS IN CHARGE OF OPERATION. LEESBURG /DCA/ AFSS TELEPHONE 703-779-4602 IS THE FAA COORDINATION FACILITY.

[created 2001/09/13 15 58 canceled 2001/09/14 11:55 by FDC 1/9892]

'FDC 1/9841 ZNY FLIGHT RESTRICTIONS NEW YORK, NY. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137(A), (1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO AIRCRAFT ACCIDENT ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF FEDERAL AVIATION NEW YORK TRACON ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 3000 FEET MSL WITHIN A 3 NAUTICAL MILES RADIUS OF 404238N/740043W AND THE LA GUARDIA /LGA/ VOR/DME 243 DEGREE RADIAL AT 7.8 NAUTICAL MILES NEW YORK TRACON TELEPHONE 516-683-2984 IS IN CHARGE OF THE OPERATION ISLIP /ISP/ AFSS TELEPHONE 631-471-7395 IS THE FAA COORDINATION FACILITY

[created 2001/09/13 16 05 canceled 2001/10/12 20:06 by FDC 1/1207]

'FDC 1/9850 ZSE OR FLIGHT RESTRICTIONS 26 W MEDFORD, OR EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN 424355N/1122612W AND THE MEDFORD /EOD/ VOR/DME 269 DEGREE RADIAL AT 12 NAUTICAL MILES AT AND BELOW 5000 FT MSL TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING AIRCRAFT OPERATIONS OR ST FOREST SERVICE TELEPHONE 503-945-7455 IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES MINNEVILLE /MMV/ AFSS TELEPHONE 503-474-1897 IS THE FAA COORDINATION FACILITY

[created 2001/09/13 17 24 canceled 2001/09/13 18:46 by FDC 1/9858]

'FDC 1/9851 ZDC DC FLIGHT RESTRICTIONS WASHINGTON, DC SEPTEMBER 13, 2001 LOCAL PURSUANT TO TITLE 14, SECTION 91.137A(1) OF THE CODE OF FEDERAL REGULATIONS, TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO NATIONAL SECURITY EXCEPT FOR MEDICAL EMERGENCY, RESCUE/RECOVERY, MILITARY AND LAW ENFORCEMENT OPERATIONS, FLIGHT OPERATIONS WITHIN 7 NAUTICAL MILES OF RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA) BETWEEN THE SURFACE AND 3000 FEET MSL ARE NOT AUTHORIZED. THIS

RESTRICTION REMAINS IN EFFECT UNTIL FURTHER NOTICE

[created 2001/09/13 17 47 canceled: 2001/09/21 13.57 by FDC 1/0303]

**FDC 1/9853 FDC SPECIAL NOTICE - EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE** PURSUANT TO 14 CFR SECTION 91.139, EMERGENCY AIR TRAFFIC RULES. MILITARY, U S GOVERNMENT, AND IFR/VFR COMMERCIAL AIRCRAFT OPERATIONS UNDER 14 CFR PARTS 121, 129, AND 135 ARE AUTHORIZED IN THE UNITED STATES NATIONAL AIRSPACE SYSTEM PROVIDED THEY HAVE AN ATC ASSIGNED DISCRETE BEACON CODE AIRPORT AND AIRCRAFT WILL BE OPERATING UNDER INCREASED SECURITY REQUIREMENTS. SPECIFIC AIRPORTS MAY NOT HAVE RESUMED OPERATIONS BY THIS TIME FRAME OPERATORS ARE REQUIRED TO ENSURE THAT THEIR SECURITY REQUIREMENTS ARE MET, THAT THE POINT OF DEPARTURE AND DESTINATION AIRPORT IS SECURITY CERTIFIED AND OPERATIONAL ALL IFR AND VFR GENERAL AVIATION FLIGHTS ARE PROHIBITED WITHIN THE NATIONAL AIRSPACE SYSTEM UNTIL FURTHER NOTICE EXCEPT THE FOLLOWING AIRCRAFT WITH APPROVAL FROM THE FAA COMMAND CENTER AT 703-787-8179 OR 703-787-8351. AIRCRAFT OPERATING IN SUPPORT OF MEDICAL EMERGENCY, RESCUE AND RECOVERY MISSIONS, FIRE FIGHTING OR NATIONAL EMERGENCY, LAW ENFORCEMENT, HURRICANE EVACUATION, THESE AIRCRAFT ARE REQUIRED TO BE ON AN ATC ASSIGNED DISCRETE BEACON CODE THIS NOTAM CANCELS FDC 1/9832  
[created 2001/09/13 18 00 canceled: 2001/09/14 06.39 by FDC 1/9880]

**FDC 1/9855 ZZZ SPECIAL NOTICE - EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE** PURSUANT TO 14 CFR SECTION 91.139, EMERGENCY AIR TRAFFIC RULES MILITARY, U.S GOVERNMENT, AND IFR/VFR COMMERCIAL AIRCRAFT OPERATIONS UNDER 14 CFR PARTS 121, 129, AND 135 ARE AUTHORIZED IN THE UNITED STATES NATIONAL AIRSPACE SYSTEM PROVIDED THEY HAVE AN ATC ASSIGNED DISCRETE BEACON CODE AIRPORT AND AIRCRAFT WILL BE OPERATING UNDER INCREASED SECURITY REQUIREMENTS SPECIFIC AIRPORTS MAY NOT HAVE RESUMED OPERATIONS BY THIS TIME FRAME OPERATORS ARE REQUIRED TO ENSURE THAT THEIR SECURITY REQUIREMENTS ARE MET, THAT THE POINT OF DEPARTURE AND DESTINATION AIRPORT IS SECURITY CERTIFIED AND OPERATIONAL. ALL IFR AND VFR GENERAL AVIATION FLIGHTS ARE PROHIBITED WITHIN THE NATIONAL AIRSPACE SYSTEM UNTIL FURTHER NOTICE EXCEPT THE FOLLOWING AIRCRAFT WITH APPROVAL FROM THE FAA COMMAND CENTER AT 703-787-8179 OR 703-787-8351: AIRCRAFT OPERATING IN SUPPORT OF MEDICAL EMERGENCY, RESCUE AND RECOVERY MISSIONS, FIRE FIGHTING OR NATIONAL EMERGENCY, LAW ENFORCEMENT, HURRICANE EVACUATION, THESE AIRCRAFT ARE REQUIRED TO BE ON AN ATC ASSIGNED DISCRETE BEACON CODE THIS NOTAM CANCELS FDC 1/9832.  
[created 2001/09/13 18 30 canceled: 2001/09/14 06 50 by FDC 1/9881]

**FDC 1/9857 ZSE OR** FLIGHT RESTRICTIONS 26 W MEDFORD, OR EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT A 5 NM RADIUS WITHIN 424355N/1122612W, THE MEDFORD /OED/ VOR/DME 269 DEGREE RADIAL AT 26 NAUTICAL MILES AND BELOW 5000 FT MSL TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING AIRCRAFT OPERATIONS OREGON STATE FOREST SERVICE TELEPHONE 503-943-1455 IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES MINNETTLE /MMV/ AFSS PHONE 503-474-1897 IS THE FAA COORDINATION FACILITY  
[created 2001/09/13 18 37 canceled 2001/09/14 16 23 by FDC 1/9904]

**FDC 1/9864 FDC** S NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES. UNTIL FURTHER NOTICE ALL AIRCRAFT OPERATING IN THE U.S. NATIONAL AIRSPACE, IF CAPABLE, WILL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0 IT IS INCUMBENT ON ALL AVIATORS TO KNOW AND UNDERSTAND THEIR RESPONSIBILITIES IF INTERCEPTED REVIEW "AERONAUTICAL



INFORMATION MANUAL" SECTION 6, 5-6-2 FOR INTERCEPT PROCEDURES. TCAS EQUIPPED AIRCRAFT EXPECT SPURIOUS TCAS COMMANDS. INTERCEPTED AIRCRAFT WILL SELECT 'TA' ON THEIR TCAS EQUIPMENT UPON VISUALLY ACQUIRING THE INTERCEPTOR AIRCRAFT

[created 2001/09/13 21 16 canceled 2001/09/21 20:30 by FDC 1/0331]

'FDC 1/9865 FDC SPECIAL NOTICE - EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE NON-U.S. FLAG CARRIERS ARE NOT APPROVED TO LAND OR OVERFLY THE U.S. SOVEREIGN AIRCRAFT THAT WERE DIVERTED TO CANADIAN AIRPORTS ON SEPTEMBER 11, 2001 ARE APPROVED TO DEPART CANADIAN AIRSPACE AND LAND AT THEIR ORIGINAL U.S. DESTINATION

[created 2001/09/13 21 59 canceled 2001/09/14 05 34 by FDC 1/9874]

'FDC 1/9866 ZJX G3 FLIGHT RESTRICTIONS ST MARYS, GA EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE PURSUANT TO 14 CFR SECTION 91.137A(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO NATIONAL SECURITY ONLY RELIEF AIRCRAFT OPERATIONS UNDER DIRECTION OF KINGS BAY NAVAL BASE ARE AUTHORIZED IN THE AIR-SPACE AT AND BELOW 10000 FEET AGL WITHIN A 10 NAUTICAL MILE RADIUS OF 3048N/08131W AND THE CRAIG /CRG/ VORTAC 002 DEGREE RADIAL AT 27 NAUTICAL MILES KINGS BAY NAVAL BASE, 912-673-2990 IS IN CHARGE OF THE OPERATION MACON /MCN/ AFSS 478-784-1155 IS THE FAA COORDINATION FACILITY

[created 2001/09/13 23 41 canceled 2001/09/14 21:45 by FDC 1/9947]

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WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C, D) 5  
DECLASSIFY ON: 02-18-2030

b6 -4

b7C -4

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Saudi Flight-25

b6 -4

b7C -4

b1

b5 -1

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**SECRET**

b5 -1

Saudi Flight-26

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b5 -1

b6 -2, 4

b7C -2, 4

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b5 -1

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Saudi Flight-29

b1

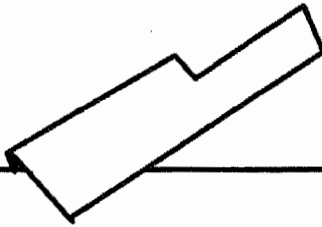
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b6 -2, 4

b7C -2, 4

b7F -1

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b5 -1

SECRET

Saudi Flight-31

SECRET

b5 -1

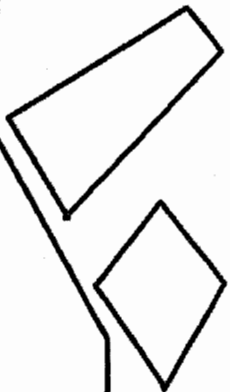
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Saudi Flight-32

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b6 -4

b7C -4



b6 -1

b7C -1

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Saudi Flight-33

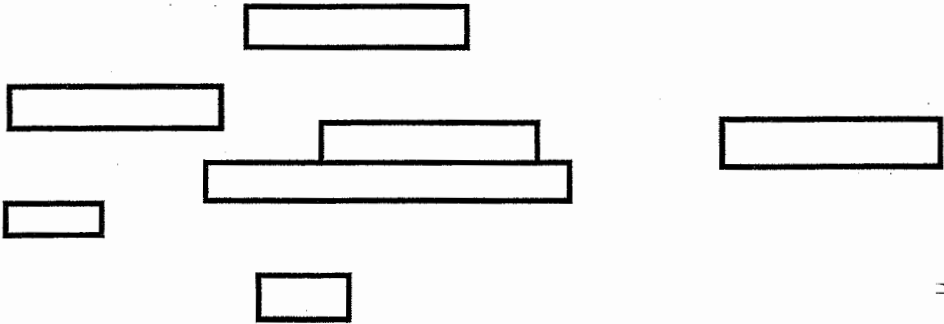
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b7C -2

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b5 -1



b6 -2

b7C -2

b7E -1

SECRET

SECRET

b6 -1, 2

b7C -1, 2

b7F -1

b5 -1

SECRET

b6

b7C

b7F

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b5 -1

b6 -2, 4

b7C -2, 4

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Saudi Flight-51

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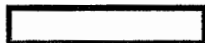
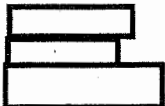


b6 -4

b7C -4

b5 -1

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b5 -1

b6 -2, 4

b7C -2, 4

Saudi Flight-52

SECRET

b5 -1

SECRET

Saudi Flight-53



SECRET

b6 -2

b7C -2

b7F -1

b5 -1

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b6 -4

b7C -4

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b6 -2  
b7C -2  
b7F -1

b5 -1

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b6 -4

b7C -4

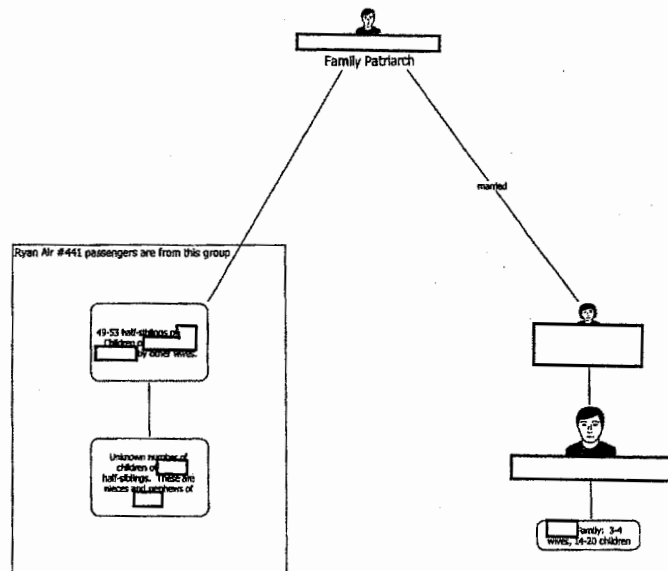
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**(U//LES) STRUCTURE OF THE [REDACTED] FAMILY**

b6 -2, 4

b7C -2, 4

Saudi Flight-59

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[REDACTED]

[REDACTED]

b6

b7C

b7F

b6

b7C

b7F

[REDACTED]

b5 -1

b6 -2

b7C -2

b7F -1

Saudi Flight 60

[Redacted]

[Redacted]

[Redacted]

b5 -1

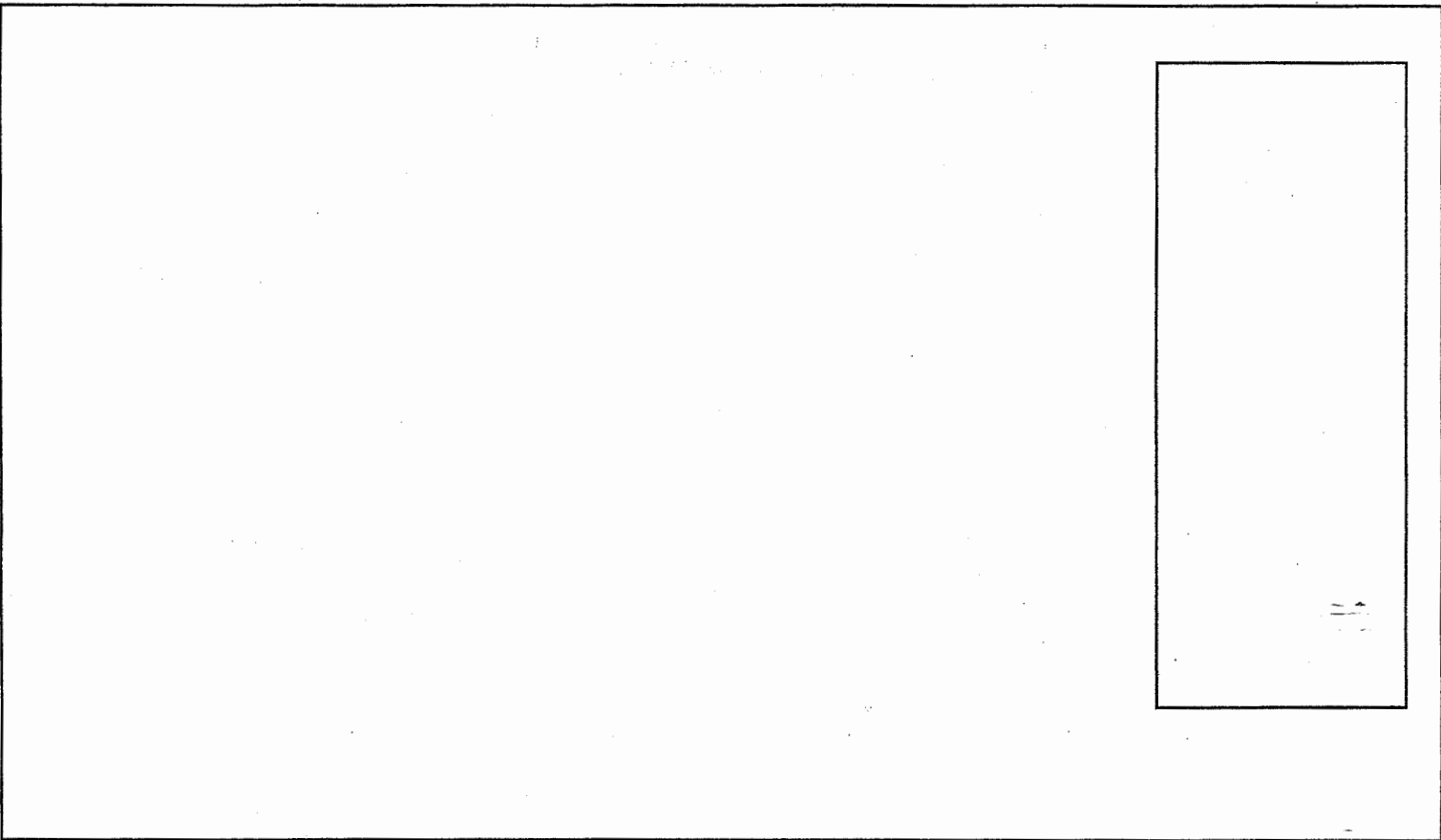
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b7C -2

b7F -1

Saudi Flight-6





b5 -1

b6 -2

b7C -2

b7E -1

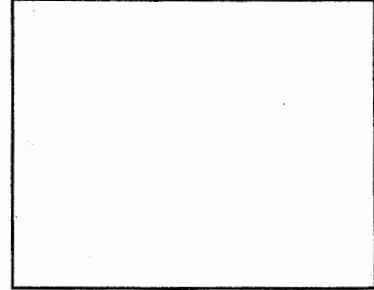
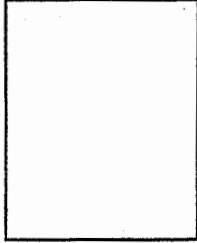
Saudi Flight-62

b5 -1

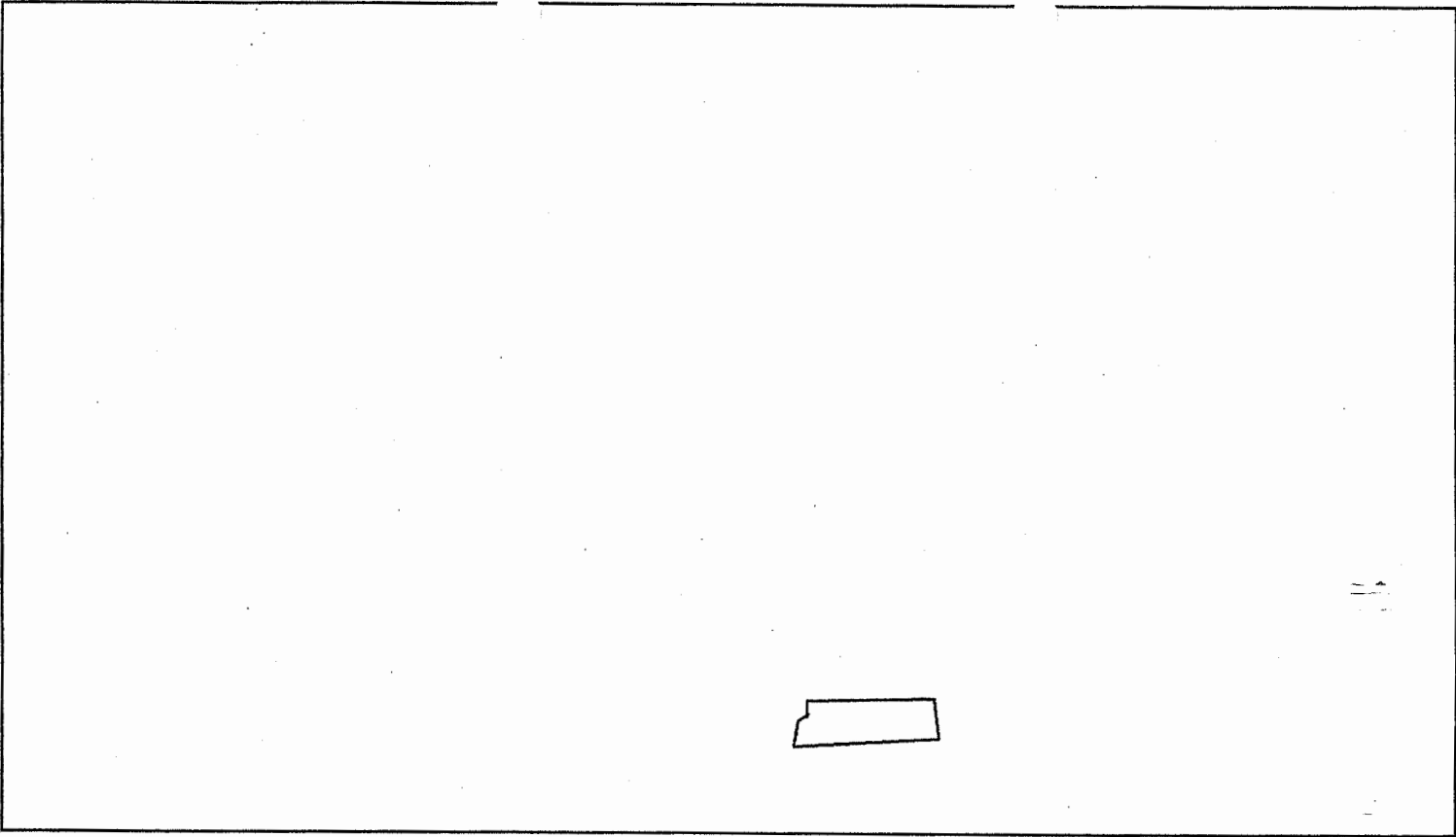
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b7C -2

b7E -1



Saudi Flight-63



b6 -2

b7C -2

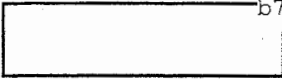
b5 -1

b7F -1

Saudi Flight 64

b6

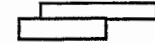
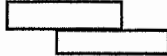
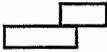
b7C



b6

b7C

b7F



b6

b7C

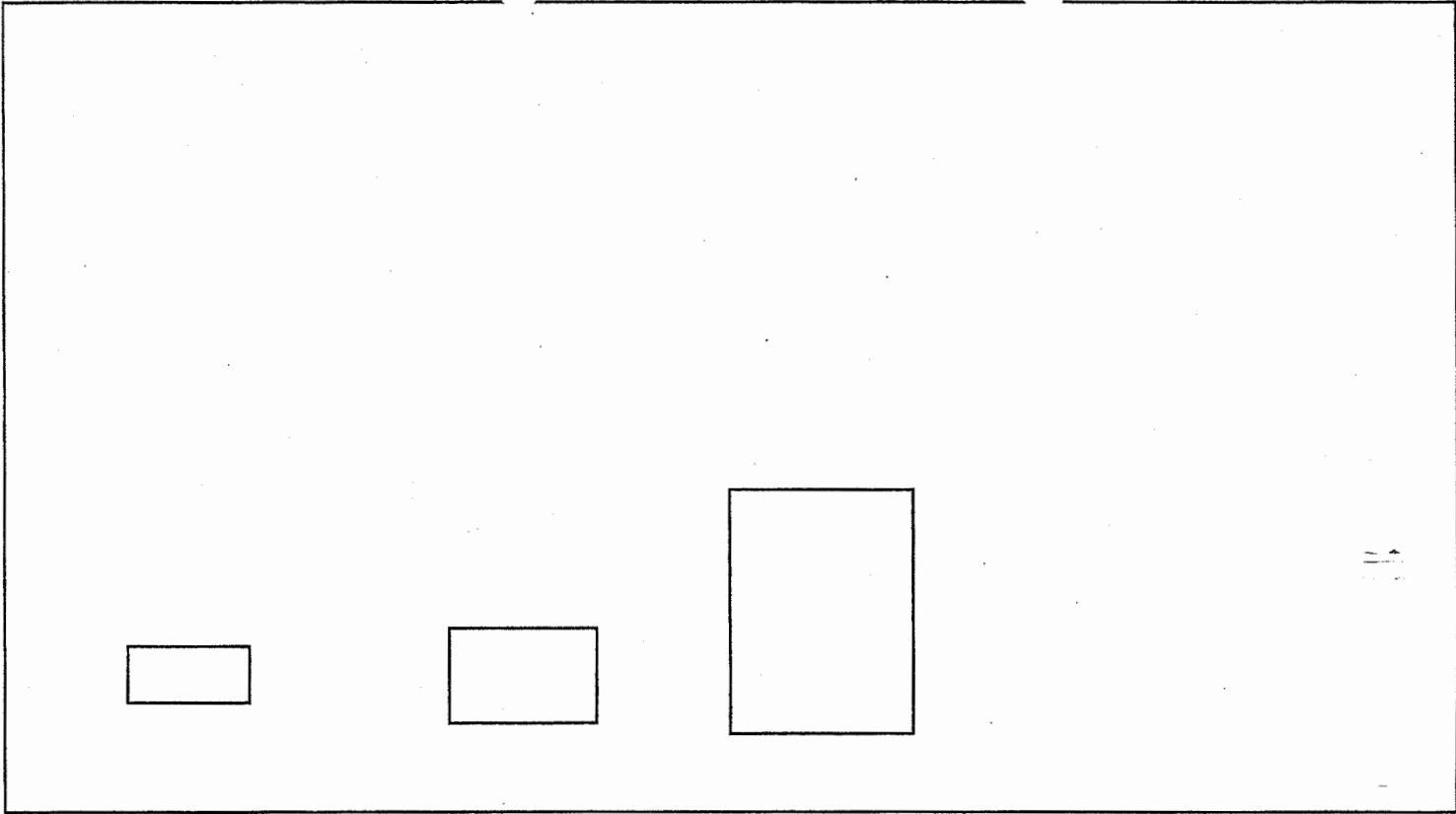
b5 -1

b6 -2, 4

b7C -2, 4

b7F -1

Saudi Flight 65



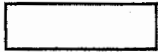
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b6 -2

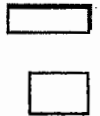
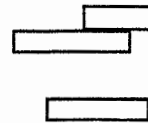
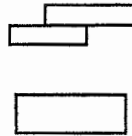
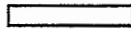
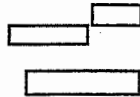
b7C -2

b7F -1

Saudi Flight 66



b6  
b7C



b6  
b7C  
b7E

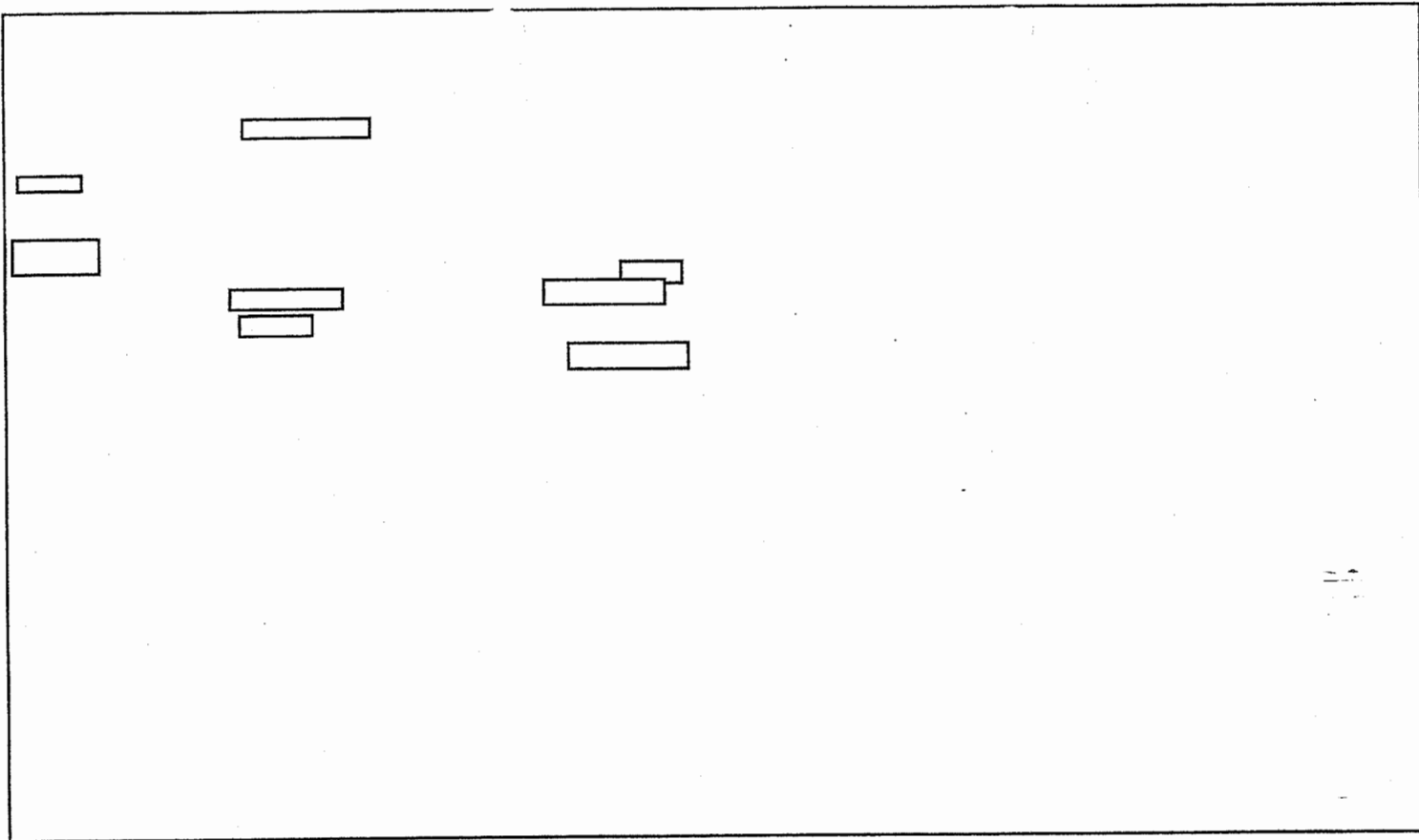
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b7C -2, 4

b7E -1

b5 -1

Saudi Flight 67



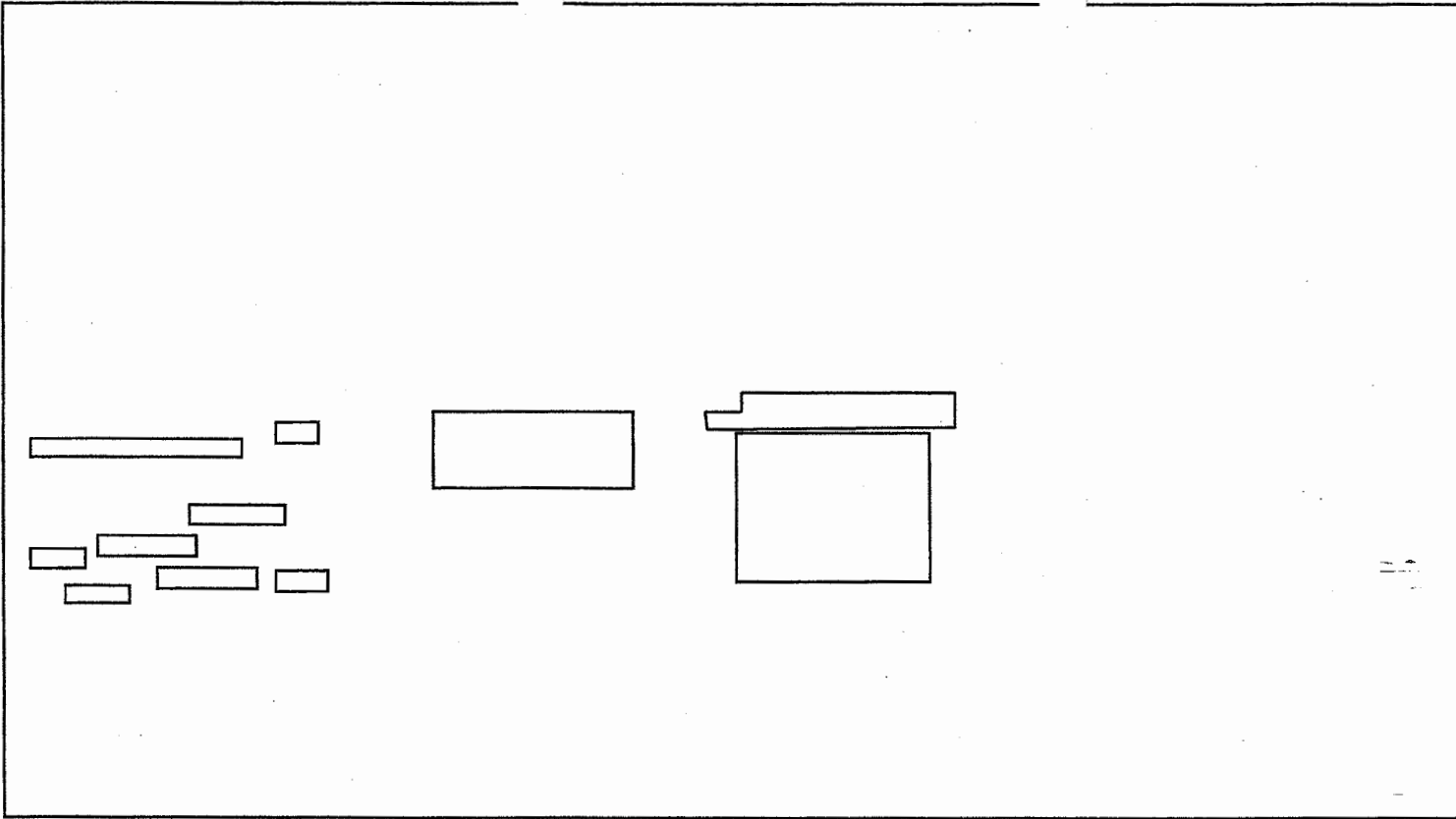
b6 -2

b5 -1

b7C -2

b7F -1

Saudi Flight-68



b6 -2

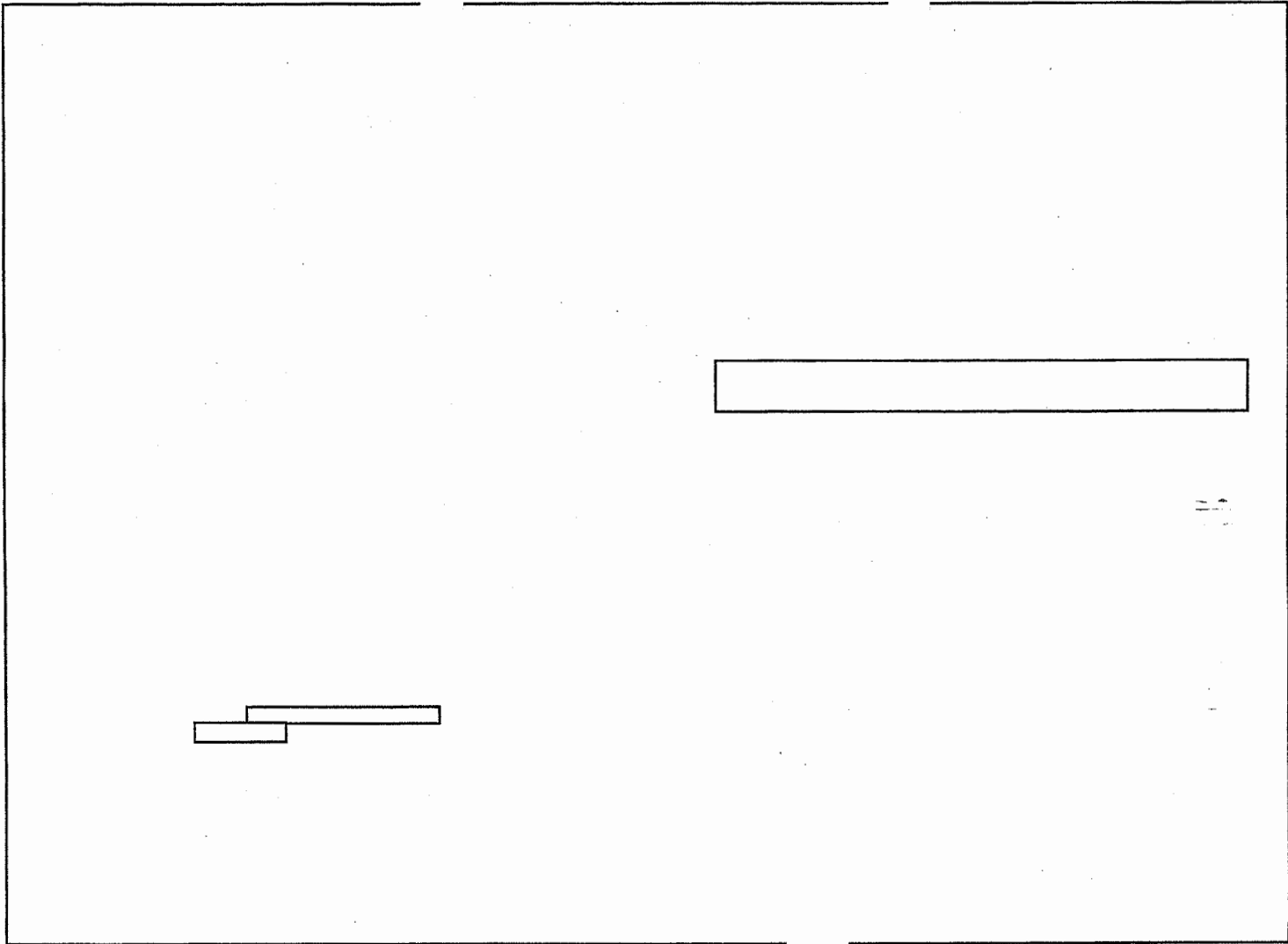
b7C -2

b7E -1

b5 -1

Saudi Flight 69



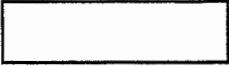


Saudi Flight-70

b6 -2

b5 -1

b7C -2

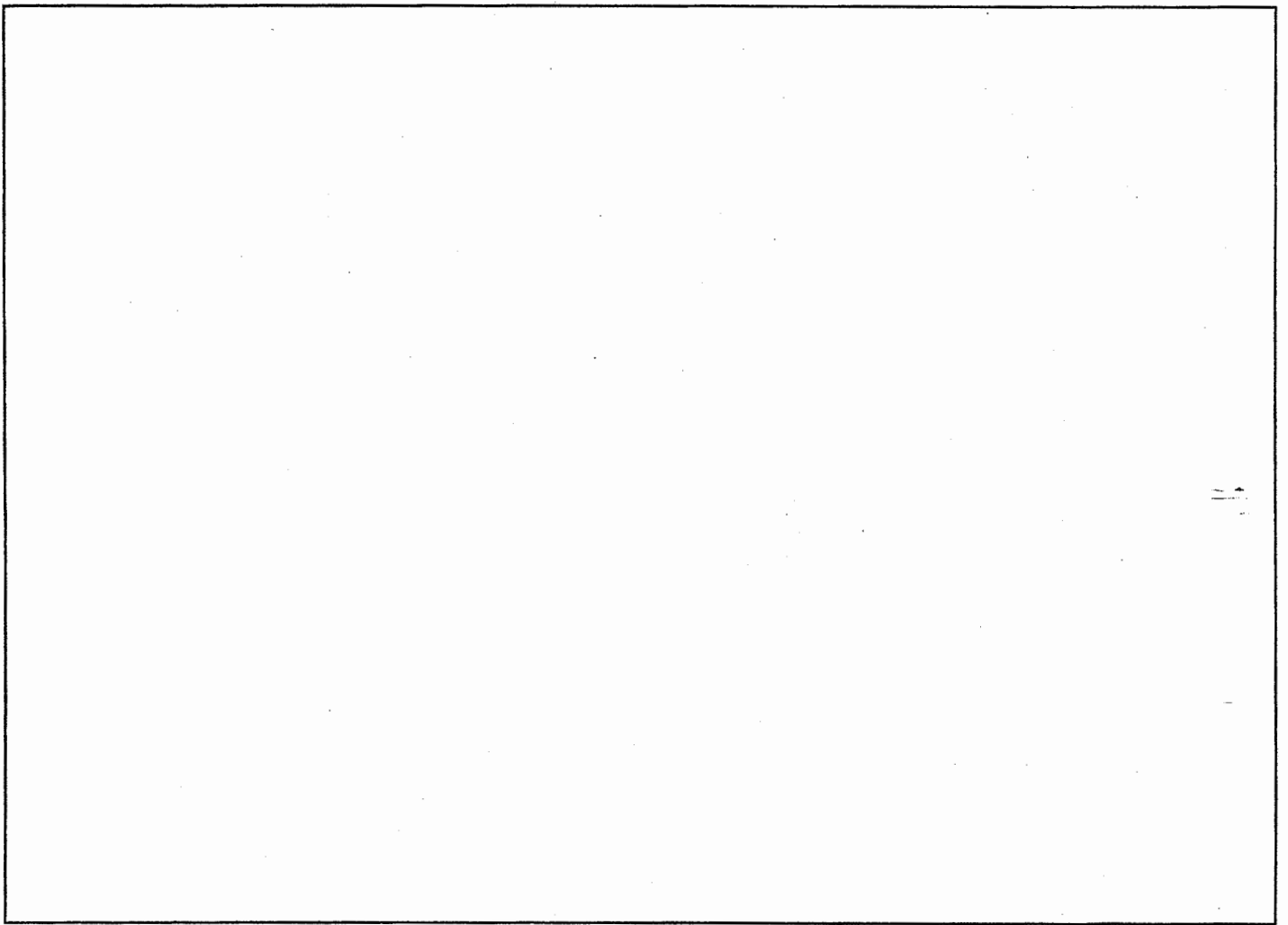


Saudi Flight-71

b6 -2

b5 -1

b7C -2



Saudi Flight-72

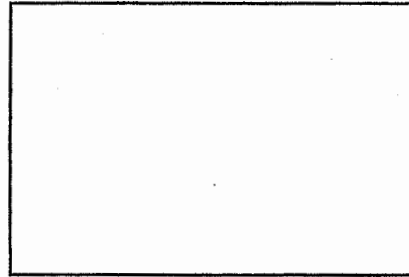
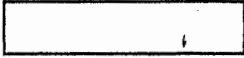
b5 -1

b6 -2

b7C

b5 -1

b7F -1



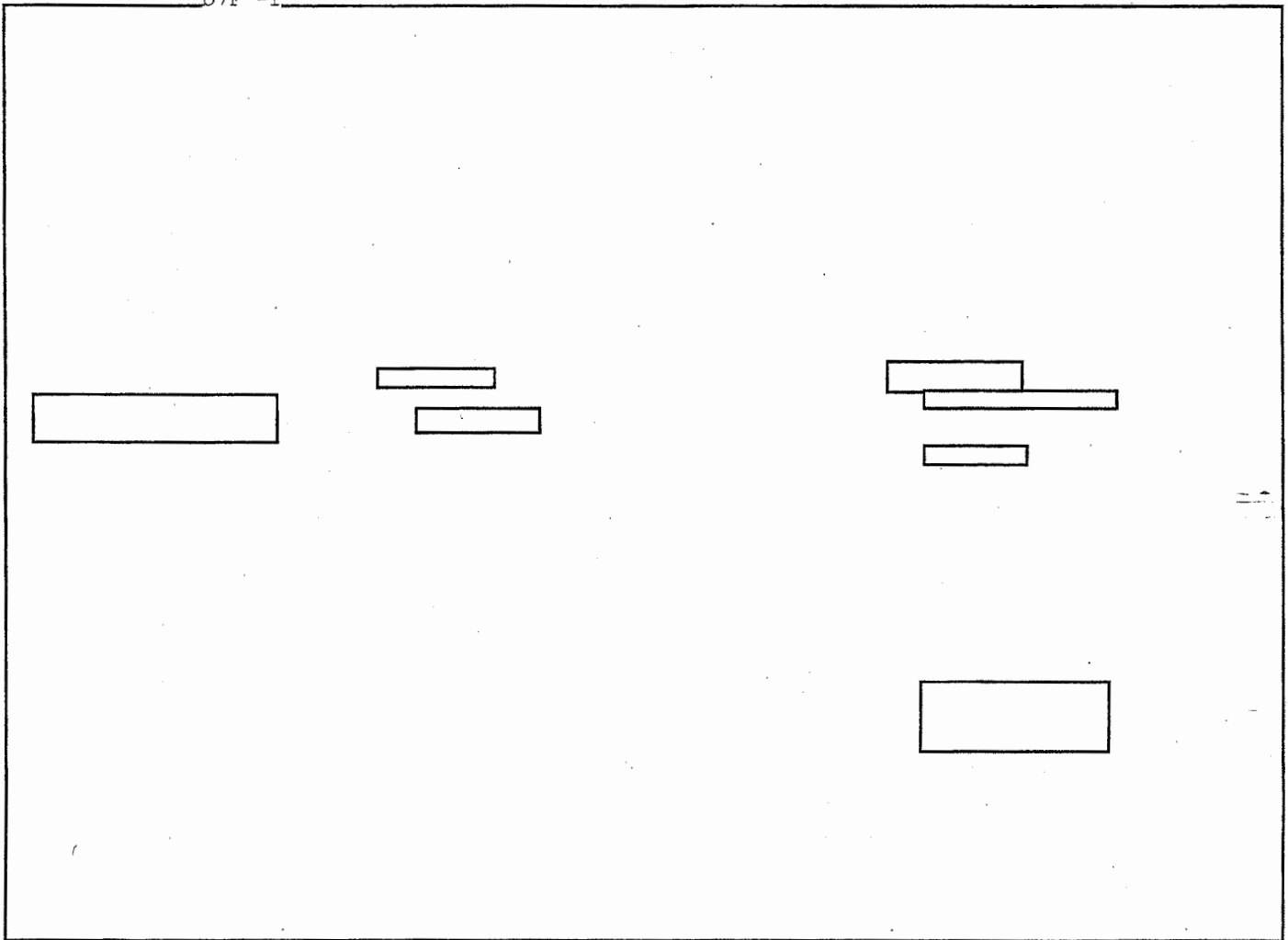
Saudi Flight-73

b6 -2

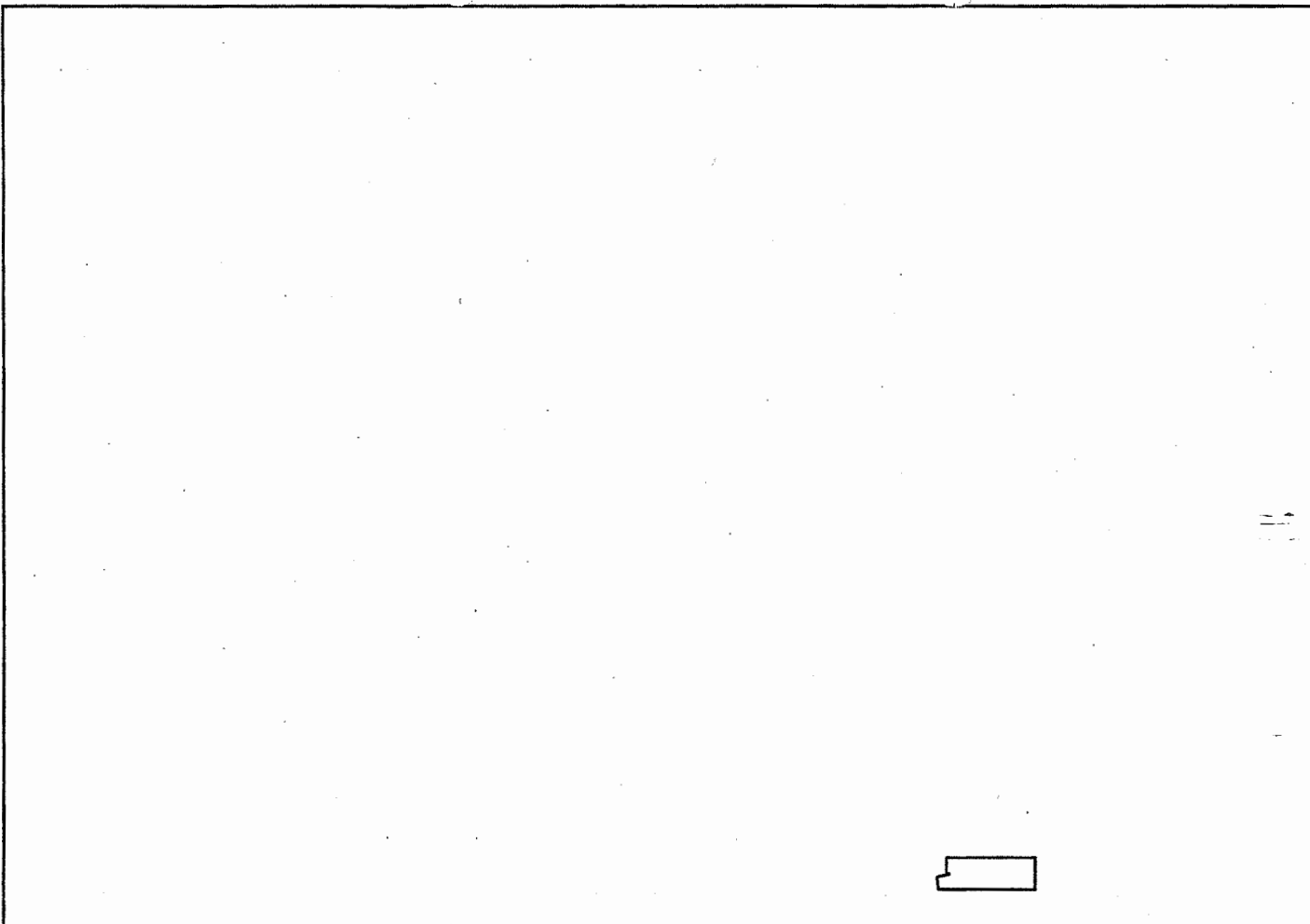
b7C -2

b5 -1

b7F -1



Saudi Flight-74



b6 -2

b5 -1

Saudi Flight-75

b7C -2

b7F -1

b6 -2

b7C -2

b7F -1

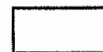
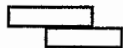
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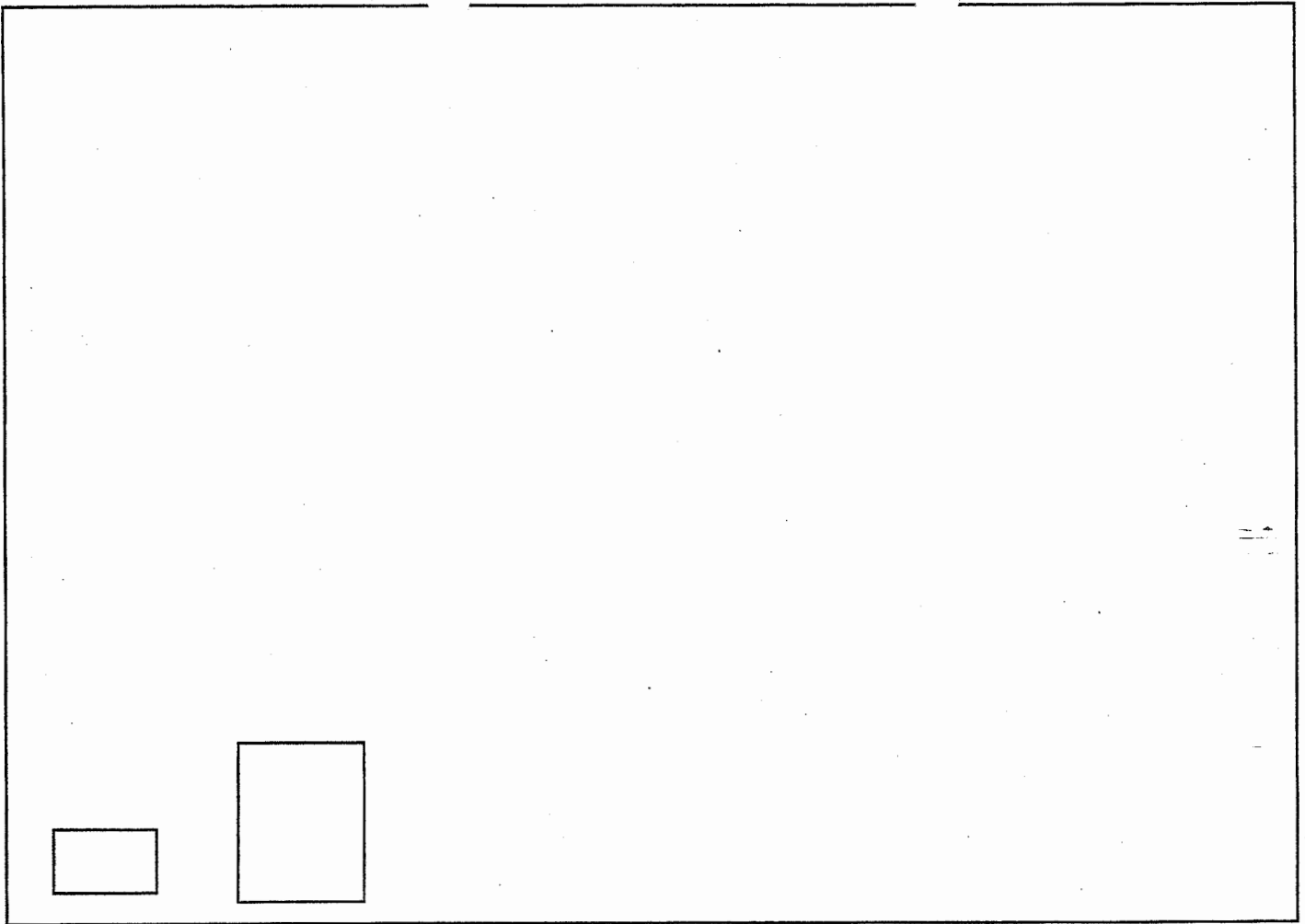
b7C

b7F



b5 -1

Saudi Flight-76



Saudi Flight-77

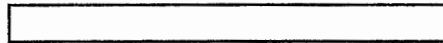
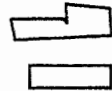
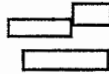
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b7C -2

b7E -1

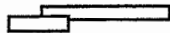
b5 -1





b6

b7C



Saudi Flight-78

b6 -2, 4

b5 -1

b7C -2, 4

b7E -1

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b6

b7C

b7F

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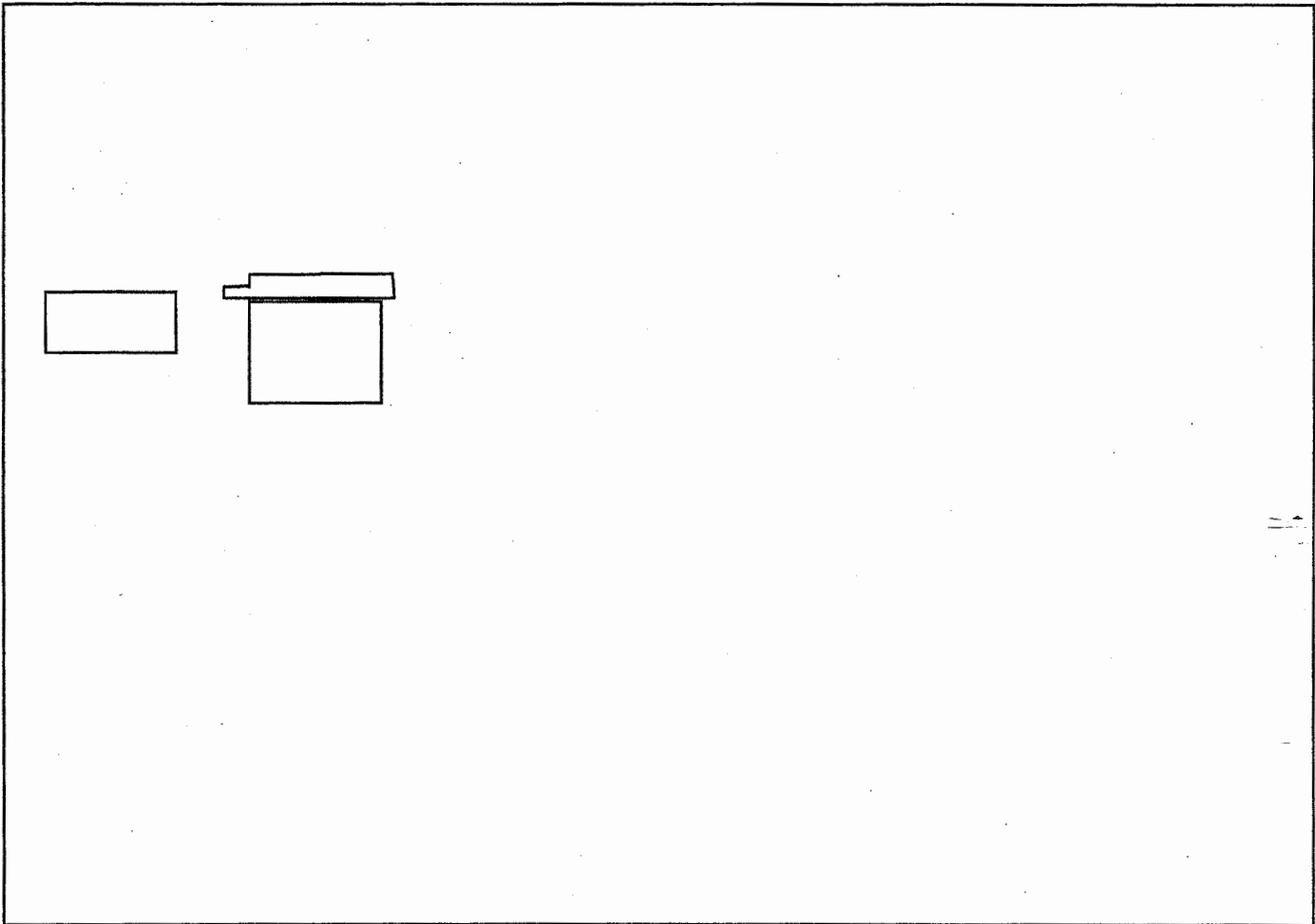
Saudi Flight-79

b6 -2

b5 -1

b7C -2

b7F -1



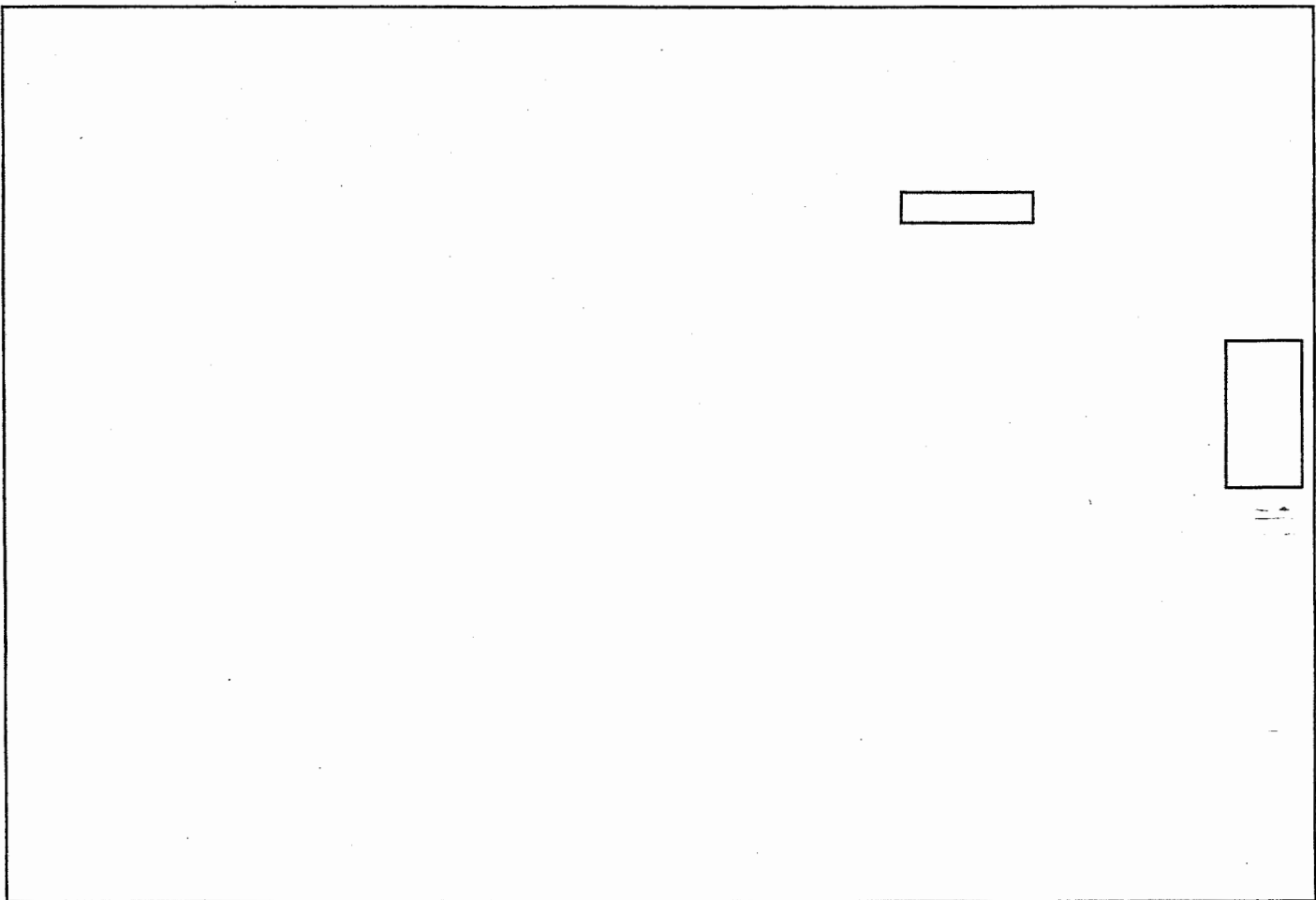
Saudi Flight-80

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b5 -1

b7C -2

b7F -1



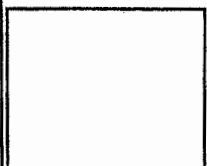
Saudi Flight-81

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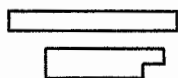
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b7C -2

b7F -1



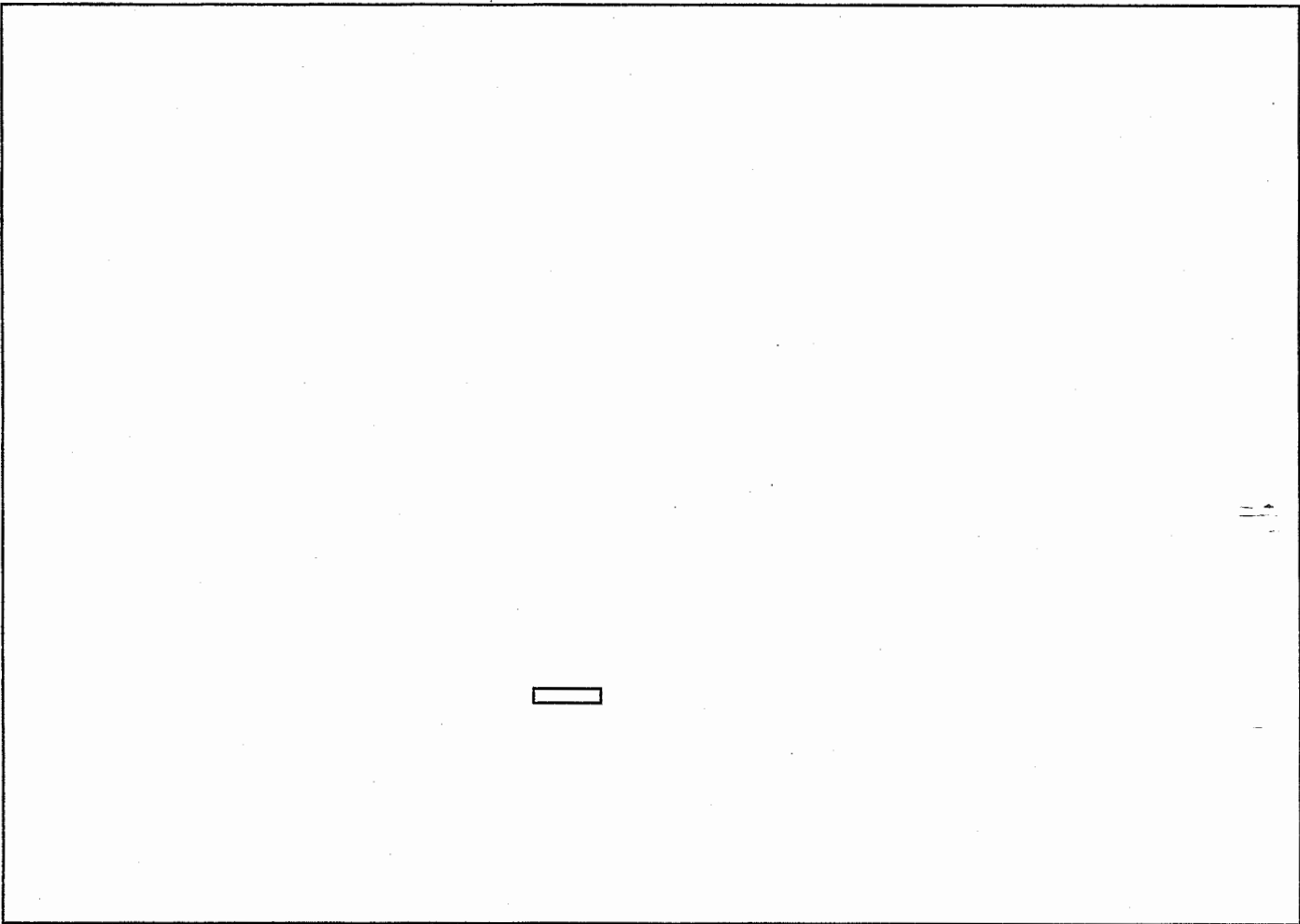
b6  
b7C  
b7F



Saudi Flight-82

b6 -2  
b7C -2  
b7F -1

b5 -1



Saudi Flight-83

b6 -2

b5 -1

b7C -2

[REDACTED] [REDACTED] [REDACTED]

b6

b7C

b7F

[REDACTED]

Saudi Flight-84

b6 -2

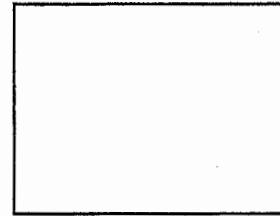
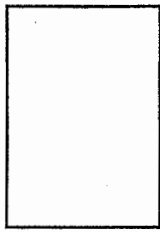
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**b7F- 1**

b5 -1







Saudi Flight-86

b6 -2

b7C -2

**b7F- 1**

b5 -1

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DATE: 02-18-2005  
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REASON: 1.4 (C)  
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b6 -2

b7C -2

b7F -1

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WHERE SHOWN OTHERWISE

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Source: Right-87

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APR-01-2004

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P.05b2 -1

07C -4

b6 -2

b7C -2

b7F -1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

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HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

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Saudi Flight-88

b6 -4

APR-01-2004 15:24

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P.06 b2 -1

b7C -4

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DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (c)  
DECLASSIFY ON: 02-18-2030

b6 -2

b7C -2

b7F -1

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

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b6

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ADD-01-2004

b6 -2, 4

b7C

b7C -2, 4

(S)

b7F

b7F -1

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

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b6

b7C

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

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b7C

b7F

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

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[Redacted]

[Redacted]

(S) b1

[Redacted]

b6  
b7C

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

b6  
b7C  
b7F

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

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~~SECRET~~

b6 -4

b7C -4

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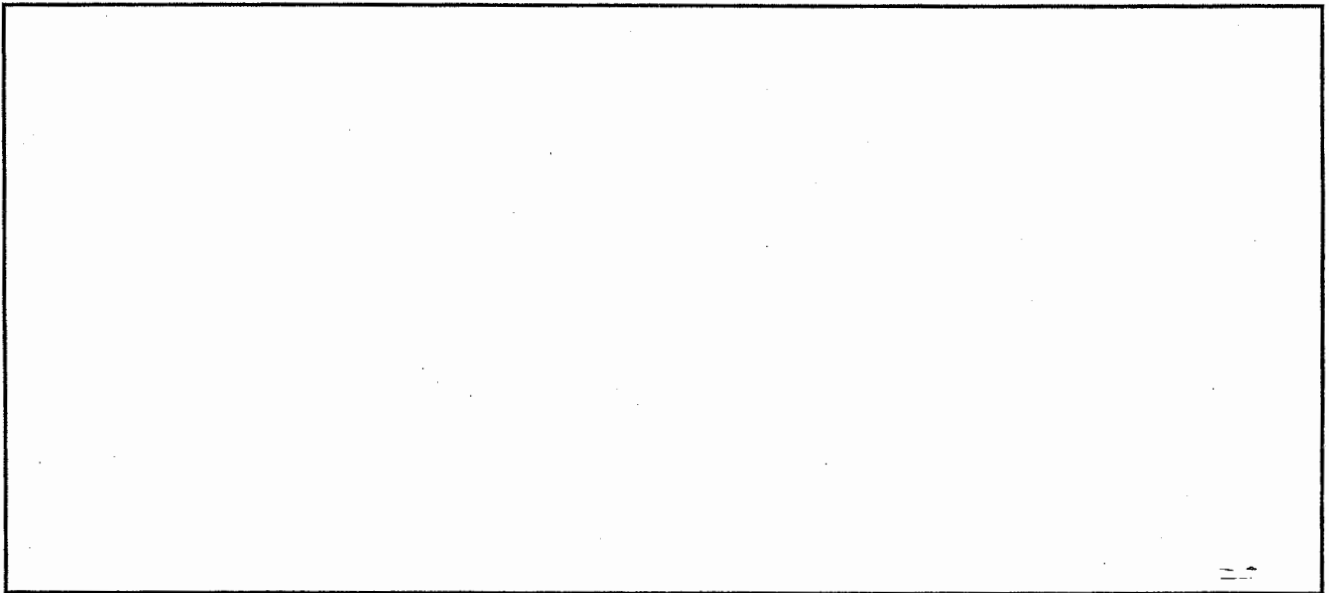
46

47

48

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50



b6 -2

b7C -2

b7F -1

left on flight  
B-727-21

on Repbombs Report List

51

~~SECRET~~

b6 -2

b7C -2

b7F -1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

51  
- 3 minors  
48  
- 2 left on  
B727-21 flight  
46 Adult  
passenger



b6 -1

b7C -1

## RYANAIR Flight

Name	Departure City	Interviewed by the FBI?	Case Opened ?
	Los Angeles, CA	Yes	No
	Orlando, FL	Yes	No
	Orlando, FL	No*	No
	Orlando, FL	No*	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes**	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	No***	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No

b6 -2

b7C -2

b7F -1

b6 -4  
b7C -4 (S) b1

B727-21  
N727PX

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

NAME	PASSPORT NO.	EXPIRATION DATE	No.

b6 -2  
b7C -2  
b7F -1

18

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET~~

Saudi Flight-95

FOR SEASONS CONCERN

00222300 FAX 708022300

Received at: 9:35PM, 9/19/2001

~~SECRET~~

L

(S)

b6 -4

b1

b7C -4

b2 -1

Date: 9/24/01

From:

Signature Flight Support

To:

Subject: Passenger list for ATA flight 9/24/01

this list is as clear as I can get it, hope it helps.  
2 pages to follow

b6 -1, 2

b7C -1, 2

Signature Flight Support  
Operations ManagerPhone  
Fax

DATE: 03-02-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (c)  
DECLASSIFY ON: 03-02-2030

~~SECRET~~

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

b1

(S)

Watch it - Nothing

Saudi Flight-96

9/24/01 MON 00:37 FAX

~~SECRET~~

b1

(S)

b2 -1

b6 -4

b7C -4

**VIP FLIGHT  
LAS VEGAS/PARIS  
SEPTEMBER 24, 2001**

**Passengers Continuing to London**

b6 -2

b7C -2

b7F -1

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET~~

DATE: 02-18-2005  
CLASSIFIED BY 65179DML/dcg/ead  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

Saudi Flight-97

TOTAL P.14

-1-

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/25/2001

b6 -3

b7C -3

b7F -1

[redacted] also known as [redacted] described as a Middle Eastern male, born [redacted] citizen of [redacted], Social Security Account Number [redacted] in possession of [redacted] issued August 18, 2001, employed as a [redacted] by Saudi Arabian [redacted]

[redacted] and part of a group of 69 Saudi Arabian royalty and entourage staying at the Four Seasons Hotel, Las Vegas, Nevada, was interviewed at the Four Seasons Hotel regarding inconsistencies between his passport number as written on a manifest provided to the Federal Bureau of Investigation and his passport number as written in his passport. After being made aware of the identities of the interviewing agents and the purpose of the interview, he provided the following:

b6 -3

b7C -3

b7F -1

b6 -3

b7C -3

b7F -1

b6 -3

b7C -3

b7F -1

The prince(s) and their entourage(s) came from Los Angeles to the Las Vegas area on September 09, 2001. They feared continuing earthquakes in the Los Angeles-area.

He has been to the United States before this current trip with the prince. Two previous trips with the prince, and one previous trip without the prince.

b6 -3

b7C -3

b7F -1

[redacted] departed Las Vegas on September 19, 2001, as part of a group of 51 persons of the Saudi Arabian royal party, aboard a Government of Gabon-flagged DC-8-73, tail number TR-LTZ, bound for Geneva, Switzerland.]

Saudi Flight-98

Investigation on 09/18/2001 at Las Vegas, Nevada

File # 265D-NY-280350-LN

Date dictated 09/23/2001

by SA [redacted]  
SA [redacted]

SA [redacted]

b6 -1

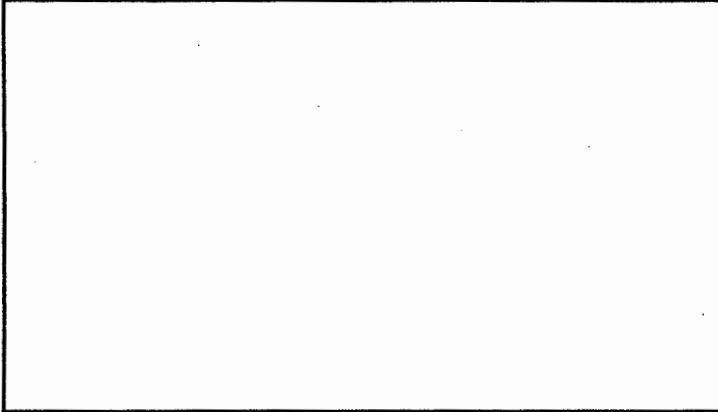
b7C -1

b6 -1

b7C -1

**Lexington Flight**

**H.R.H. Prince Ahmed Bin Salman Bin Abdulaziz**



b6 -2

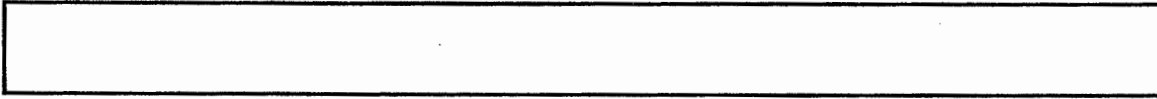
b7C -2

b7F -1

b6 -1

b7C -1

Rhode Island Flight



b6 -2

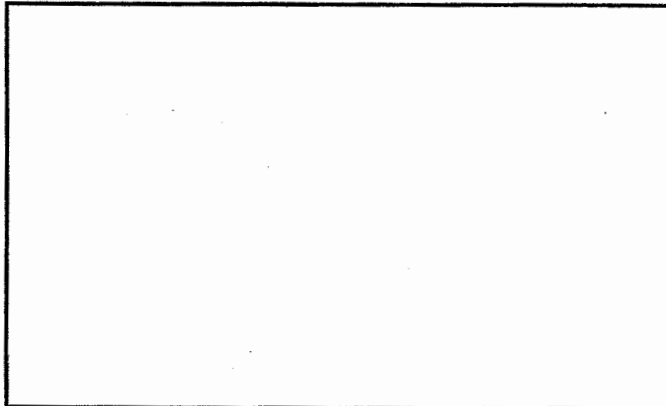
b7C -2

b7F -1

Saudi Flight-100

Lexington Flight

H.R.H. Prince Ahmed Bin Salman Bin Abdulaziz



b6 -2

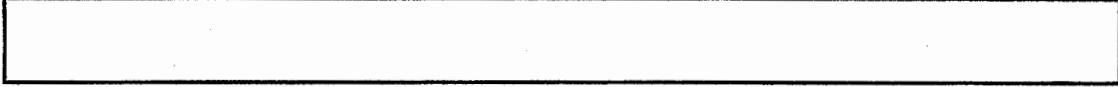
b7C -2

b7F -1

Saudi Flight-101



Rhode Island Flight



b6 -2

b7C -2

b7F -1

Saudi Flight-102

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b7C -1

b7E -1

b7F

b6 -1

b7C -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

(U//LES) Several groups from the Arabian Peninsula left the United States on chartered or private flights shortly after September 11. One group of members of the Saudi Royal Family were in Lexington, Kentucky at a horse auction at the time of the attacks. Another group of royalty from the United Arab Emirates was also at the horse auction. A third group, composed mostly of [redacted] members, left the United States on a plane chartered by the Saudi Arabian Embassy in Washington, DC.

b6 -4

- These three groups were unaffiliated. b7C -4
- The Emirates Royal Family members departed from the US on 15 September 2001, after the Notice to Airmen (NOTAM) grounding all flights in the US was lifted.
- The Saudi Royal Family members departed on 16 September 2001. Prior to their departure from the United States, four members of that party flew from Florida to join the main party in Kentucky on 13 September.
- The members of the [redacted] left on 19 September. b6 -4  
b7C -4

(U//LES) On 19 September 2001, Ryan International Airlines flight 441 was contracted by the Saudi Embassy in Washington, DC to make several stops in the US to pick up several Saudi students for expeditious departure from the US. There were 23 passengers leaving the US on that flight:

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15

b6 -2

b7C -2

b7F -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

Saudi Flight-104

b6 -1

b7C -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**16)  
17)  
18)  
19)  
20)  
21)  
22)  
23)b6 -2  
b7C -2  
b7F -1

(U//LES) This individual boarded the flight at Los Angeles International Airport (LAX) at approximately 0900 on 09/19/2000:

b6 -2

b7C -2

b7F -1

(U//LES) The following individuals boarded the flight at Orlando International Airport (MCO) at approximately 1700 on 09/19/2000:

b6 -2

b7C -2

b7F -1

(U//LES) The following individuals boarded the flight at Dulles International Airport (IAD) in Reston, VA at approximately 2000 on 09/19/2000:

b6 -2

b7C -2

b7F -1

(U//LES) The following individuals boarded the flight at Logan International Airport (BOS) in Boston, MA at approximately 2300 on 09/19/2000:

b6 -2

b7C -2

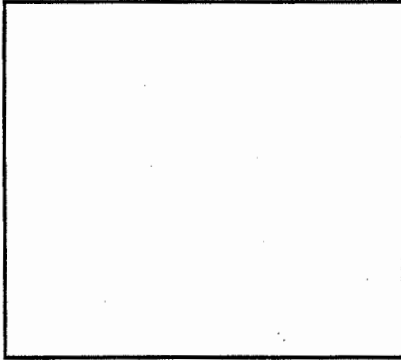
b7F -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

Saudi Flight-105

b6 -1

b7C -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

b6 -2

b7C -2

b7F -1

(U//LES) The aircraft departed BOS at approximately 0030 on 09/20/2001, stopping at Goose Bay, New Foundland, Canada, Keflavik International Airport in Iceland, and Le Bourget International Airport in Paris, France before returning to the US without the above referenced passengers.

(U//LES) The FBI took the opportunity to interview several of these individuals before the left the US.

- [redacted] was interviewed by the FBI at her home on 09/17/2001. She is the [redacted]. She was very upset by the attacks, as violence is not the way of Islam. She stated that she loved the US, especially Los Angeles, but was afraid for her personal security, and planned to return to Saudi Arabia. According to the interviewing agent, [redacted] appeared to be very Western and well-educated. b6 -3 b7C -3 b7F -1
- [redacted] was interviewed telephonically by the FBI in Orlando, FL on 09/12/2001. The FBI had been informed that there had been a large amount of activity at [redacted] estate, but [redacted] denied this. [redacted] main concern was the safety of his family, and inquired whether the interviewing agent was aware of any threats to them. The agent advised that [redacted] take basic personal security precautions and contact the local sheriff's department if he were threatened. b6 -3 b7C -3 b7F -1

On 09/15/2001, [redacted] re-contacted the interviewing agent, and again voiced concern for his family's personal security. [redacted] asked whether he could fly commercially to Washington, DC to connect a flight being arranged by the Saudi Embassy, or whether it would be better to hire a charter. The interviewing agent determined whether charters were flying, and then requested a face-to-face meeting with [redacted] to discuss the issue. b6 -3 b7C -3 b7F -1

The interviewing agent met [redacted] at his residence. [redacted]

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

b6 -3

b7C -3

b7F -1

Saudi Flight-106

b6 -1

b7C -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

[redacted] was asked about [redacted] [redacted] alleged to have booked flights for several of the hijackers. [redacted] was not familiar with this individual, but advised that [redacted] Universal Tours of Houston could be checked out through the Saudi Consulate in Houston, TX.

b6 -3  
b7C -3  
b7F -1

On 09/17/2001 [redacted] contacted the interviewing agent and asked for assistance in safely transporting his family to MCO. On 09/19/2001, [redacted] who was accompanied by his wife and son, was escorted to MCO by the FBI.

b6 -3  
b7C -3

- [redacted] was interviewed by the FBI at IAD on 09/19/2001. [redacted] was an employee at [redacted], a part of the [redacted]

b7F -1

[redacted] consent search of [redacted] luggage was performed with negative results. He advised that he had traveled from London to Boston on 09/10/2001 and had planned to return to London on 09/16/2001, but his flight had been cancelled after the 9/11 attacks. He was contacted by the [redacted] and told that a charter had been arranged to leave the US, at which point he traveled to Washington, DC to catch the flight.

b6 -3  
b7C -3  
b7F -1

- [redacted] was interviewed by the FBI on 09/19/2001 at IAD. [redacted] stated he had no contacts with extremists and he had no knowledge of the 9/11 attacks. He was an [redacted] in Washington, DC, and before that, was a student in the US.

b6 -3  
b7C -3  
b7F -1

- [redacted] was interviewed by the FBI at IAD on 09/19/2001. She advised that she was a student studying at [redacted] in Virginia. Her father was an [redacted] and she carried a [redacted] luggage was searched by FBI and FAA special agents prior to her departure with negative results.

b6 -3  
b7C -3  
b7F -1

- [redacted] was interviewed by the FBI on 09/13/01 in [redacted] [redacted] stated that [redacted] had been [redacted] said that he had been contacted twice by individuals from Northern Virginia who might have been soliciting funds for a Muslim charity. He did not know who these individuals were, and he refused to give them money. [redacted] also stated that he had never been contacted by any extremist groups, and that he would not be interested in talking to any such groups.

b6 -3  
b7C -3  
b7F -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

Saudi Flight-107

b6 -1

b7C -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

- [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. He is the [redacted] [redacted] [redacted] thus [redacted] [redacted] might have met [redacted] once as a child, but has no recollection of it. His parents were not in contact with [redacted]. [redacted] was a student at [redacted] in Boston, MA. [redacted] was present for parts of this interview. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. b6 -3  
b7C -3  
b7F -1
  
- [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. He is the [redacted] [redacted] was in the US to participate in an English language school from [redacted]. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. [redacted] was present during the interview, and provided translation. Also present was [redacted]. b6 -3  
b7C -3  
b7F -1
  
- [redacted] was interviewed by the FBI and Department of State in Boston MA on 09/13/2001. [redacted] thus [redacted] [redacted] was a student at [redacted] in Cambridge, MA since 2000. After 9/11 [redacted] directed him to return to Saudi Arabia. [redacted] stated that he had never met [redacted] and had no knowledge of the events of 9/11. b6 -3  
b7C -3  
b7F -1
  
- [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. [redacted] thus he is [redacted] [redacted] had recently graduated from [redacted] in Boston, MA, and his visa was to expire in December 2001, but he expressed a desire to try to stay in the US. He said that he had never met [redacted] and that the [redacted] had disowned [redacted]. He did not know anyone in the [redacted] who was still in contact with [redacted]. [redacted] could not identify any photographs of the hijackers. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. b6 -3  
b7C -3  
b7F -1
  
- [redacted] was interviewed by the FBI and ATF at [redacted] [redacted] on 09/14/2001. She had also been in telephonic contact with the FBI on 09/13/2001. [redacted] was a student at [redacted] in Boston, MA. During the interview, she indicated repeatedly that she was afraid for her personal security, and that her family wanted her to leave the US until the situation calmed down. b6 -3  
b7C -3  
b7F -1  
[redacted] [redacted]

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

b6 -1

b7C -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

given a percentage of the family business [NFI].

b6 -3

b7C -3

b7F -1

• [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. She was a student at [redacted] in Cambridge, MA. However due to her fears for her personal security, she dropped out. [redacted]

[redacted] had had no prior knowledge of the attack on 9/11. She also stated that she had been upset by the attack.

b6 -3

b7C -3

b7F -1

• [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. He had no first-hand information relative to the events of 9/11.

b6 -3

b7C -3

b7F -1

• [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. He had no first-hand information relative to the events of 9/11. He hoped to return to the US to continue his studies at [redacted] in Boston, MA.

b6 -3

b7C -3

b7F -1

• [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. [redacted] and [redacted] has never talked to [redacted]. [redacted] had begun studying at [redacted]. His parents were living in [redacted]. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US.

b6 -3

b7C -3

b7F -1

• [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/19/2001. [redacted] had never met [redacted]. [redacted] was in the US studying English. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. Portions of the interview were translated by [redacted].

b6 -3

b7C -3

b7F -1

• [redacted] was interviewed by the FBI on 09/19/2001 in Boston, MA. [redacted] and [redacted] met [redacted]. [redacted] was in the US to study at [redacted]. He had no knowledge of anyone who planned to attack the

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**



b6 -1

b7C -1

**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

US, nor of any plots to attack the US. Portions of the interview were translated by

[redacted]

b6 -3

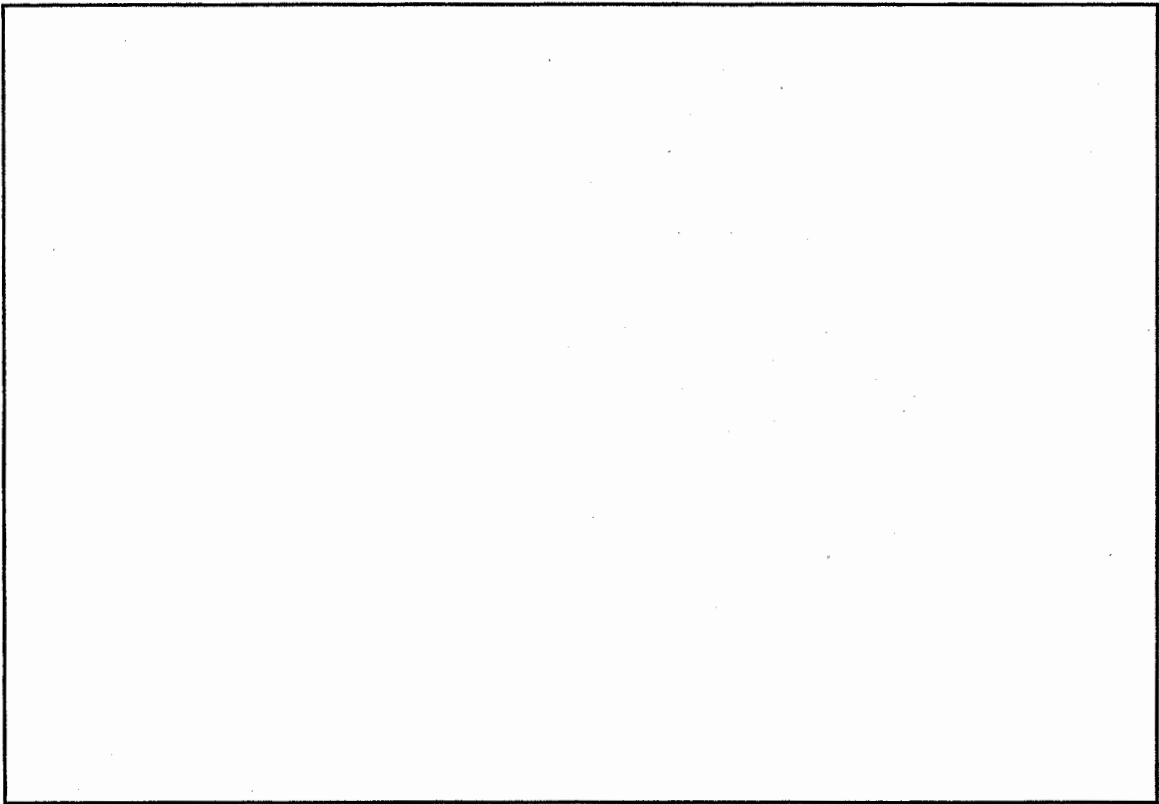
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**UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE  
WORKING PAPERS**

Saudi Flight-110

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b7C -2

b7F -1

~~SECRET~~

~~SECRET//NOFORN,ORCON~~

b6 -3, 4

b7C -3, 4

b7F -1

On 09/18/2001 to 09/20/2001, Ryan International Airlines Flight 441 chartered members of the [ ] family carrying 23 passengers none of which were children. Of those 23 passengers, 20 passengers were interviewed based upon the discretion of the Federal Bureau of Investigations (FBI). [ ] was interviewed twice prior to the departure date. He then called the interviewing agent and requested security assistance in getting to the airport. A third interview was conducted during the ride. In addition to interviews, searches of the aircraft and passenger luggage were conducted, identities were checked against the manifest, and record checks were conducted.

Prior to 09/23/2002 several chartered flights which contained Saudi passengers drew a considerable amount of attention. These flights are summarized in the following paragraphs. After 09/23/2002, an undetermined number of Saudis departed the United States aboard commercial and chartered aircraft.

Extensive investigation including follow-up interviews were conducted into 2002 regarding the Providence Rhode Island Charter flight that took place on 09/14/2002 containing 4 passengers none of which were children. On 09/16/2001, Jetlease USA Charter flight from Lexington, Kentucky contained 14 passengers none of which were children. All 14 passengers were identified and confirmed prior to departure by FBI record checks or either INS or USCS.

Records checks were conducted and interviews were conducted where necessary for the three Las Vegas Charter Flights. FBI SAC of Las Vegas made contact with the Saudis at the Hotel prior to departure and obtained copies of passenger lists and passports. Five individuals in the parties were identified and interviewed because of information in [ ] (S)

On 09/19/2001, of the 48 passengers, 3 of which were children. 3 individuals were interviewed because of information on [ ] (S)

On 09/20/2001, of the 18 passengers, no children, one person was interviewed because of information on [ ] (S)

A US citizen intended to depart for Boston commercially sometime after 09/20/2001, was interviewed, but [ ] (S)

On 09/24/2001, 34 passengers, one of which was a child, departed [ ] for this flight. Following departure for these three flights as [ ] of the party. No connections to the 19 hijackers of 09/11/2001 were identified. (S)

We have information about on Saudi Airline flight which arrived on 09/10/2001 in the course of normal business. This flight was stranded at Newark International in New Jersey along with all other commercial flights at the time. As of 09/13/2001, the flight was still stranded. Investigation was conducted, which included record checks and interviews of the 26 crew and 92 passengers. This flight departed after the flight restrictions were lifted.

In addition to Saudis we identified a UAE 747 which departed from Lexington, KY on 09/15/2001 that contained no Saudis. We have included this information because the *Vanity Fair* article includes a reference to a 747. No children were on board this flight.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET//NOFORN,ORCON~~

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DATE: 03-02-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (c)  
DECLASSIFY ON: 03-02-2030

Saudi Flight-112

70 Names of Individuals in the Party of

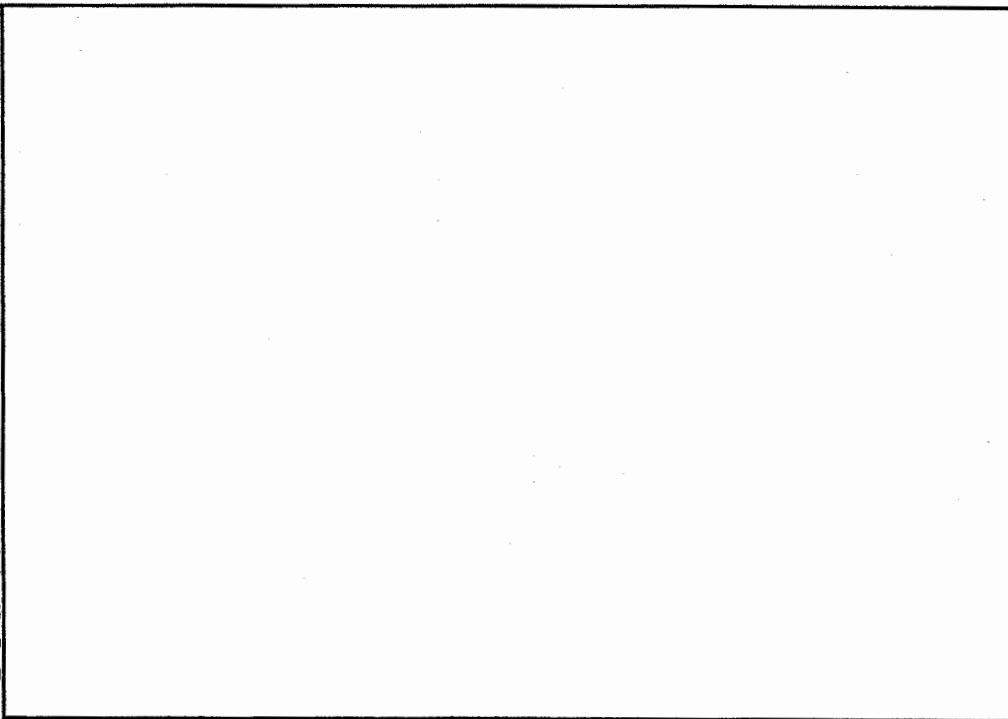
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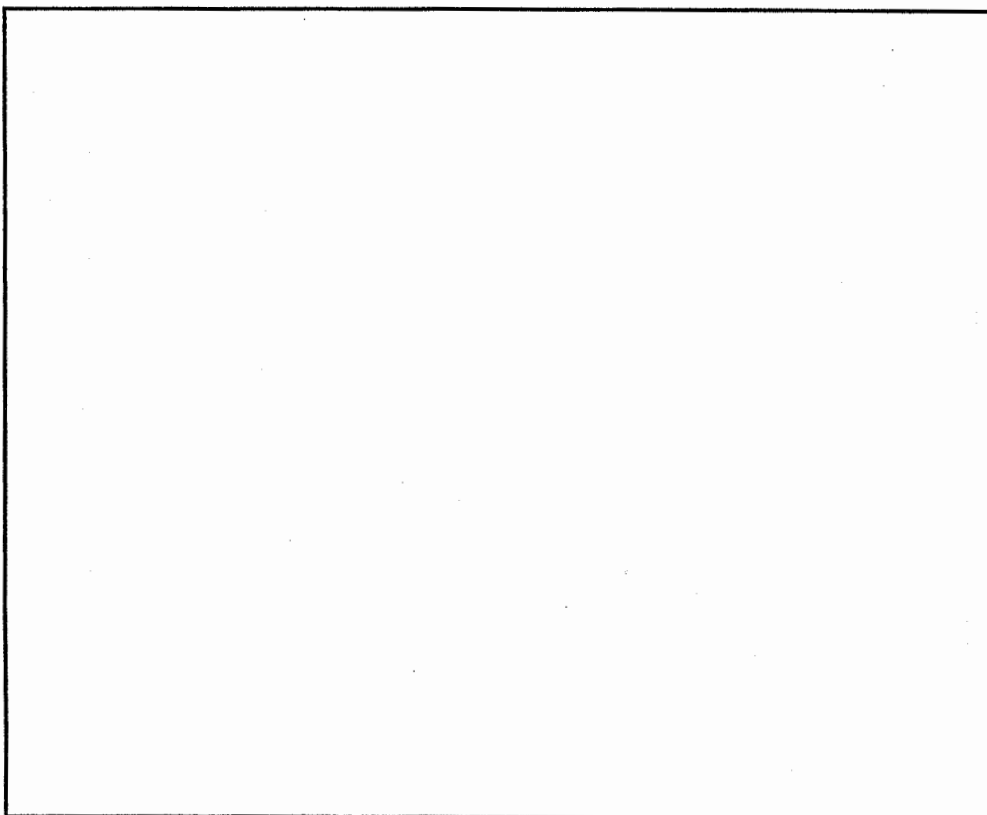
b7F -1

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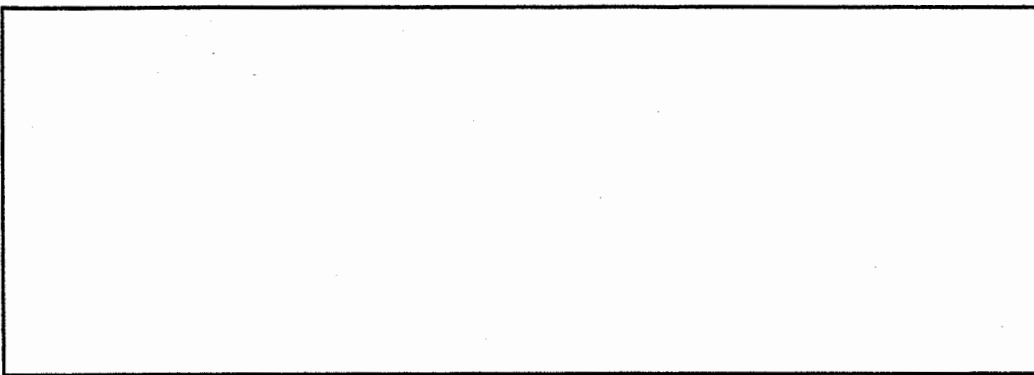


b6 -2  
b7C -2  
b7F -1

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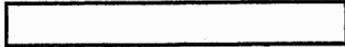


b6 -2  
b7C -2  
b7F -1

b6 -2

b7C -2

b7F -1



Nationality	Passport #	Date of departure	Comment
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
		9/19/2001	
		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/20/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
		9/19/2001	
		9/19/2001	
		9/19/2001	
Saudi Arabian		9/19/2001	
		9/19/2001	
Saudi Arabian		9/19/2001	
		9/19/2001	
		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/19/2001	
Saudi Arabian		9/20/2001	
Saudi Arabian		9/20/2001	
Saudi Arabian		9/20/2001	
		9/20/2001	
		9/20/2001	
		9/20/2001	

b6 -2

b7C -2

\_\_\_\_\_

9/20/2001  
9/20/2001  
9/20/2001  
9/20/2001  
9/20/2001

on both lists

## Saudi Arabian

Saudi Arabian  
Saudi Arabian

not on original list

b7C -2

\_\_\_\_\_

[illegible]



Saudi Arabian

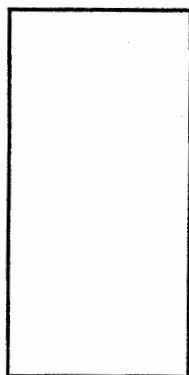


Saudi Arabian



Saudi Arabian

Saudi Arabian



9/24/2001

9/24/2001

9/24/2001

9/24/2001

9/24/2001

9/24/2001

9/24/2001

9/24/2001

9/24/2001

9/24/2001

continued to London

continued to London

continued to London

continued to London

continued to London

continued to London

continued to London

continued to London

continued to London

continued to London

b6 -2

b7C -2

UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE

(U//LES) RyanAir #441: The [REDACTED] Family Flight"

b6 -4

b7C -4

(U//LES) On 09/20/2001, several members of the [REDACTED] departed the United States on Ryan Air flight #441. The FBI interviewed 20 of the 23 passengers, but these interviews yielded no information pertinent to the PENTTBOM investigation.

b6 -4

b7C -4

- The FBI's extensive investigations performed since September 11 2001 have not indicated that any of the passengers aboard RyanAir #441 were of investigative interest in the PENTTBOM investigation.
- Most of the passengers—including [REDACTED]  
[REDACTED] and [REDACTED]—were interviewed before the day of the flight.
- None of the [REDACTED] members on this flight had been in recent contact with [REDACTED]; all were either half-siblings or the children of half-siblings [REDACTED]

b6 -3

b7C -3

(U//LES) In addition to the RyanAir #441, there were several other flights that departed the US with Saudi citizens aboard shortly after 11 September 2001.

- On 14 September 2001, four passengers, including [REDACTED] a member of the Saudi Royal Family, departed Providence, Rhode Island.
- On 16 September 2001, fourteen passengers, including Saudi Prince Ahmed bin Salman bin Abdulaziz, departed Lexington, Kentucky.
- On 19 and 20 September 2001, a total of 64 passengers, including Saudi [REDACTED]  
[REDACTED] departed Las Vegas, Nevada on two flights.

b6 -2

b7C -2

b7F -1

(U//LES) The FBI and other law enforcement agencies conducted interviews, database checks and security sweeps prior to allowing any of these flights to depart the US.

- Before departure, all passengers' identities were confirmed and compared against watch lists.
- FBI and other law enforcement personnel verified that there were no unauthorized passengers aboard any flights, and swept the aircraft and passengers' luggage for prohibited items.

UNCLASSIFIED//LAW ENFORCEMENT SENSITIVE

Saudi Flight-119

From: [REDACTED]

To: [REDACTED]

Date: Mon, Sep 15, 2003 11:02 AM

Subject: Fwd: SAUDI ARABIA

~~\*\* Secret \*\*~~

[REDACTED]

b6 -1

b7C -1

FYI. If I mischaracterized anything, let me know.

Thx,

[REDACTED]

DECLASSIFIED BY 60290AUCbce/dcg/cad  
ON 02-08-2005

Saudi Flight-120

**From:** [redacted]  
**To:** [redacted]  
**Date:** Tue, Sep 30, 2003 10:10 AM  
**Subject:** Re: ec in response to vanity fair article

~~\*\* Secret \*\*~~

[redacted]

Are you saying that the "Security Officials" listed on the flight manifest in question have been identified? If so, I would not want to pursue this further with St. Louis or Kansas City. I'll discuss further next time I'm down.

Thanks,

b6 -1

[redacted]

b7C -1

>>> [redacted] 09/30/03 10:06AM >>>

i don't think all the leads to contact Ryan are about 411. as i was going through ACS, i seem to recall seeing a few other cases involving Ryan, but can't remember what they were off the top of my head.

anyway, other than determining who the other security people on the flight were (we know the 1 who started in LA, and then 3 who got on in Boston--i think those 3 were the only ones who flew on the international legs of the flight, but i don't know for sure), i don't think there's anything else we need from Ryan on this issue.

-e

>>> [redacted] 09/30 9:58 AM >>>

[redacted]  
FYI, I queried St. Louis JTTF re Ryan International Flight 441, which originated in St. Louis. Specifically, I asked about identities of four security officials listed on flight manifest. St. Louis advised that Ryan is headquartered in Wichita, Kansas; and that review of information at St. Louis indicates that Kansas City Division had approximately 11 leads to contact Ryan International Airlines (NFI).

Pursuant to my original query, St. Louis thereafter set lead to Kansas City, but I have not heard back.

Are either of you knowledgeable of the previously set 11 leads at Kansas City? I did not want to duplicate any efforts in an attempt to identify these four security personnel.

Thanks,

~~SECRET~~

[redacted]

>>> [redacted] 09/26 5:01 PM >>>

fellow VANITYBOM victims,

please take a look at the attached EC that attempts to draw together all the information on the Saudi flights after 9/11. it is still in draft form, so please do not disseminate further.

questions, comments and snide remarks are encouraged.

b6 -1

Thanks,

b7C -1

[redacted]

b2 -1

[redacted]

Intelligence Analyst

b1

[redacted]

(S)

[redacted]

~~SECRET~~

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C))  
DECLASSIFY ON: 02-18-2030

Saudi Flight-122

~~SECRET~~

**From:** [redacted]  
**To:** [redacted]  
**Date:** Wed, Sep 24, 2003 12:11 PM  
**Subject:** Re: summary of the vanitybom investigation

b6 -1

b7C -1

I have been told that the basis of the [redacted] was an invalid "connection" to one of the hijackers that [redacted] (S)  
has been vetted and eliminated.

b1

[redacted]

>>> [redacted] 09/24 11:56 AM >>> (S)

>>> [redacted] 09/24 11:43 AM >>>

Just to let everyone know. Mr. Mefford is presenting the entire package prepared last week, which responds to the Vanity Fair article, to the White House for possible review by the President. [redacted] has been a big help in preparing this report and the executive summary that is going with it. Attached is the copy of the summary as it went up to Mr. Mefford, following [redacted] review and edits.

b6 -1

>>> [redacted] 09/23 7:23 PM >>>

b7C -1

attached is a short one-pager regarding the investigation of saudi flights departing the US shortly after 9/11 for the package that is being sent up to the White House tomorrow.

Please note that it has not been coordinated by me with anyone.

b2 -1

-e

b6 -1

b7C -1

[redacted]  
Intelligence Analyst

[redacted] (S)

b1

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET~~

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/DCG/CAD  
REASON: 1.4 (C, D))  
DECLASSIFY ON: 02-18-2030

Saudi Flight-123

~~SECRET~~

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Wed, Sep 24, 2003 8:02 AM  
**Subject:** Re: summary of the vanitybom investigation

b6 -1

[REDACTED] pls see me regarding this.

b7C -1

>>> [REDACTED] 09/23 7:23 PM >>>

attached is a short one-pager regarding the investigation of saudi flights departing the US shortly after 9/11 for the package that is being sent up to the White House tomorrow.

Please note that it has not been coordinated by me with anyone.

-e

[REDACTED]  
Intelligence Analyst

(S)

b2 -1

b6 -1 -

b1

b7C -1

~~SECRET~~

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C))  
DECLASSIFY ON: 02-18-2030

Saudi Flight-124

~~SECRET~~

From: [REDACTED]  
To: [REDACTED]  
Date: Tue, Sep 30, 2003 9:58 AM  
Subject: Re: ec in response to vanity fair article

b6

b7C

\*\* Secret \*\*

[REDACTED]  
FYI, I queried St. Louis JTTF re Ryan International Flight 441, which originated in St. Louis. Specifically, I asked about identities of four security officials listed on flight manifest. St. Louis advised that Ryan is headquartered in Wichita, Kansas; and that review of information at St. Louis indicates that Kansas City Division had approximately 11 leads to contact Ryan International Airlines (NFI).

Pursuant to my original query, St. Louis thereafter set lead to Kansas City, but I have not heard back.

Are either of you knowledgeable of the previously set 11 leads at Kansas City? I did not want to duplicate any efforts in an attempt to identify these four security personnel.

Thanks,

[REDACTED]

b6 -1

>>> [REDACTED] 09/26 5:01 PM >>>  
fellow VANITYBOM victims,

b7C -1

please take a look at the attached EC that attempts to draw together all the information on the Saudi flights after 9/11. it is still in draft form, so please do not disseminate further.

questions, comments and snide remarks are encouraged.

Thanks,

[REDACTED]

b2 -1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

b6 -1

[REDACTED]

b7C -1

Intelligence Analyst

[REDACTED]  
[REDACTED]

(S)

b1

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

CC:

[REDACTED]

~~SECRET~~

Saudi Flight-125



~~SECRET~~

**From:** [redacted] b6 -1  
**To:** [redacted] b7C -1  
**Date:** Wed, Sep 24, 2003 11:49 AM  
**Subject:** Re: summary of the vanitybom investigation

Just to let everyone know. Mr. Mefford is presenting the entire package prepared last week, which responds to the Vanity Fair article, to the White House for possible review by the President. [redacted] has been a big help in preparing this report and the executive summary that is going with it. Attached is the copy of the summary as it went up to Mr. Mefford, following [redacted] review and edits.

b6 -1

>>> [redacted] 09/23 7:23 PM >>>

b7C -1

attached is a short one-pager regarding the investigation of saudi flights departing the US shortly after 9/11 for the package that is being sent up to the White House tomorrow.

Please note that it has not been coordinated by me with anyone.

-e

b2 -1

[redacted]  
Intelligence Analyst

b6 -1

b1

b7C -1

(S)

CC:

[redacted] ...

b6 -1

b7C -1

~~SECRET~~

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Mon, Sep 15, 2003 11:24 AM  
**Subject:** Fwd: Re: SAUDI ARABIA

**\*\* ~~Secret~~ \*\***

b6 -1

b7C -1

**CC:**

[REDACTED]

DECLASSIFIED BY 65179DMH/dcg/cad  
ON 02-18-2005

Saudi Flight-127

~~SECRET~~

From: [REDACTED]  
To: [REDACTED]  
Date: Fri, Sep 26, 2003 5:50 PM  
Subject: Re: ec in response to vanity fair article

"fellow VANITYBOM victims"

would that include anyone ever slandered by [REDACTED]

b6 -1, 2

b7C -1, 2

>>> [REDACTED] 09/26 5:01 PM >>>  
fellow VANITYBOM victims,

please take a look at the attached EC that attempts to draw together all the information on the Saudi flights after 9/11. it is still in draft form, so please do not disseminate further.

questions, comments and snide remarks are encouraged.

Thanks,

[REDACTED]

b6 -1

[REDACTED]

b7C -1

Intelligence Analyst

b2 -1

b1

[REDACTED]  
[REDACTED]

(S)

~~SECRET~~

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

Saudi Flight-128

**From:** [redacted]  
**To:** [redacted]  
**Date:** Fri, Sep 26, 2003 9:44 AM  
**Subject:** Re: EC/Telephone Book

b6 -1  
b7C -1

Yes that is the plan and it will be my mission.... until it is corrected.

b6 -1  
b7C -1

>>> [redacted] 09/26 9:18 AM >>>

that's good, because a connection between [redacted]

b6 -1, 2  
b7C -1, 2

Since [redacted] is not in there, I don't need the address book, thanks.

Can we remove the old EC and put in the new one?

Thanks again,

[redacted]

b6 -1

>>> [redacted] 09/26 9:07 AM >>>

b7C -1

The inclusion of information on [redacted]

[redacted] was made in error in the first draft of the EC. Unfortunately, the first draft was uploaded and the correct version of the EC was not uploaded. I will be following up on this matter as it should have been corrected in December of 2001.

b6 -2  
b7C -2

I've attached the corrected version of the EC. It is the same document, excluding the paragraph of [redacted]

Also, I do have copies of the address book if you need them. Let me know.

Thanks,

[redacted]

b6 -1  
b7C -1

~~SECRET~~

From: [REDACTED]  
To: [REDACTED]  
Date: Mon, Sep 15, 2003 11:18 AM  
Subject: Re: SAUDI ARABIA

b6 -1

b7C -1

[REDACTED]

b6 -1

b7C -1

Review of information at St. Louis indicates that the Kansas City Division had approximately 11 leads to contact Ryan International Airlines which is headquartered in Wichita, Kansas.

The only record at St. Louis was the receipt of information from [REDACTED] FAA Security, [REDACTED] Kansas City Division), that Ryan International had a private charter scheduled to go from Los Angeles to Geneva on 9/19/2001. "The flight has 24 Saudi Arabians aboard and 11 of them belong to [REDACTED]. This information was faxed to Los Angeles by St. Louis.

b6 -4, 5

Unless i hear something different from you, I will have someone contact the local office of Ryan International Airlines regarding this matter, but probably all records will be maintained in Wichita, Kansas, at this time.

b7C -4, 5

Hope this helps. [REDACTED]

>>> [REDACTED] 09/15/03 09:56AM >>>

b6 -1

b7C -1

Reference our telcall, the unit to which I'm assigned has been tasked to obtain specific information concerning Ryan International Flight 441, which originated in St. Louis.

The context for this tasking is an October 2003 Vanity Fair magazine article which concerns wealthy Saudi Arabians, including members of the [REDACTED] family, being whisked out of the U.S. on private jets shortly after 9/11.

b6 -4

According to information we have developed, one of the flights originated in St. Louis.

b7C -4

On 9/19/2001, Ryan International Airlines, flight number 441, was contracted by the Saudi Embassy to make several stops in the U.S. to pick up various Saudi students for expeditious departure from the United States.

The flight originated in St. Louis and made stops in Los Angeles, Orlando, WDC, and Boston before departing the U.S.

Specifically the flight departed Lambert International, St. Louis, MO on 9/18/2001 at 11:00 a.m. and arrived Los Angeles (LAX), CA on 9/18/01 at 12:30 p.m.

b6 -4

There were 23 passengers, mostly [REDACTED] family members, all of whom are identified on the

b7C -4

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

Saudi Flight-130

~~SECRET~~

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET~~

flight manifest. (We have a copy of the manifest.)

The flight manifest, however, also lists four security officials, identified as follows: LAX Security, Security 1, Security 2 and Security 3.

EAD Larry Mefford, who is briefing certain members of Congress concerning this article, requested we identify, via lead to St. Louis, the identities of these security officials, and interview them if possible. (It is possible, of course, that these security officials have previously been identified and interviewed.)

In coordination with Penttbom, we will send you a formal EC setting forth lead(s).

Thanks,

SSA [redacted] (S)  
[redacted] CTD/TFOS  
Room 1B-223 [redacted]

b1

b2 -1

b6 -1

b7C -1

LIC [redacted] (S)  
[redacted]

~~SECRET~~

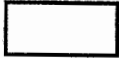
**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Wed, Sep 10, 2003 3:11 PM  
**Subject:** Fwd: Feinstein Briefing

Mary, et al:

b6 -1

b7C -1

Please see the latest on the Feinstein briefing. It looks like it may be happening o..  
Monday.



**From:** [redacted]  
**To:** [redacted]  
**Date:** Wed, Sep 10, 2003 5:24 PM  
**Subject:** Fwd: RE: Feinstein Briefing

b6 -1  
b7C -1

Mary:

Is 3:00 PM on Friday agreeable with your crew to do the pre-brief with Mr. Mefford? If so, I will confirm with Mr. Mefford and his Administrative Assistant [redacted] Let me know if you can also attend.

b6 -1  
b7C -1

Thanks,  
[redacted]

**CC:**

[redacted]

b6 -1  
b7C -1



~~SECRET~~

b6 -1

b7C -1

From:

To:

Date:

Subject:

Thu, Sep 11, 2003 6:16 PM

another question about [redacted]

(S)

~~SECRET~~//NOFORN

b1

(S//NF)

(S)

b6 -1

b7C -1

(S//NF)

(S)

b7F -1

(S//NF) the point of this mess is a sort of damage assessment of those people leaving the US.

thanks,

[redacted]

CC:

[redacted]

b6 -1

b7C -1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C,D))  
DECLASSIFY ON: 02-18-2030

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET~~

Saudi Flight-134

**From:** [redacted]  
**To:** [redacted]  
**Date:** Fri, Sep 12, 2003 1:10 PM  
**Subject:** [redacted] family tree

b6 -1, 4

b7C -1, 4

hi everybody!

EAD Mefford would like to know if any has a short write up on the structure of the [redacted] family.

b6 -4

b7C -4

we've got this flight full of [redacted] leaving the US on 19 sept 2001, and he wants to make the point to sen feinstein that there's millions of [redacted] running around and that 99.999999% of them are of the non-evil variety.

-e

b6 -4

b7C -4

**Ryan International Flight 441**

On 09/19/2001 Ryan International Airlines, flight number 441, was contracted by the Saudi Embassy to make several stops in the US to pick up various Saudi students for expeditious departure from the United States. Flight 441 depart Boston, MA to leave the country at approximately 2:05 am EST on 09/20/2001. Prior to departure from Los Angeles, FBI LA searched the plane and the contents of [redacted] luggage.

Ryan International Airlines flight 441 originated in St. Louis, Missouri and made stops in Los Angeles, California; Orlando, Florida; Washington, District of Columbia (Dulles); and Boston, Massachusetts before departing the United States. Flight 441 picked up the following passengers at those airports:

Name	Departure City	Interviewed by the FBI?	Case Opened?
[redacted]	Los Angeles, CA	Yes	No
	Orlando, FL	No	No
	Orlando, FL	No	No
	Orlando, FL	No	No
	Washington, DC	No	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	No	No
	Boston, MA	No**, but photographed	No
	Boston, MA	No**, but photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No
	Boston, MA	Yes and photographed	No

[redacted] held a [redacted]  
[redacted] and [redacted] were present during the interview of [redacted]  
[redacted]

On 09/18/2001 immediate leads were set to LA, TP, WF, and BS to "Meet aircraft and confirm no changes in passengers or itinerary and verify authenticity of passports and individuals boarding the aircraft."

~~SECRET~~

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Fri, Sep 12, 2003 2:01 PM  
**Subject:** Fwd: another question about [REDACTED]

b6 -1

b7C -1

Did you ever hear back from him on this?



b1

b6 -1

b7C -1

b7F -1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C,D))  
DECLASSIFY ON: 02-18-2030

~~SECRET~~

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

Saudi Flight-137

**From:** [redacted]  
**To:** [redacted]  
**Date:** Fri, Sep 26, 2003 11:58 AM  
**Subject:** [redacted]

b6 -1

b7C -1

Hi [redacted]  
Just following up on the alleged [redacted] connection that we've  
never heard of before.  
Has that serial that you talked about been uploaded? Do you have a copy?  
Also - have you talked to the agent to see where that info came from?

b6 -2

b7C -2

b7F -1

Thanks -

[redacted]

b6 -1

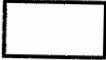
b7C -1

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Fri, Sep 12, 2003 6:07 PM  
**Subject:** Providence Investigation

b6 -1

b7C -1.

265a-ny-280350-la serial 4757 is a very good synopsis of the investigation done in Providence.



Saudi Flight-139

~~SECRET~~

From: [REDACTED]  
To: [REDACTED]  
Date: Mon, Sep 29, 2003 11:15 AM  
Subject: Re: ec in response to vanity fair article

Looks good [REDACTED] Everything concerning Lexington was true, but without disclosing sensitive sources. Thanks!

[REDACTED]

b6 -1

b7C -1

>>> [REDACTED] 09/26/03 05:01PM >>>  
fellow VANITYBOM victims,

please take a look at the attached EC that attempts to draw together all the information on the Saudi flights after 9/11. it is still in draft form, so please do not disseminate further.

questions, comments and snide remarks are encouraged.

Thanks,

[REDACTED]

[REDACTED]

Intelligence Analyst

[REDACTED]

[REDACTED]

b1

(S)

b6 -1

b7C -1

b2 -1

~~SECRET~~

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

Saudi Flight-140

**From:** [redacted]  
**To:** [redacted]  
**Date:** Fri, Sep 26, 2003 11:46 AM  
**Subject:** Re: EC/Telephone Book

b6 -1

b7C -1

[redacted]  
The uncorrected version of the EC should be cancelled out of ACS immediately. We have the 9/11 Commission who has access to ACS, the last thing we need is for them to get the wrong information placing [redacted] as an associate of [redacted]

b6 -2

b7C -2

b7F -1

Please advise. Any questions, call me at [redacted]

b2 -1

b7C -1

>>> [redacted] 09/26 9:18 AM >>>

that's good, because a connection between [redacted] and [redacted] would be bad.

b6 -1, 2

Since [redacted] is not in there, I don't need the address book, thanks.

b7C -1, 2

b7F -1

Can we remove the old EC and put in the new one?

Thanks again,

b6 -1

b7C -1

[redacted]  
>>> [redacted] 09/26 9:07 AM >>>

The inclusion of information on [redacted] appearance in [redacted] telephone was made in error in the first draft of the EC. Unfortunately, the first draft was uploaded and the correct version of the EC was not uploaded. I will be following up on this matter as it should have been corrected in December of 2001.

b6 -2

b7C -2

b7F -1

I've attached the corrected version of the EC. It is the same document, excluding the paragraph on [redacted]

Also, I do have copies of the address book if you need them. Let me know.

Thanks,

b6 -1

b7C -1

CC: [redacted]



**From:** [redacted]  
**To:** [redacted]  
**Date:** Sat, Oct 4, 2003 2:00 PM  
**Subject:** Re: final draft of vanity fair response ec

b6 -1  
b7C -1

[redacted] pg 13, fist full paragraph, I think you left out something.

>>> [redacted] 10/03 12:20 PM >>>  
i envision this as the final draft, i hope

b6 -1  
b7C -1

please take a look and give me any final revisions you would like made before i print it for your signatures and upload and serialize.

thanks

[redacted]

**From:** [redacted]  
**To:** [redacted]  
**Date:** Wed, Sep 10, 2003 5:07 PM  
**Subject:** Re: Fwd: Feinstein Briefing

b6 -1  
b7C -1

~~\*\* Secret \*\*~~

b6 -1  
b7C -1

[redacted]  
Thanks for taking lead on this. It is my understanding that [redacted] provided you document from Boston. We are still running down leads from WF case agents. If you have any questions, please contact [redacted] or [redacted]

Thanks,

[redacted]

>>> [redacted] 09/10 3:32 PM >>>

[redacted] I think between the Saudi unit and us we have the answer to include the manifests. I'll have my team do a draft by tomorrow and co-ordinate it with [redacted] Unit.

b6 -1

>>> [redacted] Wednesday, September 10, 2003 >>>

b7C -1

[redacted] et al:

Please see the latest on the Feinstein briefing. It looks like it may be happening on Monday.

[redacted]

b6 -1  
b7C -1

**CC:** [redacted]

DECLASSIFIED BY 60290AUCbce/dcg/cad  
ON 02-08-2005

Saudi Flight-143

~~SECRET~~

From: [REDACTED]  
To: [REDACTED]  
Date: Fri, Sep 12, 2003 5:34 PM  
Subject: Re: manifest of saudis

b6 -1  
b7C -1

Erik:

I have copies of the manifests. The first is a master list of 69 persons (staying at the Four Seasons hotel) provided to us with passports on 09/18/01. The second is a list of 50 that departed on 09/19/01. The third a list of 18 that departed on 09/20/01. The fourth a list of 34 (staying at the Bellagio hotel) that departed on 09/24/01. All passports were photocopied and names checked against watch lists. [REDACTED] I say baloney to any inference we red-carpeted any of this entourage. No one was going anywhere until we had the passports, copied the passports, ran the names, and interviewed who we wanted--there was considerable effort on our part to make certain this happened. (S)

b1

[REDACTED]

b6 -1  
b7C -1

>>> [REDACTED] 09/12 1:11 PM >>>

[REDACTED]

b2 -1  
b7C -1

we just spoke on your cell phone....i'm having trouble finding the manifest on ACS (which doesn't mean its not there, of course). our fax number is [REDACTED] my phone on my desk is [REDACTED] and my pager is [REDACTED]

thanks alot,

[REDACTED]

b6 -1  
b7C -1

CC: [REDACTED]

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HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

~~SECRET~~

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C,D))  
DECLASSIFY ON: 02-18-2030

Saudi Flight-144

~~SECRET~~

**From:** [redacted]  
**To:** [redacted]  
**Date:** Thu, Sep 11, 2003 12:10 PM  
**Subject:** Re: pilot's licences

b6 -1  
b7C -1

what is your extension, there was another flight

[redacted]

b6 -1  
b7C -1

>>> [redacted] 09/11 11:58 AM >>>

[redacted]

check out 280350-302 serial 10534.

[redacted]

b1

(S)

-e

~~SECRET~~

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DATE: 02-18-2005  
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REASON: 1.4 (C,D)  
DECLASSIFY ON: 02-18-2030

Saudi Flight-145

~~SECRET~~

From: [REDACTED]  
To: [REDACTED]  
Date: Tue, Oct 7, 2003 9:56 AM  
Subject: RE: saudi flights after 9/11

b6 -1  
b7C -1

[REDACTED]  
Thanks for the email (and call). I'll look forward to hearing from you after your meeting.

[REDACTED]  
b2 -1  
b6 -1  
b7C -1

-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, October 07, 2003 9:50 AM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: saudi flights after 9/11

b6 -1  
b7C -1

[REDACTED]  
i and [REDACTED] (cc'ed on this) had the ticket on this flights issue for the past few weeks.

b6 -1  
b7C -1

I'd like to get together and talk and see if we can't put this thing to bed. We've got loads of information that I think should answer all questions.

I'm at a meeting at 10:00, but when I get out, I'll give you a call.

[REDACTED]  
[REDACTED]  
Intelligence Analyst

(S)

b2 -1  
b6 -1  
b7C -1

b1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

~~SECRET~~

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

Saudi Flight-146

~~SECRET~~

From: [redacted]  
To: [redacted]  
Date: Thu, Sep 11, 2003 11:00 AM  
Subject: Re: Sept 2001 Saudi plane

b6 -1

b7C -1

Thanks [redacted] I'm not sure what [redacted] need, but it seems best that they either ask you directly if they have questions, or deal with [redacted] and figure out if it's already being covered.

[redacted]

>>> [redacted] 09/11 10:58 AM >>>

b6 -1

all,

b2 -1

I am working on this issue with [redacted] who is TDY to PENTTBOM from NYO. my extension in the basement is [redacted]

b7C -1

[redacted]

b6 -1

>>> [redacted] 09/11 10:39 AM >>>

b7C -1

(S) I spoke with [redacted] about the issue you mentioned this morning of the mass departure of Saudis right after 9/11 and she said that [redacted] had already been tasked (NFI) and that IRS [redacted] (in our unit, TDYd to the [redacted] has been working the last day or so on pulling all of our (FBI) info together on this (ECs, other memos from the field, etc).

b6 -1

b7C -1

So, given that this effort already seems well underway, it seems best if you reach out directly to [redacted] and/or [redacted] with any questions.

b1

Thanks-

[redacted]

b2 -1

b6 -1

b7C -1

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WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

~~SECRET~~

Saudi Flight-147

~~SECRET~~

From: [REDACTED]  
To: [REDACTED]  
Date: Wed, Sep 24, 2003 7:00 AM  
Subject: Re: summary of the vanitybom investigation

b6 -1

b7C -1

great write-up.

>>> [REDACTED] 09/23 7:23 PM >>>

attached is a short one-pager regarding the investigation of saudi flights departing the US shortly after 9/11 for the package that is being sent up to the White House tomorrow.

Please note that it has not been coordinated by me with anyone.

-e

[REDACTED]  
Intelligence Analyst  
[REDACTED]  
[REDACTED]

(S)

b1

b2 -1

b6 -1

b7C -1

~~SECRET~~

ALL INFORMATION CONTAINED  
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WHERE SHOWN OTHERWISE

02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
ON: 1.4 (C)  
UNCLASSIFY ON: 02-18-2030

Saudi Flight-148

~~SECRET~~

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Wed, Sep 24, 2003 7:00 AM  
**Subject:** Re: summary of the vanitybom investigation

b6 -1

b7C -1

great write-up.

>>> [REDACTED] 09/23 7:23 PM >>>

attached is a short one-pager regarding the investigation of saudi flights departing the US shortly after 9/11 for the package that is being sent up to the White House tomorrow.

Please note that it has not been coordinated by me with anyone.

-e

[REDACTED]  
Intelligence Analyst  
[REDACTED]  
[REDACTED]

(S)

b1

b2 -1

b6 -1

b7C -1

~~SECRET~~

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

Saudi Flight-148



~~SECRET~~

From: [redacted]  
To: [redacted]  
Date: Thu, Sep 11, 2003 11:00 AM  
Subject: Re: Sept 2001 Saudi plane

b6 -1

b7C -1

Thanks [redacted] I'm not sure what [redacted] need, but it seems best that they either ask you directly if they have questions, or deal with [redacted] and figure out if it's already being covered.

[redacted]

>>> [redacted] 09/11 10:58 AM >>>

b6 -1

all,

b2 -1

I am working on this issue with [redacted] who is TDY to PENTTBOM from NYO. my extension in the basement is [redacted]

b7C -1

[redacted]

b6 -1

>>> [redacted] 09/11 10:39 AM >>>

b7C -1

(S) I spoke with [redacted] about the issue you mentioned this morning of the mass departure of Saudis right after 9/11 and she said that [redacted] had already been tasked (NFI) and that IRS [redacted] (in our unit, TDYd to the [redacted] has been working the last day or so on pulling all of our (FBI) info together on this (ECs, other memos from the field, etc).

b6 -1

b7C -1

So, given that this effort already seems well underway, it seems best if you reach out directly to [redacted] and/or [redacted] with any questions.

b1

Thanks-

b2 -1

[redacted]

b6 -1

b7C -1

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WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C))  
DECLASSIFY ON: 02-18-2030

~~SECRET~~

Saudi Flight-147

~~SECRET~~

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Wed, Sep 24, 2003 7:00 AM  
**Subject:** Re: summary of the vanitybom investigation

b6 -1

b7C -1

great write-up.

>>> [REDACTED] 09/23 7:23 PM >>>

attached is a short one-pager regarding the investigation of saudi flights departing the US shortly after 9/11 for the package that is being sent up to the White House tomorrow.

Please note that it has not been coordinated by me with anyone.

-c

[REDACTED]  
Intelligence Analyst  
[REDACTED]  
[REDACTED]

(S)

b1

b2 -1

b6 -1

b7C -1

~~SECRET~~

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HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

Saudi Flight-148

~~SECRET~~

From: [redacted]  
To: [redacted]  
Date: Mon, Sep 15, 2003 10:56 AM  
Subject: SAUDI ARABIA

b6 -1

b7C -1

~~\*\* Secret \*\*~~

b6 -1

b7C -1

Reference our telcall, the unit to which I'm assigned has been tasked to obtain specific information concerning Ryan International Flight 441, which originated in St. Louis.

The context for this tasking is an October 2003 Vanity Fair magazine article which concerns wealthy Saudi Arabians, including members of the [redacted] being whisked out of the U.S. on private jets shortly after 9/11.

b6 -4

According to information we have developed, one of the flights originated in St. Louis.

b7C -4

On 9/19/2001, Ryan International Airlines, flight number 441, was contracted by the Saudi Embassy to make several stops in the U.S. to pick up various Saudi students for expeditious departure from the United States.

The flight originated in St. Louis and made stops in Los Angeles, Orlando, WDC, and Boston before departing the U.S.

Specifically the flight departed Lambert International, St. Louis, MO on 9/18/2001 at 11:00 a.m. and arrived Los Angeles (LAX), CA on 9/18/01 at 12:30 p.m.

There were 23 passengers, mostly [redacted] members, all of whom are identified on the flight manifest. (We have a copy of the manifest.)

b6 -4

b7C -4

The flight manifest, however, also lists four security officials, identified as follows: LAX Security, Security 1, Security 2 and Security 3.

EAD Larry Mefford, who is briefing certain members of Congress concerning this article, requested we identify, via lead to St. Louis, the identities of these security officials, and interview them if possible. (It is possible, of course, that these security officials have previously been identified and interviewed.)

In coordination with Penttbom, we will send you a formal EC setting forth lead(s).

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

Thanks,

SSA [redacted]

Room 1B-223

UC [redacted]

CC: [redacted]

b1

b2 -1

b6 -1

b7C -1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

~~SECRET~~

b2 -1

b6 -1

b7C -1

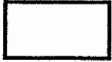
Saudi Flight-149

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** Thu, Sep 11, 2003 9:19 AM  
**Subject:** Saudi Flight

b6 -1

b7C -1

See attached. I am now working on a separate summary for the Vanity Fair Article.



Saudi Flight-150

---

**From:** [redacted]  
**To:** [redacted]  
**Date:** Tue, Oct 7, 2003 3:18 PM  
**Subject:** Sen. Schumer's request re Saudi Flights

b6 -1

b7C -1

[redacted]  
Thank you for the guidance re the Saudi flights post-9/11. Clearly, this is an issue that has been extensively researched.

We are still working with DOJ to determine the most appropriate response to Sen. Schumer's request for the flight manifests. Our inclination is to withhold the manifests and/or passenger lists on the basis of the pending Penttbomb investigation, as well as the privacy interests of the passengers. Nevertheless, this begs the question of whether the manifests/passenger lists are relevant to the pending investigation (or whether we consider this a topic that has been fully explored).

Any input you can provide as to whether there is an active investigative interest in the manifests/passenger lists would be helpful.

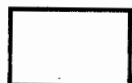
We may have to prepare talking points for the Director (not about the flights, but about our unwillingness to release the documents) in the event Sen. Schumer calls him personally to complain.

Though none of us are fans of repetitive briefings, we may try to appease Sen. Schumer by offering the same briefing that was provided to Sen. Feinstein and Sen. Kyl in September. So, you may want to alert potential briefers about this possibility. I understand that Larry Mefford, assisted by [redacted] provided the briefing to Feinstein and Kyl.

b6 -1

I'll advise you once I've heard from DOJ and Sen. Schumer's staff.

b7C -1

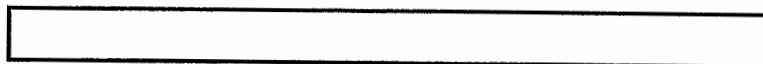


b2 -1

b6 -1

b7C -1

**CC:**



b6 -1

b7C -1

~~SECRET~~

From: [redacted]  
To: [redacted]  
Date: Thu, Sep 11, 2003 10:39 AM  
Subject: Sept 2001 Saudi plane

b6 -1  
b7C -1

[redacted]

(S) I spoke with [redacted] about the issue you mentioned this morning of the mass departure of Saudis right after 9/11 and she said that [redacted] had already been tasked (NFI) and that IRS [redacted] [redacted] (in our unit, TDYd to the [redacted] has been working the last day or so on pulling all of our (FBI) info together on this (ECs, other memos from the field, etc).

b6 -1  
b7C -1  
b1

So, given that this effort already seems well underway, it seems best if you reach out directly to [redacted] and/or [redacted] with any questions.

b2 =1

Thanks-

[redacted]

b6 -1  
b7C -1

CC:

[redacted]

b6 -1  
b7C -1

~~SECRET~~

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HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C))  
DECLASSIFY ON: 02-18-2030

Saudi Flight-152

~~SECRET~~

~~SECRET~~//NOFORN

**FEDERAL BUREAU OF INVESTIGATION**

**Precedence:** ROUTINE

**Date:** 09/24/2003

**To:** Counterterrorism

**Attn:** PENTTBOM

Las Vegas  
Louisville

**Attn:** [REDACTED]  
**Attn:** Lexington RA

b6 -1  
b7C -1

Washington Field

**Attn:** [REDACTED]

b1

**From:** CTD [REDACTED]

**Contact:** [REDACTED]

b2 -1

**Approved By:** [REDACTED]

b6 -1

b6 -1

b7C -1

**Drafted By:** [REDACTED]:ea

b7C -1

**Case ID #:** (U) 265A-NY-280350 (Pending)

**Title:** (U) PENTTBOM

**Synopsis:** (U//LES) To summarize information regarding flights taken by Saudi citizens, including members of the [REDACTED] out of the United States shortly after September 11, 2001.

b6 -4

b7C -4

~~(S)~~  
~~Derived From :~~ G-3  
~~Declassify On:~~ X1

**Reference:** (U) 265A-NY-280350 Serial 1234567890  
(U) 265A-NY-280350 Serial 1234567891

**Details:** (U//LES) In several open sources it has been alleged that the FBI allowed several members of the [REDACTED] to depart the United States after the 09/11/2001 attacks without interviewing them to determine whether they might have posed a threat to the US or whether they might have possessed knowledge of those attacks that might aid the FBI's investigation.

b6 -4

b7C -4

(U//LES) **[Analyst Comment:** We assess that contrary to what has been claimed in open sources, the FBI fully

~~SECRET~~//NOFORN

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C,D))  
DECLASSIFY ON: 02-18-2030

ALL INFORMATION CONTAINED  
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WHERE SHOWN OTHERWISE

~~SECRET~~

Saudi Flight-153

~~SECRET~~

~~SECRET~~//NOFORN

To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

vetted numerous Saudis, including several members of the [redacted] prior to their departure. Many of these individuals were interviewed before the day of their departure. Furthermore, several field offices followed up their initial inquiries with extensive investigation.

b6 -4

b7C -4

(U//LES) We also assess that no persons received FBI approval to depart the US without being determined to be of no investigative interest to the PENTTBOM investigation. Further investigation has not suggested that any of the individuals given approval to depart the US later became persons of investigative interest in the PENTTBOM investigation.

(U//LES) Although the FBI took all possible steps to prevent any individuals who were involved in or had knowledge of the 09/11/2001 attacks from leaving the US before they could be interviewed, it is not possible to state conclusively that no such individuals left the US without FBI knowledge. Upon the lifting of flight restrictions on 09/14/2001, any individual with a valid passport and sufficient funds to purchase flight tickets or charter an aircraft could leave the US. The purpose of this communication is to analyze the FBI's actions towards flights departing immediately after 09/11/2001. End Comment.]

**(U//LES) Flights Departing the US Carrying Saudi Subjects Immediately After 09/11/2001**

b6 -2

b7C -2

(U//LES) According to information contained in FBI databases, there were six flights leaving the US between 09/14/2001 and 09/24/2001 carrying Saudi nationals.

b7F -1

(U//LES) On 09/14/2001, four individuals, including [redacted] a member of the Saudi Royal Family, flew from Providence, RI to Paris, France aboard a chartered aircraft. (265A-NY-280350-LA serial 4757)

(U//LES) On 09/16/2001, 14 individuals, all members of a party led by PRINCE AHMED BIN SALMAN BIN ABDULAZIZ of the Saudi Royal Family, departed Lexington, KY in a chartered aircraft destined for Riyadh, Saudi Arabia via Goose Bay, Newfoundland and London, England. (265A-NY-280350-LS serial 42)

~~SECRET~~//NOFORN

2

~~SECRET~~

Saudi Flight-154



~~SECRET~~

~~SECRET~~//NOFORN

To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

b6 -2  
b7C -2  
b7F -1

(U//LES) On 09/19/2001, 48 individuals, all members of a party led by [REDACTED] departed Las Vegas, NV to Geneva, Switzerland on a chartered aircraft. (265A-NY-280350-CD serial 8786)

(U//LES) In the early morning of 09/20/2001, 23 individuals, including several members of the [REDACTED], departed Boston, MA to Paris, France via Goose Bay, Newfoundland and Keflavik, Iceland aboard chartered RYAN INTERNATIONAL AIRLINES (RIA) flight #441 (hereafter referred to as RIA 441). This flight originated in St. Louis, MO on 09/19/2001, and stopped in Los Angeles, CA, Orlando, FL and Washington, DC before arriving in Boston, its final US destination. (265A-NY-280350-BS serial 15219)

b6 -4  
b7C -4

(U//LES) On 09/20/2001, 18 individuals who were members of the party led by [REDACTED] departed Las Vegas, NV to Stamstead Airport in London, England on a chartered aircraft. (265A-NY-280350-CD serial 8786)

(U//LES) [Analyst Note: [REDACTED] departed on the 09/19/2001 flight from Las Vegas. The 18 individuals on the 09/20/2001 flight were members of [REDACTED] party. It is unknown as to why the party did not depart as one group. End Note.]

b6 -2  
b7C -2  
b7F -1

(U//LES) On 09/24/2001, 34 individuals, all members of [REDACTED] party, departed Las Vegas, NV to Paris France on a chartered aircraft. (265A-NY-280350-CD serial 8786)

[Analyst Comment: The 09/24/2001 flight is included in this communication, even though it departed nearly two weeks after 09/11/2001, because FBI Las Vegas conducted investigations and interviews of its passengers in the same way as those for the 09/19/2001 and 09/20/2001 flights from Las Vegas. However, by 09/24/2001, the commercial airline industry was once again operational, and Saudi citizens may have departed on other flights without the knowledge of the FBI. End Analyst Comment.]

b6 -2  
b7C -2  
b7F -1

(U//LES) [Analyst Note: In addition to the above-referenced flights, a private Boeing 747 departed Lexington, KY carrying passengers of [REDACTED] party from the United Arab Emirates

~~SECRET~~//NOFORN

~~SECRET~~

~~SECRET~~

~~SECRET~~//NOFORN

To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

(UAE) on 09/15/01. (265A-NY-280350-LS serial 249) End  
Note.]

**(U//LES) Investigative Steps Taken By the FBI Related to These Flights**

(U//LES) Prior to allowing any of these flights to depart the US, FBI took steps to identify the passengers and ensure that they did not pose a threat to US security.

b6 -3

**(U//LES) Providence, RI Flight, 09/14/2001**

b7C -3

b7F -1

(U//LES) In Providence, all four passengers [redacted]

[redacted] were interviewed and their identity confirmed. They were also asked about their activity in the US. FBI and Immigration and Naturalization Service (INS) performed database checks with negative results. US Customs Service (USCS) and Rhode Island State Police searched the passengers' approximately 1500 pounds of luggage with negative results. (265A-NY-280350-LA serial 4757)

(U//LES) [Analyst Comment: [redacted]

[redacted]. Upon arrival, he found that the school he was supposed to have attended had no places remaining, and the [redacted] and his party traveled to several other schools in the New England region attempting to find a place. After 09/11/2001, [redacted] father instructed him to return to Saudi Arabia. Subsequent investigation of this party continued until at least 03/2002, with no derogatory information being revealed. Investigation included follow-up interviews of members of the [redacted] party.  
End Comment.]

b6 -3

b7C -3

b7F -1

**(U//LES) Lexington, KY Flights, 09/15/2001-09/16/2001**

(U//LES) In Lexington, prior to the departure of the aircraft with PRINCE AHMED BIN SALMAN BIN ABDULAZIZ's party, FBI and USCS checked the crew and inspected the aircraft. During boarding, each passenger was identified by passport by a USCS officer. The passengers' passports were inspected, and the names were compared

~~SECRET~~//NOFORN

~~SECRET~~

Saudi Flight-156

~~SECRET~~

~~SECRET~~//NOFORN

To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

against the Security Directive List. (265A-NY-280350-LS serial 42)

(U//LES) [Analyst Comment: Open source reporting has suggested that PRINCE AHMED BIN SALMAN BIN ABDULAZIZ's

[redacted] flew from Florida, where he was located at the time of the 09/11/2001 attacks, to Lexington on 09/13/2001 to join [redacted] flight. An insert from Lexington dated 09/17/2001 indicates that Lexington Police officers hired as private security also reported that [redacted] flew from Florida. This would be significant because such a flight on 09/13/2001 would have been in violation of the Federal Aviation Administration's (FAA) flight ban. (265A-NY-280350-LS serial 42)

b6 -2  
b7C -2  
b7F -1

(U//LES) FAA has not found documentation of this flight. FAA reports that full flight restrictions were still in effect on 09/13/2001, and that special permission would have been required for a flight from Florida to Kentucky. As far as FBI is aware, there is no record of any such permission being granted. In addition, Lexington Airport Police have confirmed that no planes landed at Lexington Airport until FAA had lifted the flight restriction.

(U//LES) According to FBI personnel in Lexington, KY,

[redacted] ordered by [redacted] PRINCE AHMED BIN SALMAN BIN ABDULAZIZ, to fly from Florida to Kentucky, perhaps because he was concerned for his [redacted] safety if he drove. However, [redacted] was not able to fly due to restrictions. As a result, he drove, but told Prince Ahmed bin Salman and his security personnel (including several off-duty Lexington police officers) that he flew. End Comment.]

b6 -2  
b7C -2  
b7F -1

(U//LES) [Analyst Note: In addition to the flight carrying Saudi passengers, a UAE party headed by [redacted] [redacted] departed Lexington aboard a privately-owned Boeing 747. Prior to take-off, all crew members were identified and the plane was inspected for unauthorized passengers. FBI and USCS agents identified all the passengers as they boarded

b6 -2  
b7C -2  
b7F -1

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

the aircraft. (265A-NY-280350-LS serial 249) **End Note.]**

(U//LES) Las Vegas, NV Flights, 09/19/2001-09/24/2001

(X//LES) In Las Vegas, FBI conducted extensive investigation prior to the departure of any flights with Saudi passengers. In response to an initial lead on 09/11/2001, FBI Las Vegas interviewed the management of the Four Seasons Hotel and Caesar's Palace, the hotels where [redacted] party were staying. Caesar's Palace security [redacted] for the party on 09/11/2001, and the Four Seasons Hotel [redacted] on 09/12/2001 September. (265A-NY-280350-CD serial 8786)

(X//LES) On 18 September, SAC GRANT ASHLEY, FBI Las Vegas and US Secret Service (USSS) SAC JOSEPH SAITTA met with [redacted]. The Saudis were asked to provide a list of their entire party and photocopies of the passports of the party members. These names and identifiers were run through the Security Directive List and [redacted]. There were [redacted] and those five individuals were interviewed by the FBI on the evening of 18 September. Additional interviews were conducted by INS and USCS.

(X//LES) Prior to the departure of the flight on 19 September, the aircraft was swept, perimeter security was provided and all persons boarding were matched to the previously-provided list and photocopied passports. The same procedures were followed for the other flight carrying passengers of [redacted] party, which departed on 09/20/2001. On 24 September, a subpoena was served on the Four Seasons Hotel and Caesar's Palace Hotel for [redacted] and any other hotel records related to the party. All names were checked and no direct connection to the terrorist attacks of 11 September were found.

(U//LES) "The [redacted] Flight", 09/19/2001-09/20/2001

(U//LES) On 18 September, FBI Baltimore issued a communication informing FBI Los Angeles, FBI Orlando, FBI Washington Field Office and FBI Boston that the Saudi Embassy had chartered a flight to transport several Saudis out of the United States. This communication noted that 12 of the 23 passengers were named [redacted]. The receiving offices were instructed to verify the

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

identities of the passengers and to ensure that the flight did not pose a threat to US security. (265A-NY-280350-BA serial 666)

(U//LES) In Los Angeles, the FBI verified that the sole passengers were [redacted]

[redacted] (265A-NY-280350-CD serial 1652) In Orlando, a total of three individuals- [redacted] and his wife and son--boarded the aircraft.

b6 -2, 6

(265A-280350-TP serial 11241) In Washington, DC five passengers boarded the plane: [redacted]

b7C -2, 6

[redacted] In Boston, 14 passengers boarded the plane: [redacted]

b7F -1

[redacted] (265A-NY-280350-302 serial 32297)

(U//LES) [Analyst Note: [redacted] wife's name is [redacted] and his son's name is [redacted]. End Note.]

b6 -2

b7C -2

(U//LES) [Analyst Comment: Based on the referenced communications in the above paragraph, we assess that there were 23 passengers aboard RIA 441. End Comment.]

b7F -1

(U//LES) However, the flight manifest, which was prepared prior to the flight, listed two additional passengers who, according to the manifest, were to board the flight in Orlando, FL: [redacted]

b6 -2

(U//LES) [Analyst Comment: Based on the fact that these individuals were to board the aircraft in Orlando, it is assumed that they are in some way associated with [redacted]]

b7C -2

b7F -1

(U//LES) [redacted] appears to be a relative of [redacted] wife, [redacted]. Their precise relationship is unknown. [redacted] is referenced in several FBI communications detailing [redacted] financial transactions.

b6 -2

b7C -2

(U//LES) There is no further information regarding [redacted] End Comment.]

b7F -1

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Saudi Flight-159

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XXXXXXFEDERAL BUREAU OF INVESTIGATION  
FOIPA  
DELETED PAGE INFORMATION SHEET

1 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- ☐ Deletions were made pursuant to the exemptions indicated below with no segregable material available for release to you.

Section 552Section 552a☐ (b)(1)☐ (b)(7)(A)☐ (d)(5)☐ (b)(2)☐ (b)(7)(B)☐ (j)(2)☐ (b)(3)☐ (b)(7)(C)☐ (k)(1)☐ (b)(7)(D)☐ (k)(2)☐ (b)(7)(E)☐ (k)(3)☐ (b)(7)(F)☐ (k)(4)☐ (b)(4)☐ (b)(8)☐ (k)(5)☐ (b)(5)☐ (b)(9)☐ (k)(6)☐ (b)(6)☐ (k)(7)

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Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

Page(s) withheld inasmuch as a final release determination has not been made. You will be advised as to the disposition at a later date.

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SAUDI FLIGHTS 160

FBI/DOJ

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

(U//LES) Prior to the communication from FBI Baltimore alerting Los Angeles, Orlando, Washington, DC and Boston of the [redacted] flight, there had already been several interviews of individuals who would be passengers aboard the flight. In addition to those interviews, most of the other passengers were interviewed prior to the flight. In total, 19 passengers on this flight were interviewed.

b6 -4  
b7C -4

(S//NF) [Analyst Comment: Interviews of the [redacted] who departed the US on this flight did not reveal any derogatory information. The members of the [redacted] who were living in the US at the time of 09/11/2001 were primarily students or engaged in legitimate business activity.

b6 -4  
b7C -4

b1 (S)

(U//LES) The passengers on this flight were either half-siblings of [redacted] or the children of half-siblings (half-nieces and half-nephews). None of them had had recent contact with [redacted]. Several of those interviewed stated that the [redacted] had disowned [redacted] in the early 1990s, and none reported having had any contact with [redacted] for at least ten years.

b6 -4  
b7C -4

(S//NF)

[redacted]

(S)

b1

(S//NF)

[redacted]

b6 -2, 4  
b7C -2, 4  
b7F -1

(S)

b1

b6 -2, 4  
b7C -2, 4  
b7F -1

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

b1

b6 -2, 4

b7C -2, 4

b7F -1

(S//NF)

(S)

b1

b6 -2, 4

b7C -2, 4

b7F -1

(S//NF)

(S)

(U//LES) [redacted] was interviewed telephonically by the FBI in Orlando, FL on 09/12/2001. The FBI had been informed that there had been a large amount of activity at [redacted] estate, but [redacted] denied this. [redacted] main concern was the safety of his family, and inquired he whether the interviewing agent was aware of any threats to them. The agent advised that [redacted] should take basic personal security precautions and contact the local sheriff's department if he were threatened. (265A-NY-280350-TP serial 11241)

b6 -3

b7C -3

b7F -1

(U//LES) On 09/15/2001, [redacted] re-contacted the interviewing agent, and again voiced concern for his family's personal security. [redacted] asked whether he could fly commercially to Washington, DC to connect a flight being arranged by the Saudi Embassy, or whether it would be better to hire a charter. The interviewing agent determined whether charters were flying, and then requested a face-to-face meeting with [redacted] to discuss the issue. (265A-NY-280350-TP serial 11241)

b6 -3

b7C -3

b7F -1

(U//LES) The interviewing agent met [redacted] at his residence. [redacted]

[redacted] was asked about [redacted] alleged to have booked flights for several of the hijackers. [redacted] was not familiar with this individual, but advised that [redacted]

[redacted] (265A-NY-280350-TP serial 11241)

b6 -3

b7C -3

b7F -1

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Saudi Flight-162



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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

(U//LES) On 09/17/2001, [ ] contacted the interviewing agent and asked for assistance in safely transporting his family to Orlando International Airport. On 09/19/2001, [ ] who was accompanied by his wife and son, was escorted to Orlando International Airport by the FBI. (265A-NY-280350-TP serial 11241)

b6 -3

b7C -3

b7F -1

(U//LES) [ ] was interviewed by the FBI and Department of State at his residence in [ ] MA on 09/13/2001. [ ] thus [ ] is [ ] was a student at [ ] in Cambridge, MA since 2000. After 9/11, his father directed him to return to Saudi Arabia. [ ] stated that he had never met [ ] and had no knowledge of the events of 9/11. (265A-NY-280350-302 serial 39896)

b6 -3

b7C -3

b7F -1

(U//LES) [ ] was interviewed by the FBI on 09/13/01 in Charlestown, MA. [ ]

[ ] stated that [ ]

[ ] said that he had been contacted twice by individuals from Northern Virginia who might have been soliciting funds for a Muslim charity. He did not know who these individuals were, and he refused to give them money. [ ] also stated that he had never been contacted by any extremist groups, and that he would not be interested in talking to any such groups. (265A-NY-280350-302 serial 12730)

b6 -3

b7C -3

b7F -1

(U//LES) [ ] was interviewed by the FBI and ATF at her residence in [ ] MA on 09/14/2001. She had also been in telephonic contact with the FBI on 09/13/2001. [ ] was a student at [ ] in Boston, MA. During the interview, she indicated repeatedly that she was afraid for her personal security, and that her family wanted her to leave the US until the situation calmed down. [ ]

b6 -3

b7C -3

b7F -1

[ ] he was given a percentage of the family business [NFI]. (265A-NY-280350-302 serial 27967)

(U//LES) [ ] was interviewed by the FBI at her home on 09/17/2001. [ ] She was very upset by the attacks, as violence is not the way of Islam. She stated that she loved the US, especially Los Angeles, but was afraid for her personal security, and planned to return to Saudi Arabia. According to the interviewing agent, [ ]

b6 -3

b7C -3

b7F -1

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Saudi Flight-163

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

b6 -3

b7C -3

appeared to be very Western and well-educated. On 09/18/2001, [redacted] requested that the FBI escort her to Los Angeles International Airport, which the FBI did on 09/19/2001.

b7F -1

(U//LES) [redacted] was interviewed by the FBI and Massachusetts State Police in Boston, MA on 09/18/2001. [redacted] thus he is [redacted] [redacted] had recently graduated from [redacted] in Boston, MA, and his visa was to expire in December 2001, but he expressed a desire to try to stay in the US. He said that he had never met [redacted] and that the [redacted] had disowned [redacted]. He did not know anyone in the [redacted] who was still in contact with [redacted]. [redacted] could not identify any photographs of the hijackers. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. (265A-NY-280350-302 serial 17103)

b6 -3

b7C -3

b7F -1

(U//LES) On the day of RIA 441, 09/19/2001, several additional interviews were conducted of [redacted] members who were to be passengers.

b6 -4

b7C -4

(U//LES) In Boston, [redacted] [redacted] were interviewed by the FBI and Massachusetts State Police at the apartment of [redacted] MA.

b6 -3

b7C -3

b7F -1

(U//LES) [redacted] was interviewed by the FBI and Massachusetts State Police. [redacted] and [redacted] has never talked to [redacted]. [redacted] believed that [redacted] had not had any recent contact with [redacted]. [redacted] had begun studying at University of New Hampshire. His parents were living in [redacted]. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. (265A-NY-280350-302, serial 17124)

b6 -3

b7C -3

b7F -1

(U//LES) [redacted] was interviewed by the FBI. [redacted] and [redacted] met [redacted]. [redacted] was in the US to study at [redacted] [redacted] [NFI]. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. Portions of the interview were translated by [redacted] (265A-NY-280350-302 serial 17126)

b6 -3

b7C -3

b7F -1

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

(U//LES) [redacted] was interviewed by the FBI and Massachusetts State Police. [redacted] had never met [redacted]. [redacted] was in the US studying English, and had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. Portions of the interview were translated by [redacted] (265A-NY-280350-302 serial 17125)

b6 -3  
b7C -3  
b7F -1

(U//LES) [redacted] and [redacted] were interviewed by the FBI and Massachusetts State Police. Neither had any first-hand information relative to the events of 9/11. (265A-NY-280350-302 serials 32546 and 32543)

b6 -3  
b7C -3  
b7F -1

(U//LES) [redacted] was interviewed by the FBI and Massachusetts State Police. She was a student at [redacted] in Cambridge, MA. However due to her fears for her personal security, she dropped out. [redacted]

b6 -3  
b7C -3  
b7F -1

[redacted] She stated that she had had no prior knowledge of the attack on 9/11. She also stated that she had been upset by the attack. (265A-NY-280350-302 serial 17127)

(U//LES) [redacted] was interviewed by the FBI and Massachusetts State Police. [redacted]

[redacted] thus [redacted] might have met [redacted] once as a child, but has no recollection of it. His parents were not in contact with [redacted]. [redacted] was a student at [redacted] in Boston, MA. [redacted] was present for parts of this interview. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. (265A-NY-280350-302 serial 17122)

b6 -3  
b7C -3  
b7F -1

(U//LES) [redacted] was interviewed by the FBI and Massachusetts State Police. [redacted]

[redacted] was in the US to participate in an English language school from [redacted]. He had no knowledge of anyone who planned to attack the US, nor of any plots to attack the US. [redacted] was present during the interview, and provided translation. Also present was [redacted]

b6 -3  
b7C -3  
b7F -1

[redacted] (265A-NY-280350-302 serial 17123)

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

b6 -3

b7C -3

(U//LES) In Washington, DC. [redacted]

b7F -1

[redacted] were interviewed by the FBI at Dulles International Airport.

(U//LES) [redacted] stated he had no contacts with extremists and he had no knowledge of the 9/11 attacks. He was an [redacted] in Washington, DC, and before that, was a student in the US. (265A-NY-280350-302 serial 43439)

b6 -3

b7C -3

b7F -1

(U//LES) [redacted] advised that she was a student studying at [redacted] in Virginia. [redacted]

b6 -3

[redacted] and she carried a [redacted] (265A-NY-280350-302 serial 72930)

b7C -3

b7F -1

(U//LES) [redacted] stated that he was an employee at [redacted], a part of the [redacted]

[redacted] He advised that he had traveled from London to Boston on 09/10/2001 and had planned to return to London on 09/16/2001, but his flight had been cancelled after the 9/11 attacks. He was contacted by the [redacted] and told that a charter had been arranged to leave the US, at which point he traveled to Washington, DC to catch the flight. (265A-NY-280350-302 serial 43368)

b6 -3

b7C -3

b7F -1

(U//LES) [redacted] was interviewed by FBI and FAA SAs. He advised that he was employed in the [redacted]. At the time of the attacks on 09/11/2001, he was at a meeting of the [redacted] firm, in Washington, DC. [redacted]

b6 -3

b7C -3

b7F -1

[redacted] (265A-NY-280350-302 serial 72931)

(U//LES) In addition to the passengers, several members of the crew were interviewed by the FBI. In Boston, FBI SAs met with [redacted]

[redacted]-members of the RIA 441 flight crew--in order to request that they contact the FBI if they became aware of any information that would assist the PENTTBOM investigation. (265A-NY-280350-302 serial 11422) An FBI SA also met with [redacted]

b6 -3

b7C -3

[redacted] who had been contracted by RIA to provide security for flight 411--for the same purpose. (265A-NY-280350-302 serial 11418)

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Saudi Flight-166

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

b6 -3

b7C -3

b7F -1

(U//LES) [redacted] were both interviewed by the FBI after the flight took place, and neither provided any derogatory information regarding the passengers.

b6 -3

b7C -3

b7F -1

(U//LES) Several individuals listed on the passenger manifest for RIA 441 (the largest set of possible passengers for the flight) were not interviewed by the FBI: [redacted]

(U//LES) [Analyst Comment: [redacted]  
of [redacted] who was interviewed.  
[redacted] is approximately [redacted]

b6 -3

b7C -3

b7F -1

(U//LES) We assess that [redacted] did not travel on 09/19/2001 despite being listed on the passenger manifest. Her name does not appear in any FBI records regarding this flight.

b6 -3

b7C -3

b7F -1

(U//LES) It is unknown as to why [redacted] was not interviewed. FBI SAs from WFO, who conducted the interviews at Dulles airport on 09/19/2001 recall interviewing all passengers embarking at Dulles prior to allowing them to board. If [redacted] was interviewed, it is unknown as to why no record of that interview can be found in ACS. It is possible that [redacted] did not board the aircraft at all. There are no independent references to [redacted] in regards to this flight other than those that reference other FBI communications of the flight manifest.

b6 -3

b7C -3

b7F -1

(U//LES) [redacted]  
citizen, per 265A-NY-280350-BA serial 666. She was likely a domestic of one of the other passengers on the plane.

b6 -3

b7C -3

b7F -1

(U//LES) [redacted]  
[redacted], who was interviewed. She was present during the interview of [redacted]. It is unknown as to why she was not interviewed separately.

b6 -3

b7C -3

b7F -1

(U//LES) [redacted]  
who was interviewed. She was escorted to Orlando airport by the FBI. There is no separate FD 302 for her.

b6 -3

b7C -3

b7F -1

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15

~~SECRET~~

Saudi Flight-167

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~~SECRET~~//NOFORN

To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

(U//LES) We assess that [redacted] did not travel on 09/19/2001 despite being listed on the passenger manifest. Her name does not appear in any FBI records regarding this flight. **End Comment.]**

b6 -3

b7C -3

b7F -1

(U//LES) In addition to the interviews, additional security precautions were taken before RIA 441 was permitted to take off. At each airport, passengers were processed through immigrations and customs as well as security checks. At Boston, the FBI photographed all fourteen individuals boarding the aircraft. (265A-NY-280350-302 serial 32297)

(U) Questions or comments regarding this communication may be directed to IRS [redacted] at [redacted]

b2 -1

b6 -1

b7C -1

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To: ?? From: CTD  
Re: (U) 265A-NY-280350, 09/24/2003

LEAD(s):

Set Lead 1: (Info)

ALL RECEIVING OFFICES

(U) Read and clear.

♦♦

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**From:** [redacted]  
**To:** [redacted]  
**Date:** Fri, Sep 12, 2003 6:47 PM  
**Subject:** Update 001 - Saudi Flights

b6 -1  
b7C -1

For information of recipients, this is an update to the information provided via e-mail on 9/11/2003 and presented during the pre-brief session this afternoon at 12:00.

In addition to the flights described during the pre-brief, the following additional flights were found to have transported Saudis.

- (1) One aircraft departed Las Vegas 9/19 with 51 pax; Saudi royal family and staff
- (2) One aircraft departed Las Vegas 9/20 with 18 pax; Saudi royal family and staff
- (3) One aircraft departed Las Vegas 9/24 with 34 pax; Saudi royal family and staff
- (4) One aircraft departed Providence, RI 9/14 with 4 pax; the [redacted] and staff.

b6 -2  
b7C -2

There are additional reports that (1) a Saudi chartered flight arrived from Kuwait on 9/17 and was scheduled to depart on 9/18 - Boston was to have acquired Pax List and (2) that a Saudi chartered aircraft departed Hanscomb, AFB, MA on 9/23. However, as those listed above, their departure occurred after air restrictions had been lifted.

b7F -1

As with the flights briefed this afternoon, passenger lists, database checks and other investigative results will be consolidated in individual charts and bullet lists. Once completed, they will be e-mailed to all recipients. A [redacted] will have hardcopy versions for the 1:30 presentation on Monday.

b6 -1  
b7C -1

**CC:** [redacted]



~~SECRET~~

From: [REDACTED] b6 -1  
To: [REDACTED] b7C -1  
Date: Mon, Sep 29, 2003 9:55 AM  
Subject: Re: ec in response to vanity fair article

Typos:

- Page 6 at the bottom, "The [REDACTED] Flight", (Too many quotation marks.) b6 -4
- Page 7 at the bottom, "...is assumed that htey are in..." b7C -4
- Page 10, last full paragraph, "...concern was the safety of his family, and inquired he whether..."
- Page 16 2nd to last paragraph, "passenger manifest. Her[??] name does not appear..."

On page 9, I have 20 having been interviewed but this includes [REDACTED] who participated in the interview of [REDACTED] ( You address this on page 16.) b6 -3

On page 13, You stat that [REDACTED] This is not consistent with your previous statement that all passengers were either half-siblings or children of half-siblings. b7C -3

Page 16. [REDACTED] was interviewed. (265A-NY-280350-302, serial 43454). I have a copy if you need it. b7F -1

>>> [REDACTED] 09/26 5:01 PM >>> b6 -1  
fellow VANITYBOM victims, b7C -1

please take a look at the attached EC that attempts to draw together all the information on the Saudi flights after 9/11. it is still in draft form, so please do not disseminate further.

questions, comments and snide remarks are encouraged.

Thanks,

[REDACTED]

b6 -1

[REDACTED]

b2 -1

Intelligence Analyst

b7C -1

(S)

b1

DATE: 02-18-2005  
CLASSIFIED BY 65179DMH/dcg/cad  
REASON: 1.4 (C)  
DECLASSIFY ON: 02-18-2030

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Saudi Flight-171

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1 Pages were not considered for release as they are duplicative of Page 27

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SAUDI FLIGHTS 172

FBI/DOJ

RYANAIR Flight

Name	Departure City	Interviewed by the FBI?	Case Opened ?
	Los Angeles, CA	Yes	No
	Orlando, FL	Yes	No
	Orlando, FL	No	No
	Orlando, FL	No	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Washington, DC	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes**	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	No***	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No
	Boston, MA	Yes	No

b6 -2

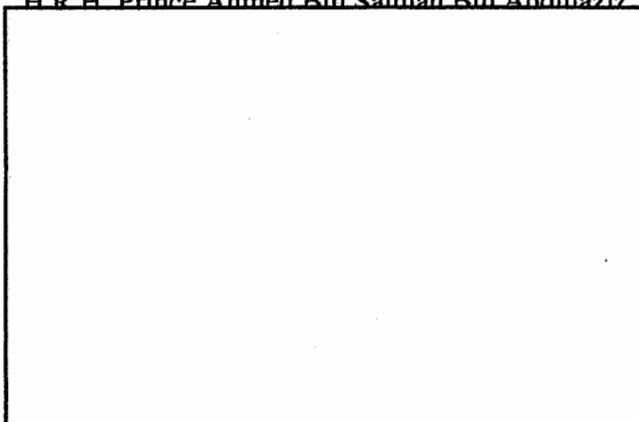
b7C -2

b7F -1

Saudi Flight-173

Lexington Flight

H R H Prince Ahmed Bin Salman Bin Abdulaziz



b6 -2

b7C -2

b7F -1

Saudi Flight-174

Rhode Island Flight



b6 -2

b7C -2

b7F -1

Saudi Flight-175

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**Section 552**

**Section 552a**

☐ (b)(1)

☐ (b)(7)(A)

☐ (d)(5)

☐ (b)(2)

☐ (b)(7)(B)

☐ (j)(2)

☐ (b)(3)

☐ (b)(7)(C)

☐ (k)(1)

☐ (b)(7)(D)

☐ (k)(2)

☐ (b)(7)(E)

☐ (k)(3)

☐ (b)(7)(F)

☐ (k)(4)

☐ (b)(4)

☐ (b)(8)

☐ (k)(5)

☐ (b)(5)

☐ (b)(9)

☐ (k)(6)

☐ (b)(6)

☐ (k)(7)

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