

From: [Grosof Erik](#)
To: [Stein Stephen](#)
Cc: [Grosof Erik](#)
Subject: *****PERMISSION TO WORK response from FBI
Date: Saturday, December 31, 2022 11:23:30 AM

Stephen,

Finally found it, here you go! See highlighted below.

Regards,

Erik

From: Grosopf Erik [REDACTED]
Sent: Monday, Nov [REDACTED]
To: [REDACTED]
Cc: Garcia Rolando <[REDACTED]>; [REDACTED]
Subject: Re: NTSB Request for Assistance.

Jeff and Kevin-THANKS!

Regards,
Erik

Erik R Grosopf
Senior Advisor
Special Operations
MD-5

=====
24/7 Ops Center 202-314-6290

From: [REDACTED]
Sent: Monday, November 22, 2021 14:52
To: [REDACTED]
Cc: Grosopf Erik <[REDACTED]>; Garcia Rolando <[REDACTED]>; [REDACTED]
[REDACTED]
Subject: RE: NTSB Request for Assistance.

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Thanks [REDACTED]

Erik, See below.

Regards,

[REDACTED]

SSA [REDACTED]
FBI/CTD/NJTTF
Civil Aviation Security Program
[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL EMAIL] - RE: NTSB Request for Assistance.

Jeff,

He only had a B1/B2 visitor's visa. The way it was explained to me...the pilot would be cleared to operate this flight from CBP's standpoint if they identified it as a 19 CFR Part 91 private flight. The part 91 flights are non-revenue flights so if he had the proper certifications for the aircraft, he is fine (FAA issue). If they have evidence, he was contracted to fly the aircraft or received compensation it's a little different.

If the flight was truly a part 91 flight it would be like a foreign national coming to the U.S. and renting a car to get around. It comes down to his relationship to the people on the flight with him.

[REDACTED]

From: [REDACTED]
Sent: Monday, November 22, 2021 2:10 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: NTSB Request for Assistance.

CAUTION: This email originated from outside of DHS. DO NOT click links or open attachments unless you recognize and/or trust the sender. If you feel this is a suspicious-looking email, please report by using the Report Phish button option.

[REDACTED]

Will you please see what you have on the pilot listed in the attachment. NTSB wants to know if he was authorized to work in the US.

Regards,

[REDACTED]

[REDACTED]
SSA [REDACTED]

FBI/CTD/NJTTF

Civil Aviation Security Program
[REDACTED]

From: Grosf Erik <[REDACTED]>

Sent: Monday, November 22, 2021 12:20 PM

To: [REDACTED] Garcia Rolando

[REDACTED]; Grosf Erik [REDACTED]; [REDACTED]
[REDACTED]

Subject: [EXTERNAL EMAIL] - NTSB Request for Assistance.

Happy holidays everyone,

When possible, would you check with CBP to see if this Captain (resume attached) had permission to work in the United States?

This from NTSB Case#WPR21FA286 in Truckee CA:

On July 26, 2021, about 1318 pacific daylight time, a Bombardier Inc., CL-600-2B16 airplane, N605TR, was destroyed when it was involved in an accident near Truckee-Tahoe Airport (TRK), Truckee, California. The pilot, co-pilot and 4 passengers were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

Thanks!

Regards,
Erik

Erik R Grosf
Senior Advisor
Special Operations (MD-5)

=====

[REDACTED]

24/7 Response Ops Center "ROC" 202-314-6290



CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.