



U.S. Department
of Transportation

Federal Aviation
Administration

Office of Civil Aviation Security

AD-A193 020

CRIMINAL ACTS AGAINST
CIVIL AVIATION
1986

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88 5 28 118

Published annually by the Office of
Civil Aviation Security, Federal
Aviation Administration, U.S.
Department of Transportation.
Additional copies may be obtained
from the National Technical Infor-
mation Service, U.S. Department of
Commerce, 5285 Port Royal Road,
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INTRODUCTION

The Federal Aviation Administration's Office of Civil Aviation Security maintains a record of aircraft hijackings and other significant criminal acts against civil aviation worldwide. These records include actual and attempted hijackings, explosions aboard aircraft, at airports, and at airline offices, and other selected criminal acts against civil aviation. These offenses represent the most serious threats to the safety of civil aviation and carry with them the greatest potential danger to the commercial air traveler.

Hijacking incidents are viewed within the context of the Federal criminal statute (49 USC 1472(b)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. There is no attempt made in this report to differentiate between an act of air piracy and an attempted act of air piracy.

The information contained in this publication is derived from a variety of government and media sources; however, in many cases specific details of a particular incident may not be available, especially those occurring outside the continental United States. While the Federal Aviation Administration makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some events used in this publication.

This publication is intended to summarize the significant criminal acts against civil aviation during 1986 and to place the events in perspective within a ten year timeframe.



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EXECUTIVE HIGHLIGHTS

In 1986, there were 560 casualties (192 deaths and 368 injuries) related to all criminal acts against civil aviation worldwide. Most of the deaths (47%) occurred during hijackings, while injuries were almost evenly split between hijackings (47%) and explosions aboard aircraft, at airports, and at airline ticket offices (42%).

During 1986, there were 13 known hijackings of air carrier aircraft worldwide, four of which were U.S. - registered aircraft. This worldwide total is the lowest in the last 10 years.

The most significant hijackings of 1986 were the September 5 attack on Pan Am Flight 073 in Karachi (22 dead and 125 injured) and the December 25 hijacking of Iraqi Air Flight 163 between Baghdad and Amman (65 dead and 42 injured). These two incidents accounted for approximately 95% of all 1986 hijacking casualties, the highest total in 9 years.

The four hijackings of U.S. air carriers in 1986 were consistent with the frequency of U.S. hijackings for 1984 (five) and 1985 (four). Of the four in 1986, three were committed in the United States by U.S. citizens. Only Pan Am Flight 073 was hijacked by terrorists, and the only one to occur outside of the United States. During the 1977-1986 timeframe, less than 3% of all hijackings of U.S. air carriers were by terrorists.

The nine hijackings of foreign air carriers were the lowest annual total since 1967. Only one of these nine hijackings, Iraqi Air Flight 163, may have actually been terrorist related. The remaining eight incidents were attributed to individuals seeking political asylum, emotionally disturbed persons or persons with other criminal motives.

There were three explosions onboard air carrier aircraft in 1986, resulting in a worldwide total of 20 deaths and 112 injuries. Only one of these onboard explosions involved a U.S. air carrier (TWA Flight 840). The casualties from explosions in 1986 could have been much higher had circumstances been different in the three actual incidents or had two significant attempted bombings been successful. There were four known incidents of attempted smuggling of explosives on air carriers, two of which resulted in some type of detonation.

There were 36 other significant criminal acts against civil aviation worldwide during 1986, including 26 bombings of airports or airline ticket offices. These incidents resulted in 81 deaths and 83 injuries worldwide. Only three of these crimes occurred in the United States. The most significant incident in this category was the shooting down of a Sudan Airways aircraft with a surface-to-air missile that resulted in 60 deaths.

AIR CARRIER HIJACKINGS - WORLDWIDE

In 1986, there were 13 hijackings of scheduled air carrier aircraft worldwide. Of the 13, four were U.S.- registered aircraft and nine were foreign-registered aircraft. This worldwide total is the lowest number of hijackings in the last 10 years.

AIR CARRIER HIJACKINGS - WORLDWIDE

YEAR	U.S. REGISTERED	FOREIGN REGISTERED	TOTAL
1977	5	26	31
1978	8	17	25
1979	11	12	23
1980	21	17	38
1981	7	22	29
1982	9	21	30
1983	18	15	33
1984	5	21	26
1985	4	22	26
1986	4	9	13
Total	92	182	274

The most significant hijackings in 1986 were the terrorist hijackings of Pan Am Flight 073 in Karachi, Pakistan, on September 5 and Iraqi Air Flight 163 between Baghdad, Iraq, and Amman, Jordan, on December 25. None of the other 11 hijackings appeared to be the work of recognized terrorist groups. Details of these 13 hijacking incidents are provided in Appendix D.

There were eight hijackings of general aviation aircraft worldwide during 1986, two within the United States and six at foreign locations. Details are included in Appendix D.

The significant decrease in the worldwide total of hijackings of scheduled air carriers in 1986 could be attributed to a number of factors. Increased world attention to airport and aircraft security, as well as increased worldwide emphasis on

antiterrorist measures, most likely contributed to this decline. The condemnation by many governments of state sponsors of terrorism and resultant diplomatic initiatives may also have been pertinent.

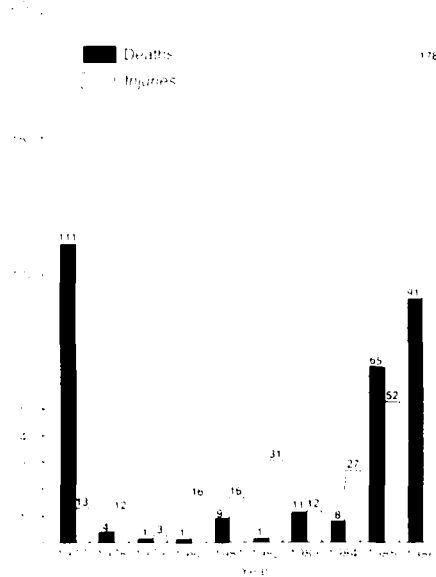
Most hijackings are not committed by terrorist groups but by individuals seeking political asylum, repatriation, fleeing from prosecution, or who are mentally disturbed. These types of hijackers, with obscure or delusional motives, have been extremely difficult to counter. A byproduct of the international antiterrorism effort appears to have been a significant reduction in the hijacking attempts by these types of individuals due to increased and obvious security measures.

However, during 1986, deaths and injuries due to hijackings reached a 9-year high. Ninety-one people were killed and 178 were injured worldwide as a result of hijackings or hijacking attempts. Of this total, 22 deaths and 125 injuries were the result of the hijacking of Pan Am Flight 073 in Karachi on September 5. The other significant hijacking in 1986 in which substantial deaths and injuries resulted was the December 25 Iraqi Air Flight 163 hijacking in which 65 people died and 42 were injured.

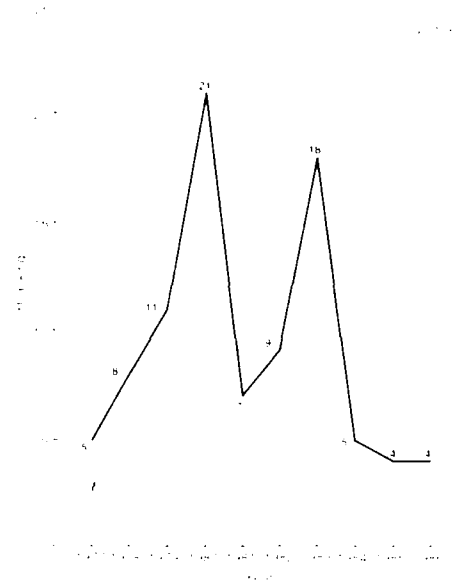
During 1985, 65 people died in hijackings of which 60 occurred in the ill-fated rescue operation of the hijacked Egyptair Flight 648 on November 23 on Malta. In 1977, the extremely high death toll (111 killed) was largely due to the 100 people who died in the crash of a Malaysian airliner on December 4 attributed to a terrorist hijacking.

Between 1978 and 1983, deaths and injuries from hijackings were relatively low, averaging five deaths and 17 injuries per year. Thus, the significant peaks in casualties as a result of hijackings within the last 10 years can be attributed to four terrorist hijackings.

HIJACK RELATED CASUALTIES
1977-1986



U.S. REGISTERED CARRIER HIJACKINGS
1977-1986



U.S. AIR CARRIER HIJACKINGS

The four hijackings of U.S.- registered air carrier aircraft in 1986 are consistent with the figures for 1984 (five) and 1985 (four). From 1977-1986, there were 92 U.S. air carrier aircraft hijacked, 84 from within the United States and eight from foreign locations. Two U.S.- registered general aviation aircraft, a chartered Cessna and a helicopter, were hijacked in California in separate incidents in 1986.

In previous years, 57% of U.S. air carrier hijackings were to Cuba. In 1980, there were 17 hijackings to Cuba and in 1983 there were 14. There was one such hijacking in 1985 and none in 1986. The general increase in security measures for U.S. civil aviation, with the attendant publicity, have apparently been effective in preventing this type of hijacking. For example, on September 3, 1986, a lone male of Latin American appearance was detained at Miami Airport while attempting to carry two plastic bottles of gasoline through preboard screening. This modus operandi had been used in the past to hijack aircraft to Cuba. The man was arrested and charged with attempted air piracy.

The sole terrorist hijacking of a U.S. aircraft in 1986, Pan Am Flight 073 at Karachi on September 5, was committed by four heavily armed men disguised as airport security personnel. During the incident, 22 people were killed and over 125 injured. In none of the other three U.S. hijackings of U.S. air carriers in 1986 were there any deaths or injuries.

Of the four U.S. air carrier hijackings in 1986, three were committed by individuals who circumvented standard preboard screening by, in effect, assaulting the aircraft rather than boarding as normal passengers. Two of the four hijackings of U.S. air carriers in 1985 were by assault on the aircraft as was one of the five in 1984. In 1983, however, none of the 18 U.S. air carrier hijackings involved an assault on the aircraft; 17 of the hijackers went through normal preboard screening and one incident involved a hijacking of an aircraft that did not require any preboard screening.

A possible reason for the increase in the frequency of hijacker assaults on aircraft is the perceived effectiveness of

the passenger screening process, both within the United States and at foreign airports serviced by U. S. air carriers. The latter use special screening methods required by the FAA since shortly after the June 1985 hijacking of TWA Flight 847 to Beirut.

From 1977 through 1986, 74 of the 92 hijackings of U.S. air carriers (80%) were done by individuals who had gone through preboard screening. Actual weapons (firearms, knives, explosives, incendiaries, or any combination of these) were used in 27 of the 74 hijackings, including one hijacking in 1986. Thus 64% of the hijackings of U.S. air carriers from 1977 through 1986 in which the hijacker went through preboard screening did not involve an actual weapon or explosive of any type.

**WEAPONS USED BY HIJACKERS
OF U.S. AIR CARRIERS
WHO WENT THROUGH PREBOARD SCREENING
1977-1986**

	Actual Weapons	Alleged or Fake	Total
Explosives	2	37	39
Incendiaries	13	12	25
Firearms	4	8	12
Knives	8	1	9
Total	27*	58	**

*This figure can be put in perspective when compared with the total number of persons screened at U.S. airports and weapons discovered. During the 1977-1986 timeframe, 7,027,400,000 persons were screened at U.S. airports and 25,175 weapons were detected.

**The total number of weapons exceeds the number of hijackings (74) as multiple weapons were used or claimed in some incidents.

Firearms were used in three of the four hijackings of U.S. air carriers in 1986. Two of the hijackings involved the use of actual firearms and in one incident the hijacker said that he had a gun, explosives, and an incendiary device, none of

which was true. The fourth 1986 hijacking involved the use of a knife. In 90 of the 92 U.S. air carrier hijackings from 1977 through 1986 the hijacker used or claimed to have a weapon (firearm, explosive, incendiary device, or knife); in two incidents the hijacker used or threatened physical violence.

**WEAPONS USED BY HIJACKERS
OF U.S. AIR CARRIERS
1977-1986**

Type of Weapon	Actual Weapons	Alleged or Fake ¹	Total	Percent
Explosives	3	44	47	51%
Incendiaries	14	12	26	28%
Firearms	14	11	25	27%
Knives	9	1	10	11%
Other	1	1	2	2%
Total	41	69	**2	**3

¹When no weapon was actually seen or its authenticity could not be established, the weapon was categorized as "alleged."

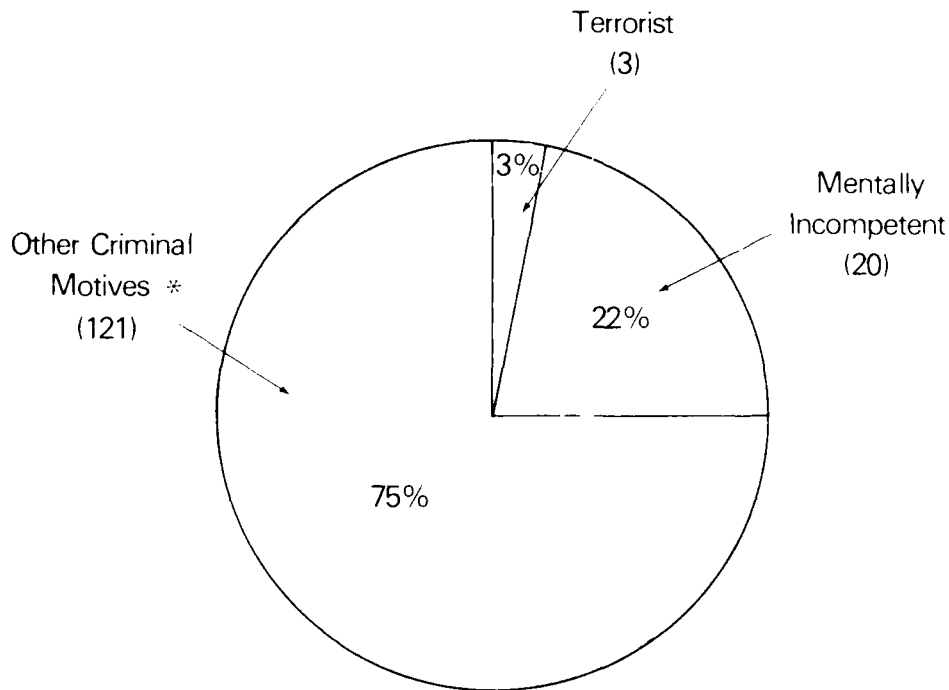
²The total number of times each weapon was used does not correspond to the total number of hijackings (92) as multiple weapons were used in some incidents.

³The percentages do not add up to 100% as multiple weapons were used or "alleged" in some hijackings.

Of the four hijackings of U.S. air carriers in 1986, one was committed by a terrorist group, one by an individual who was later determined to be mentally incompetent, and two by individuals who had other criminal motives, but appeared to be emotionally disturbed.

Contrary to popular belief, less than 3% of the hijackings of U.S. air carriers from 1977 through 1986 were done by individuals or groups classified as terrorist. The largest category by far (75%) was committed by individuals who

Motives of Hijackers of U.S. Air Carriers 1977-1986



* In 52 of these incidents,
Cuba was the destination
of the Hijackers.

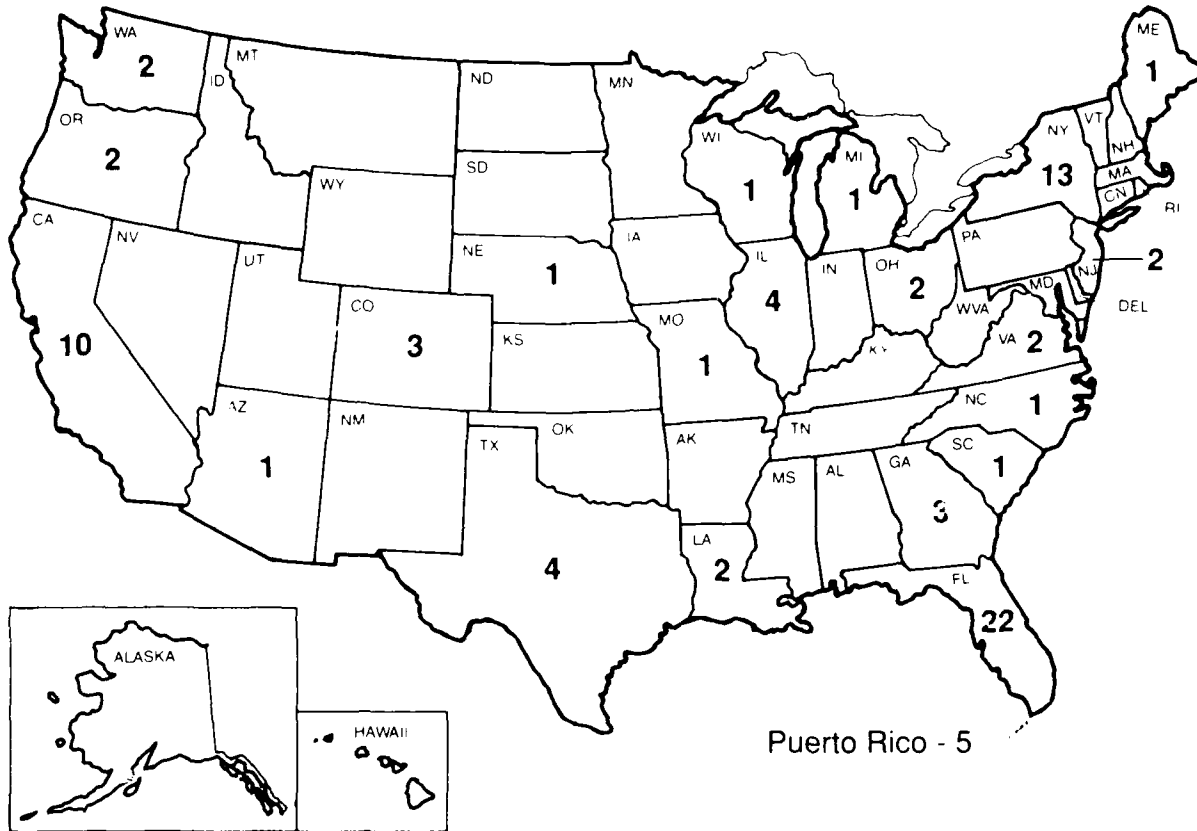
had other criminal motives. This includes 52 incidents in which the hijacker did or wanted to go to Cuba. The remaining 22% of the hijackings were committed by individuals who were deemed mentally incompetent by judicial authority.

In 1986, three of the four hijackings of U.S. air carriers were from U.S. airports and one was from a foreign airport (Karachi, Pakistan). Of all hijackings of U.S. air carriers

from 1977 through 1986, 91% were from cities in the United States and only 9% were from foreign airports.

Of the 92 hijackings from 1977-1986, 52 were to Cuba, which included all the hijackings from Miami (14), San Juan (5), Tampa (3), Newark (2), and New Orleans (2), as well as all but one of the four hijackings from Chicago and three of the 11 hijackings from New York. Los Angeles had five hijackings, Denver had three, seven other airports had two each, and 25 cities experienced one hijacking each.

LOCATIONS BY STATE OF HIJACKINGS OF U.S. AIR CARRIERS 1977-1986



FOREIGN LOCATIONS OF HIJACKINGS OF U.S. AIR CARRIERS 1977-1986

Tokyo, Japan (1977)
 Sydney, Australia (1979)
 Guatemala City, Guatemala (1979)
 Lima, Peru (1980)

Port-au-Prince, Haiti (1984)
 St. Croix, Virgin Islands (1984)
 Athens, Greece (1985)
 Karachi, Pakistan (1986)

**FOREIGN AIR CARRIER HIJACKINGS
TEN YEAR SUMMARY**



FOREIGN AIR CARRIER HIJACKINGS

Nine foreign-registered air carrier aircraft were known to have been hijacked in 1986, the lowest annual total in the latest 10-year period. These nine incidents represent a significant decrease from the annual average of 19 such hijackings in the previous 9 years.

The most notorious foreign hijacking in 1986 was the December 25 in-flight hijacking of Iraqi Air Flight 163 en route from Baghdad, Iraq, to Amman, Jordan. Although available information concerning the actual events aboard the aircraft are extremely sketchy, it appears that the hijackers were confronted by armed security guards and there were shots fired and explosions in the cabin. The aircraft attempted to make an emergency landing in Saudi Arabia but crashed short of the runway. Approximately 65 people died in the incident and most other passengers and crew were injured. The motivation and objective of the hijackers remains unknown, although the incident has all the earmarks of a terrorist action.

None of the other eight foreign hijackings in 1986 can be characterized as terrorist related; however, available information on a number of these hijackings remains extremely limited. The typical *modus operandi* used in these incidents was a lone male hijacker using a handgun or knife to obtain control of the aircraft. In only one of these eight hijackings were there any known casualties, the September 20, 1986, hijacking of an Aeroflot aircraft on a domestic flight in Ufa, U.S.S.R., when two criminals fleeing police seized the aircraft and killed two passengers before being killed themselves.

One of the foreign-registered air carrier hijackings occurred within the United States. On May 23, 1986, an unticketed man seized control of Swissair Flight 125 during boarding at O'Hare International Airport in Chicago. The flight was bound for Zurich.

In addition to the nine documented foreign air carrier hijackings in 1986, there were six known hijackings of foreign-registered general aviation aircraft. Details of these incidents are provided in Appendix D.

During the past 10 years (1977-1986), the greatest number of known hijackings of foreign-registered air carriers occurred in East Europe (38) followed closely by West Europe and the Middle East (34 each). The East European hijackings were primarily by individuals or groups attempting to flee to the West while most of the Middle East hijackings were terrorist related.

FOREIGN AIR CARRIER HIJACKINGS BY GEOGRAPHIC REGION

1977-1986

	77	78	79	80	81	82	83	84	85	86	Total
East Europe	6	7		3	8	7	4		1	2	38
West Europe	9	3	3	3	4		2	3	6	1	34
Middle East	2		2	4		2	2	9	10	3	34
Central and South America	2	3	1	6	6	5	2	3		1	29
South and Southeast Asia	4	1	1	1	4	4	1	3	1	1	21
Far East	2	3	2			1	2	2	3		15
Africa	1		3			2	2	1	1		10
North America										1	1
Total	26	17	12	17	22	21	15	21	22	9	182

EXPLOSIVE DEVICES

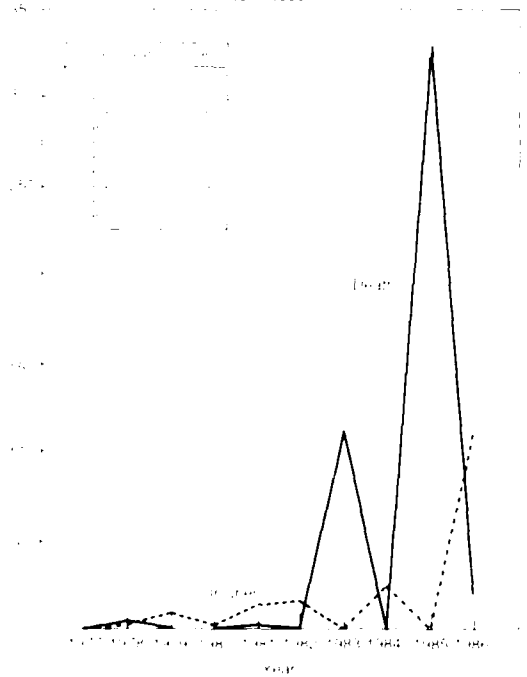
During 1986, there were three incidents in which explosions occurred onboard aircraft and at least two other cases in which a device was intended to explode onboard. There were also several instances of explosive materials or components being smuggled via commercial air carriers. The devices which did explode were on aircraft registered in the United States, Thailand, and Sri Lanka and resulted in 20 deaths and 112 injuries.

The 10-year total of deaths due to explosive devices on aircraft is 470. During the same period, 177 persons were injured. The ten-year death toll is influenced heavily by two incidents (Air India in 1985 and Gulf Air in 1983, killing 329 and 112 respectively). Although the deaths in 1986 were lower than those in 1983 or 1985, the 1986 casualty

figures were higher than most previous years and are consistent with a general trend towards greater numbers of casualties.

Over the 10-year period there were 20 onboard explosions, an average of two per year, with no more than four in any prior year. Thus, while there has been a slight increase in the number of incidents per year over the last two years, this increase has not been as sharp as the increase in the number of persons killed and injured. It is important to note, however, that the 1986 incidents occurred despite a higher degree of concern and additional aviation security measures which were implemented in many countries after the disastrous 1983 and 1985 incidents.

DEATHS AND INJURIES
Due to Explosions Onboard Aircraft
1977-1986



EXPLOSIONS ABOARD AIRCRAFT
TEN YEAR SUMMARY
1977-1986



ATTEMPTS TO DESTROY THE AIRCRAFT

Two of the incidents involved devices which exploded onboard (TWA and Air Lanka). Two other incidents involved timed devices that were intended to explode onboard El Al aircraft. All four could have resulted in the death of all passengers and crew had the devices escaped detection and/or detonated under other circumstances.

The TWA Flight 840 device is notable in that it was similar to an explosive device which exploded on a Pan Am flight from Tokyo to Honolulu in August 1982, and to a device recovered intact from another Pan Am airliner two weeks later in Rio de Janeiro. In all three cases the bombs were sophisticated and contained high explosives. Each was easily concealable and was apparently placed on the aircraft by a passenger who was able to avoid detection during preboard screening and deplaned prior to detonation.

The bomb found on April 17, 1986, at Heathrow Airport, London, also involved ingeniously disguised components. The timing mechanism was hidden in an electronic calculator. The bomb had been placed in the carry-on bag of an Irish woman by her Arab boyfriend and would have exploded aboard the El Al B-747 in flight.

In the Air Lanka incident, the device was larger and was apparently secreted in cargo. The second attempt to bring down El Al also involved a larger bomb, this time in a suitcase that blew up during inspection at Barajas International Airport, Madrid. This suitcase would have been in checked baggage and would also have exploded in flight had it not been discovered.

The apprehension and conviction of several Canadian Sikhs during 1986 for conspiracy to blow up an airliner was important. Although they were arrested before they could carry out their plans, the incident indicates that Sikh terrorists continue to be a threat to civil aviation. Sikh terrorists were most likely responsible for two incidents in 1985 involving the destruction of an Air India flight after departure from Canada and a second incident the same day. In the second incident, a large bomb exploded in checked baggage which had just been unloaded from a Canadian Pacific airliner arriving in Tokyo from Canada.

EXPLOSIVES SMUGGLING INCIDENTS

Four incidents during 1986, including two involving a device which detonated, appear to have been primarily smuggling incidents. There was no apparent intent to destroy the aircraft upon which the devices were being transported. One of these cases involved a grenade that went off while the aircraft was airborne approaching Osaka, Japan. The other involved a suitcase which burned after being unloaded at Santorini, Greece.

Two other incidents of significance involved the clandestine movement of high explosives or bomb components hidden in false luggage compartments. In one of these cases, a Japanese national based in Greece was arrested in the Netherlands. In the other incident, the explosive was being moved from Beirut to West Germany.

OTHER SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION

In 1986, as in previous years, there were a variety of criminal acts directed at civil aviation targets other than hijackings and bombings of airliners. These ranged from bombing attacks on airline ticket offices to the shooting down of a civil airliner with a surface-to-air missile.

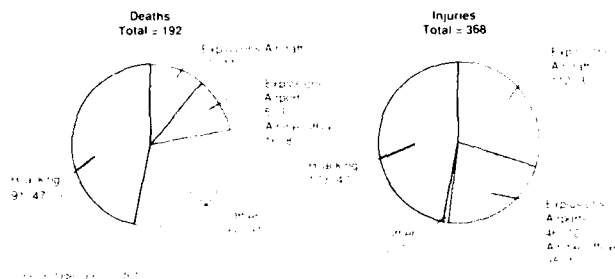
Bombings against airports and airline offices were the most frequent type of attacks and accounted for 26 (72%) of the total 36 incidents. Three of these bombings or attempted bombings were directed at U.S. airlines but none occurred in the United States. Explosions were also the cause for almost all (81 out of 83) of the injuries.

The shooting down of a Sudan Airways aircraft with a SA-7 surface-to-air missile, apparently by Sudanese rebels, resulted in 60 deaths. This single incident accounted for 74% of the total number of deaths (81) that occurred during 1986 in these categories. The remaining deaths occurred as a result of two bombing incidents in Pakistan, one in Korea, and one in Lebanon.

The largest number of incidents (17) occurred in Europe and the Middle East, followed by Latin America and the Caribbean (9). The United States and Canada (3) and Africa (1) were the geographic areas with the least number of incidents.

CASUALTIES 1986

Type of Incidents



INCIDENTS BY GEOGRAPHIC AREA

	Airport		Airline Office		OTHER	TOTAL
	Explosion	Device Found	Explosion	Device Found		
U.S. & Canada					3	3
Latin Am/Caribbean	1		4	1	3	9
Europe/Mid East	2	3	8	1	3	17
Africa					1	1
Asia	2		4			6
Total	5	3	16	2	10	36

"Device Found" includes only those devices which contained the requisite components for an explosion, but where an explosion did not occur. All other devices are included in the "Other" category.

S = Screened
AA = Assaulted Aircraft

APPENDIX A

U.S. - REGISTERED AIR CARRIER HIJACKINGS CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	NO. OF HIJACKERS	HOW BOARDED AIRCRAFT	WEAPONS	DESTINATION/ OBJECTIVE
01-11-77	TWA	B-747	New York/London	1 M	S	Alleged Explosive	Uganda
05-08-77	Northwest	B-747	Tokyo/Honolulu	1 M	S	Knife	Unknown
08-20-77	Western	B-707	San Diego/Denver	1 M	S	Alleged Explosive	Mexico
10-20-77	Frontier	B-737	Grand Is/Lincoln, NB	1 M	AA	Gun	Atlanta, GA/ Prisoner Rel & Extortion
12-25-77	Eastern	DC-9	Miami/Indianapolis	1 M	S	Fake Gun & Explosive	Cuba
01-28-78	Piedmont	YS-11	Wash, DC/Wilmington, NC	1 M	S	Alleged Gun	Cuba
03-13-78	United	B-727	San Francisco/Seattle	1 M	S	Alleged Explosive	Cuba
04-01-78	Piedmont	B-737	Richmond/Norfolk	1 M	AA	Gun	New York
08-25-78	TWA	B-707	New York/Geneva	1 M	S	Alleged Explosive	Switzerland/ Prisoner Rel
08-27-78	United	DC-8	Denver/Seattle	1 M	S	Alleged Explosive	Vancouver, BC
11-23-78	N. Central	DC-9	Madison/Milwaukee	1 M	AA	Alleged Explosive	Unknown
12-14-78	National	B-727	New York/Miami	1 M	S	Alleged Gun	Cuba
12-21-78	TWA	DC-9	St. Louis/Kansas City	1 F	S	Fake Explosive	Prisoner Rel
01-27-79	United	B-747	Los Angeles/New York	1 F	S	Alleged Explosive	Political Statement
03-16-79	Continental	B-727	Los Angeles/Tucson	1 M	S	Alleged Explosive	Cuba/Extortion
04-04-79	Pan Am	B-747	Sydney, AS/Auckland, NZ	1 M	AA	Knife & Alleged Explosive	Unknown/Pol Asylum
06-11-79	Delta	L-1011	New York/Ft. Lauder.	1 M	S	Knife & Alleged Gun	Cuba
06-20-79	American	B-727	New York/Chicago	1 M	S	Explosive	South America
06-30-79	Eastern	L-1011	San Juan/Miami	1 M	S	Incendiary	Cuba
07-20-79	United	B-727	Denver/Omaha	1 M	S	Alleged Explosive	Cuba
08-16-79	Eastern	B-727	Guatamala City/Miami	1 M	S	Alleged Explosive	Cuba
08-22-79	United	B-727	Portland/Los Angeles	1 M	S	Alleged Explosive	Portland, OR
10-30-79	PSA	B-727	Los Angeles/San Diego	1 M	S	Alleged Explosive	Mexico City/Flee Death Threat
11-24-79	American	B-727	San Antonio/El Paso	1 M	S	Knife & Alleged Explosive	Iran
01-25-80	Delta	L-1011	Atlanta/New York	1 M	S	Gun & Alleged Explosive	Cuba
04-09-80	American	B-727	Ontario/Chicago	1 M	AA	Gun	Cuba
04-14-80	Continental	B-727	Denver/Ontario	1 M	S	Knife	Unknown
05-01-80	PSA	B-727	Stockton/Los Angeles	1 M	AA	Gun	Iran/Political Statement

APPENDIX A - Continued

U.S. - REGISTERED AIR CARRIER HIJACKINGS CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	NO. OF HIJACKERS	HOW BOARDED AIRCRAFT	WEAPONS	DESTINATION/OBJECTIVE
07-11-80	Northwest	B-727	Seattle/Portland	1 M	S	Alleged Explosive	Extortion
07-22-80	Delta	L-1011	Miami/San Juan	1 M	S	Alleged Gun	Cuba
08-10-80	Air Florida	B-737	Miami/Key West	1 M	S	Fake Explosive	Cuba
08-13-80	Air Florida	B-737	Key West/Miami	7 M	S	Incendiary	Cuba
08-14-80	National	DC-10	Miami/San Juan	2 M	S	Incendiary	Cuba
08-16-80	Eastern	B-727	Miami/Orlando	6 M	S	Alleged Explosive & Incendiary	Cuba
08-16-80	Republic	DC 9	Miami/Orlando	4 M	S	Alleged Incendiary	Cuba
08-16-80	Delta	L-1011	San Juan/Miami	1 M	S	Incendiary	Cuba
08-18-80	Eastern	DC-9	Melbourne, FL/Atlanta	1 M	S	Fake Explosive	Cuba/Extortion Prisoner Rel
08-26-80	Eastern	L-1011	New York/Miami	3 M	S	Incendiary	Cuba
08-29-80	Braniff	DC-8	Lima, Peru/Los Angeles	168 P	AA	Force	Immigrate to United States
09-08-80	Eastern	B-727	New York/Tampa	1 M	S	Alleged Incendiary	Cuba
09-12-80	Eastern	B-727	Newark/Miami	1 M	S	Fake Explosive	Cuba
09-13-80	Delta	B-727	New Orleans/Atlanta	2 M	S	Incendiary	Cuba
09-14-80	Eastern	B-727	Tampa/Miami	1 M	S	Alleged Explosive	Cuba
09-17-80	Delta	B-727	Atlanta/Columbia, SC	2 M	S	Incendiary	Cuba
10-25-80	Continental	B-727	Miami/Houston	1 M	S	Fake Incendiary & Alleged Explosive	Cuba
02-05-81	Eastern	L-1011	New York/San Juan	1 M	S	Alleged Explosives	Cuba
03-05-81	Continental	B-727	Los Angeles/Phoenix	1 M	S	Gun & Alleged Explosive	Extortion
04-10-81	Eastern	A-300	New York/Miami	1 M	S	Incendiary	Cuba
07-10-81	Eastern	L-1011	Chicago/Miami	2 M	S	Alleged Incendiary	Cuba
10-05-81	USAir	BAC-111	Albany/Buffalo	1 M	S	Alleged Explosive	USSR
10-23-81	American	DC-10	San Juan/New York	1 M	S	Alleged Explosive	Quebec
12-05-81	TWA	B-707	Cleveland/New York	1 M	AA	Alleged Gun & Explosive	Unknown
02-02-82	Air Florida	B-737	Miami/Key West	1 M	S	Alleged Incendiary	Cuba
02-13-82	Braniff	B-727	Amarillo, TX	1 M	AA	Threat of Physical Force	Unknown
03-01-82	United	B-727	Chicago/Miami	1 M	S	Incendiary	Cuba
04-05-82	Delta	B-727	Chicago/Miami	3 M	S	Incendiary	Cuba
06-23-82	Henson	DHC-7	Staunton, VA	1 F	AA	Alleged Gun	Unknown
07-22-82	Marco Island	M-404	Miami/Key West	1 M & 1 F	S	Incendiary	Cuba

APPENDIX A - Continued

U.S. - REGISTERED AIR CARRIER HIJACKINGS CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	NO. OF HIJACKERS	HOW BOARDED AIRCRAFT	WEAPONS	DESTINATION/OBJECTIVE
08-16-82	Dolphin	EMB-110	Tampa/West Palm Beach	1 M	S	Fake Explosive	Cuba
10-27-82	TWA	L-1011	Los Angeles/St. Louis	1 M	S	Knife	None Stated
12-30-82	United	B-727	Chicago/Pittsburgh	1 M	S	Alleged Explosive	Washington, DC
01-07-83	Delta	B-727	Portland, ME/Boston	1 M	S	Alleged Explosive	Las Vegas
01-20-83	Northwest	B-727	Seattle/Portland	1 M	S	Alleged Explosive	Afghanistan
02-15-83	Rio Airways	DHC-7	Killeen/Dallas, TX	1 M	Passengers Not Screened	Incendiary & Gun	Cuba
05-01-83	Capitol	DC-8	San Juan/Miami	1 M	S	Alleged Explosive Incendiary & Gun	Cuba
05-12-83	Capitol	DC-8	San Juan/Miami	1 F	S	Gun (Flare)	Cuba
05-19-83	Eastern	B-727	Miami/New York	1 M	S	Alleged Explosive	Cuba
06-14-83	Eastern	A-300	Miami/New York	1 M	S	Alleged Incendiary	Cuba
07-02-83	Pan Am	B-727	Miami/Orlando	2 M	S	Incendiary	Cuba
07-07-83	Air Florida	B-737	Ft. Lauderdale/Tampa	1 M	S	Alleged Explosive	Cuba
07-17-83	Delta	B-727	Miami/Tampa	2 M & 1 F	S	Incendiary & Knife	Cuba
07-19-83	Eastern	L-1011	New York/Miami	1 M	S	Alleged Explosive	Cuba
07-21-83	Northwest	B-727	Tampa/Miami	1 M	S	Knife	Cuba
08-02-83	Pan Am	B-727	Miami/Houston	1 M	S	None	Cuba
08-04-83	Capitol	DC-8	San Juan/Miami	1 M	S	Fake Explosive, Gun & Incendiary	Cuba
08-18-83	Delta	B-727	Miami/Tampa	1 M	S	Incendiary	Cuba
09-22-83	American	B-727	New York/St. Thomas	1 M	S	Alleged Explosive	Cuba
10-15-83	Peoples Ex.	B-737	Buffalo/Newark	1 M	S	Alleged Gun	Atlantic City
11-21-83	Republic	DC-9	Detroit/Kalamazoo	1 M	S	Alleged Explosive	Chicago
02-11-84	American	B-727	Port Au Prince/New York	1 M	AA	Gun	United States/Pol. Asylum
03-27-84	Piedmont	B-737	Charlotte/Charleston	1 M	S	Alleged Explosive	Cuba/Extortion Prisoner Rel
03-28-84	Delta	B-727	New Orleans/Dallas	1 M	S	Alleged Incendiary	Cuba
11-29-84	Eastern	HP-13	Augusta/Atlanta	1 M	S	Alleged Explosive	Speak with Friends
12-31-84	American	DC-10	St. Croix/New York	1 M	S (weapon secreted on board)	Gun	Cuba
01-04-85	Pan Am	B-727	Cleveland/New York	1 F	AA	Gun	Brazil

APPENDIX A - Continued

U.S. - REGISTERED AIR CARRIER HIJACKINGS CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	NO. OF HIJACKERS	HOW BOARDED AIRCRAFT	WEAPONS	DESTINATION/OBJECTIVE
01-18-85	Eastern	A-300	Newark/Miami	1 M	S	Fake Explosive	Cuba
06-14-85	TWA	B-727	Athens/Rome	2 M	S	Explosives & Gun	Beirut/Rel of Prisoners
11-19-85	America West	B-737	Phoenix/Ontario	1 M	AA	Alleged Explosive	Unknown
02-05-86	Delta	L-1011	Ft. Lauderdale/Dallas	1 M	S	Knife	Police Protection
03-14-86	Delta	DC-9	Dallas	1 M	AA	Gun	Suicide
05-02-86	Horizon	SA-227	Eugene/Portland	1 M	AA	Alleged Incendiary & Gun	Phoenix
09-05-86	Pan Am	B-747	Karachi/Frankfurt	4 M	AA	Explosive & Gun	Cyprus/Rel of Prisoners

APPENDIX B

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
02-13-77	THY (Turkey)	DC-9	Istanbul/Izmir, Turkey	Yugoslavia
03-14-77	Iberia	B-727	Barcelona/Palma de Mallorca, Spain	Unknown
03-17-77	All Nippon Airways	B-727	Chitose/Sendai, Japan	Unknown
03-17-77	All Nippon Airways	B-727	Tokyo/Sendai, Japan	Unknown
03-19-77	THY	B-727	Diyarbakir/Ankara, Turkey	Beirut
04-24-77	LOT (Poland)	TU-134	Krakow, Poland/Nuremburg, FRG	Unknown
04-25-77	Ethiopian Airlines	DC-3	Mekele/Gonder, Ethiopia	Unknown
05-02-77	Iberia	Unknown	Madrid, Spain/Rome, Italy	Unknown
05-26-77	Aeroflot	AN-24	Donetsk/Riga, USSR	Sweden
06-05-77	MEA (Lebanon)	B-707	Beirut, Lebanon/Baghdad, Iraq	Kuwait
06-18-77	Balkan Airlines	AN-24	Vidin/Sofia, Bulgaria	Belgrade, Yugoslavia
06-21-77	LAN (Chile)	B-727	Antofagasta/Santiago, Chile	Mendoza, Argentina
06-28-77	Lufthansa	B-727	Frankfurt, FRG/Istanbul, Turkey	Munich, FRG
06-29-77	Gulfair	VC-10	London, UK/Dubai, UAE/Muscat, Oman	Qatar
07-05-77	Ladeco	B-727	Arica/Santiago, Chile	Cuba/Political Asylum
07-08-77	Kuwait Airways	B-707	Beirut, Lebanon/Kuwait, Kuwait	Syria
07-10-77	Aeroflot	TU-134	Petrozavodsk/Leningrad, USSR	Finland
08-12-77	Air France	A-300	Nice, France/Cairo, Egypt	Libya
09-05-77	Garuda (Indonesia)	DC-9	Jogjakarta/Surabaya/East Java, Indonesia	Unknown
09-28-77	Japan Airlines	DC-8	Bombay, India/Tokyo, Japan	Dacca, Bangladesh/Prisoner Release and Extortion
09-30-77	Air International	Caravelle	Paris/Lyon, France	Paris/Political Statement
10-11-77	Czechoslovak Airlines	YAK-40	Karlovy Vary, GDR/Prague, Czechoslovakia	FRG/Political Asylum
10-13-77	Lufthansa	B-737	Palma de Mallorca, Spain/Frankfurt, FRG	Mogadishu, Somalia
10-18-77	LOT	AN-24	Katowice/Warsaw, Poland	Vienna, Austria
10-28-77	Air Vietnam	DC-3	Ho Chi Minh City, Vietnam/Phy Quoc Is, Thailand	Singapore
12-04-77	Malaysian Airlines	B-737	Penang/Kuala Lumpur, Malaysia	Singapore
01-18-78	SAETA (Ecuador)	Caravelle	Quito/Guayaquil, Ecuador	Cuba
01-20-78	PIA (Pakistan)	Fok-27	Sukkur/Karachi, Pakistan	India/Extortion
02-06-78	Czechoslovak Airlines	TU-134	East Berlin, GDR/Prague, Czechoslovakia	FRG/Political
03-02-78	PIA	B-747	Islamabad/Karachi, Pakistan	Unknown
03-09-78	China Air	B-737	Kaohsiung, Taiwan/Hong Kong	People's Republic of China
05-06-78	Aeroflot	Unknown	Ashkhabad/Mineralnyye Vody, USSR	Another Country
05-10-78	Czechoslovak Airlines	IL-18	Prague/Brno, Czechoslovakia	FRG/Political Asylum
05-11-78	Avianca	B-727	Santa Marta/Bogota, Colombia	Aruba
05-16-78	Aero Mexico	DC-9	Torrean/Mexico City, Mexico	Public Statement
05-17-78	Czechoslovak Airlines	YAK-40	Brno/Prague, Czechoslovakia	Unknown
05-29-78	Czechoslovak Airlines	YAK-40	Brno/Karlovy Vary, Czechoslovakia	FRG

APPENDIX B - Continued

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
08-06-78	KLM	DC-9	Amsterdam, Netherlands/Madrid, Spain	Algiers
08-30-78	LOT	TU-134	Gdansk, Poland/East Berlin, GDR	West Berlin/Political Asylum
09-30-78	FINNAIR	Caravelle	Oulu/Helsinki, Finland	Extortion
10-22-78	TAP (Portugal)	B-727	Lisbon/Madiera Island, Portugal	Morocco
11-??-78	Aeroflot	Unknown	Krasnodar/Bakv, USSR	Another Country
12-20-78	Indian Airlines	B-737	Patna/New Delhi, India	Varanasi, India Political Statement
01-12-79	Tunis Air	B-727	Tunis/Diurba Island, Tunisia	Malta/Prisoner Release and Political Asylum
01-16-79	MEA	B-707	Beirut, Lebanon/Amman, Jordan	Cyprus/Return of Moslem Leader Musa Sadr
02-27-79	Aeroflot	TU-154	Oslo, Norway/Stockholm, Sweden/Moscow, USSR	Unknown
06-08-79	Trans Australia	DC-9	Coolangatta/Brisbane, Australia	Unknown
07-09-79	Condor Aerovias Nac.	Fair-27	Tulcan/Quito, Ecuador	Costa Rica
07-25-79	Biman Bangladesh	Fok-27	Jessore/Dacca, Bangladesh	Jessore, Bangladesh/Extortion
08-05-79	Iberia	DC-9	None. On the ground, Canary Islands	Geneva/Political Asylum
08-24-79	Libyan Arab Airlines	B-727	Benghazi/Tripoli, Libya	Cyprus/Political Asylum
09-07-79	Alitalia	DC-8	Beirut, Lebanon/Rome, Italy	Cuba/Return of Moslem Leader Musa Sadr
09-12-79	Lufthansa	B-727	Frankfurt/Cologne, FRG	Unknown/Public Statement
10-16-79	Libyan Arab Airlines	Fok-27	Hon/Tripoli, Libya	Switzerland/Public Statement
11-13-79	Japan Airlines	DC-10	Osaka/Tokyo, Japan	USSR
01-14-80	Alitalia	DC-9	Rome, Italy/Tunis, Tunisia	Tripoli, Libya/Prisoner Release Political Asylum
01-18-80	MEA	B-720	Beirut, Lebanon/Larnaca, Cyprus	Iran/Return of Moslem Leader Musa Sadr
01-28-80	MEA	B-720	Baghdad, Iraq/Beirut, Lebanon	Return of Moslem Leader Musa Sadr
01-30-80	Interflug	IL-18	Erfurt/Berlin, GDR	Unknown
02-29-80	Empresa Ecuatoriana	B-707	Guayaquil, Ecuador/Mexico City, Mexico	Unknown
03-10-80	MEA	B-707	Amman, Jordan/Beirut, Lebanon	Return of Moslem Leader Musa Sadr
03-20-80	Aeroflot	TU-134	Baku/Yerevan, USSR	Turkey
05-06-80	TAP	B-727	Lisbon/Faro, Portugal	Madrid/Extortion
06-30-80	Aerolinas	B-737	Mar Del Plata/Buenos Aires, Argentina	Mexico/Extortion
07-12-80	Philippine Airlines	B-727	Manila/Cebu, Philippines	Libya/Extortion
07-24-80	Kuwait Airways	B-737	Beirut, Lebanon/Kuwait, Kuwait	Dubai/Extortion

APPENDIX B - Continued

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
10-13-80	THY	B-727	Istanbul/Ankara, Turkey	Tehran, Iran
11-06-80	AVENSA (Venezuela)	DC-9	Caracas/Puerto Ordaz, Venezuela	Cuba
11-12-80	ARCO (Uruguay)	Convair	Colonia, Uruguay/Buenos Aires, Argentina	Cuba
12-04-80	LOT	AN-24	Zielena Gora/Warsaw, Poland	West Berlin/Political Asylum
12-05-80	Aerpostal	DC-9	Porlamar/Caracas, Venezuela	Higuerote, Venezuela/Robbery
12-15-80	Avianca	B-727	Bogota/Pereira, Colombia	Cuba
01-10-81	LOT	AN-24	Katowice/Warsaw, Poland	Political Asylum
02-06-81	Avianca	B-727	Bucaramanga/Cucuta, Colombia	Unknown
03-02-81	PIA	B-720	Karachi/Peshawar, Pakistan	Kabul/Prisoner Release
03-27-81	SAHSA (Honduras)	B-727	Tegucigalpa/San Pedro Sula, Honduras	Managua/Prisoner Release
03-28-81	Garuda (Indonesia)	DC-9	Palembang/Medan, Indonesia	Penang, Malaysia
05-02-81	Aer Lingus (Ireland)	B-737	Dublin, Ireland/London, U.K.	Tehran/Religious
05-24-81	THY	DC-9	Istanbul/Ankara, Turkey	Burgas, Bulgaria/Prisoner Release and Extortion
07-21-81	LOT	AN-24	Katowice/Gdansk, Poland	West Berlin/Political
08-05-81	LOT	T-Prop	Katowice/Gdansk, Poland	Unknown
08-11-81	LOT	AN-24	Katowice/Gdansk, Poland	West Berlin/Political
08-22-81	LOT	AN-24	Wroclaw/Warsaw, Poland	West Berlin/Political
09-18-81	LOT	AN-24	Katowice/Warsaw, Poland	West Berlin/Political
09-22-81	LOT	AN-24	Warsaw/Koszalin, Poland	West Berlin/Political Asylum
09-26-81	JAT (Yugoslavia)	B-727	Titograd/Dubrovnik/Belgrade, Yugoslavia	Israel
09-29-81	Indian Airlines	B-737	New Delhi/Amritsar, India	Lahore/Prisoner Release and Separate Sikh State
09-29-81	LOT	AN-24	Warsaw/Szczecin, Poland	West Berlin
10-29-81	SANSA	C-212	Quepos/San Jose, Costa Rica	San Miguel, El Salvador Prisoner Release and Public Statement
11-26-81	Air India	B-707	Mahe Island, Seychelles/Bombay, India	Durban, South Africa/Escape Fighting at Seychelles Airport
12-07-81	Aerpostal	DC-9	Caracas/Puerto Ordaz, Venezuela	Cuba/Extortion/Prisoner
12-07-81	Aerpostal	DC-9	Caracas/Barcelona, Venezuela	Cuba/Extortion/Prisoner
12-07-81	AVENSA	B-727	Caracas/San Antonio Detachira, Venezuela	Cuba/Extortion/Prisoner
12-07-81	Libyan Arab Airlines	B-727	Zurich, Switzerland/Tripoli, Libya	Beirut/Return of Moslem Leader Musa Sadr
01-07-82	Aerotal	B-727	Santa Marta/Barranquilla, Colombia	Aruba/Prisoner Release
01-27-82	Aerotal	B-727	Bogota/Pereira, Colombia	Cuba/Political Statement
02-24-82	Kuwait Airways	B-707	Beirut, Lebanon/Kuwait, Kuwait	Iran/Return of Moslem Leader Musa Sadr
02-26-82	Air Tanzania	B-737	Mwanza/Kiliman Jara, Tanzania	Stansted, U.K./Resignation of Tanzanian President

APPENDIX B - Continued

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
04-28-82	ANHSA	DASH-7	La Ceiba/San Pedro Sula, Honduras	Cuba/Prisoner Release and Extortion
04-30-82	LOT	AN-24	Wroclaw/Warsaw, Poland	West Berlin/Political Asylum
05-10-82	Aeronica	C-46	Blue Fields/Corn Islands, Nicaragua	Limon, Costa Rica/Political Asylum
05-19-82	Aero Del Guaviare	Unknown	Unknown	Cuba
05-21-82	Philippine Airlines	BAC-111	Bacolod/Cebu, Philippines	Government Reform and Extortion
05-27-82	Royal Air Maroc	B-727	Damascus/Beirut/Athens/Casablanca	Tunis/Government Reform
06-09-82	LOT	Unknown	Katowice/Warsaw, Poland	West Berlin
06-30-82	Alitalia	B-747	New Delhi, India/Bangkok, Thailand	Reunite with Wife and Child
07-25-82	CAAC	IL-18	Xian/Shanghai, China	Taiwan
08-04-82	Indian Airlines	B-737	New Delhi/Amritsar, India	Lahore/Talk to Sikh Leaders
08-20-82	Indian Airlines	B-737	Jodhpur/New Delhi, India	Lahore/Political Reform and Extortion
08-25-82	LOT	IL-18	Budapest, Hungary/Warsaw, Poland	Munich/Political Asylum
09-25-82	Alitalia	B-747	Algiers, Algeria/Rome, Italy	Tripoli, Libya
10-14-82	Balkan Airlines	TU-134	Burgas, Bulgaria/Warsaw, Poland	FRG
11-07-82	Aeroflot	AN-24	Novorossiysk/Odessa, USSR	Turkey/Political Asylum
11-22-82	LOT	AN-24	Wroclaw/Warsaw, Poland	West Berlin/Political Asylum
11-27-82	MALEV (Hungary)	TU-154	Warsaw, Poland/Budapest, Hungary	West Berlin
01-18-83	Thai Airline	Shorts 330	Phitsanulok/Chiang Mai, Thailand	Chiang Mai, Thailand
01-20-83	Alyemda	B-707	Aden, Yemen/Kuwait, Kuwait	Djibouti
02-13-83	Trans-Australia	A-300	Perth/Melbourne, Australia	Adelaide, Australia
02-18-83	Czechoslovak Airlines	TU-134	Poprad/Prague, Czech.	Unknown
02-20-83	Libyan Arab Airlines	B-727	Sabha/Benghazi, Libya	Morocco
03-07-83	Balkan Airlines	Unknown	Sofia/Varna, Bulgaria	Turkey
04-15-83	THY	B-727	Istanbul/Izmir, Turkey	Australia
05-05-83	CAAC	Trident 2E	Shenyang/Shanghai, China	South Korea
06-22-83	Libyan Arab Airlines	B-707	Athens, Greece/Tripoli, Libya	Iran
06-24-83	Aeromexico	DC-9	Mexico City, Mexico/Miami, Florida	Cuba
07-05-83	Aeroflot	Unknown	Moscow/Tallinn, USSR	United Kingdom or Norway
07-06-83	Iran Air	B-747	Shiraz/Tehran, Iran	Iraq/Political Statement
08-27-83	Air France	B-727	Vienna, Austria/Paris, France	Tehran/Prisoner Release
09-01-83	Mexicana	B-727	Mexico City, Mexico/Miami, Florida	Tel Aviv, Israel
11-18-83	Aeroflot	TU-134	Tbilisi/Batumi, USSR	Turkey
02-03-84	Varig-Cruzeiro	A-300	San Luis/Belam, Brazil	Cuba
03-07-84	Air France	B-737	Frankfurt, FRG/Paris, France	Libya
03-22-84	British Airways	B-747	Hong King/Beijing, China	Taiwan

APPENDIX B - Continued

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
04-05-84	Saudi Arabian Airlines	DC-10	Jiddah, Saudi Arabia/Damascus, Syria	Stockholm, Sweden
06-25-84	CAAC (PRC)	Unknown	Nanchang/Fuzhou, China	Taiwan
06-26-84	Iran Air	B-727	Tehran/Bushehr, Iran	Baghdad, Iraq/Political Asylum
07-05-84	Indian Airlines	A-300	Srinagar/New Delhi, India	Lahore/Prisoner Release/Money to Repair Sikh Temple
07-21-84	MEA	B-707	Abu Dhabi, UAE/Beirut, Lebanon	Abu Dhabi, UAE
07-29-84	Aerpostal	DC-9	Caracas/Curacao, Venezuela	Curacao/Extortion
07-31-84	Air France	B-737	Frankfurt, FRG/Paris, France	Tehran/Prisoner Release
08-07-84	Iran Air	A-300	Tehran/Shiraz, Iran/Jiddah, Saudi Arabia	Paris/Political Asylum
08-10-84	Indian Airlines	Unknown	Mangalore/Bangalore, India	Unknown
08-24-84	Indian Airlines	B-737	New Delhi/Srinagar, India	Dubai, UAE/Prisoner Release
08-28-84	Iran Air	A-300	Tehran/Shiraz, Iran	Kuwait/Political Asylum
09-08-84	Iran Air	B-727	Bandar Abbas/Tehran, Iran	Abu Dhabi, UAE/Political Asylum
09-12-84	Iran Air	A-300	Tehran/Shiraz, Iran	Unknown
09-16-84	Iraqi Airways	B-737	Larnaca, Cyprus/Baghdad, Iraq	Unknown
10-02-84	LAC	DC-8	Cartagena/Bogota, Colombia	Cuba
11-05-84	Saudi Arabian Airlines	L-1011	London, U.K., Jiddah/Riyadh, Saudi Arabia	Tehran/Government Reform/Political Asylum
11-24-84	Somali Airlines	B-707	Mogadishu, Somalia/Jiddah, Saudi Arabia	Addis Ababa, Ethiopia/Prisoner Release/Political Asylum
12-04-84	Kuwait Airways	A-310	Dubai, UAE/Karachi, Pakistan	Tehran/Prisoner Release
02-07-85	Cyprus Air	B-707	Beirut, Lebanon/Larnaca, Cyprus	Prisoner Release
02-23-85	MEA	B-707	Beirut, Lebanon/Paris, France	Cyprus/Government Reform
02-27-85	Lufthansa	B-727	Frankfurt, FRG/Damascus, Syria	Vienna, Austria/Political Asylum
03-17-85	Saudi Arabian Airlines	B-737	Jiddah/Riyadh, Saudi Arabia	Unknown
03-27-85	Lufthansa	B-727	Munich, FRG/Athens, Greece	Libya
03-29-85	Lufthansa	B-737	Hamburg, FRG/London, U.K.	Hawaii
04-01-85	MEA	B-707	Beirut, Lebanon/Jiddah, Saudi Arabia	Extortion
04-26-85	China Airlines (Taiwan)	B-737	Taiwan/Kaohsiung, Thailand	Hong Kong
05-18-85	Korean Airlines	B-727	Seoul/Cheju, South Korea	North Korea
06-11-85	Alia (Jordan)	B-727	Beirut, Lebanon/Amman, Jordan	Tunis/Departure of Palestinian Guerillas from Beirut
06-12-85	MEA	B-707	Beirut, Lebanon/Larnaca, Cyprus	In Retaliation for 6/11/85 Alia Aircraft Hijacking
06-21-85	Braathens S.A.F.E. (Norway)	B-737	Trondheim/Oslo, Norway	Government Reform
06-28-85	THY	B-727	Frankfurt, FRG/Istanbul, Turkey	Unknown
07-04-85	Air Niugini	A-300	Port Moresby, New Guinea/Brisbane	Sydney, Australia
08-05-85	Iran Air	B-727	Tehran/Bandar Abbas, Iran	Unknown

APPENDIX B - Continued

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1977 - 1986

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
11-02-85	Iran Air	B-707	Bandar Abbas/Tehran, Iran	Unknown
11-10-85	Uganda	F-27	Kampala/Arwa, Uganda	Kasese, Uganda
11-23-85	Egyptair	B-737	Athens, Greece/Cairo, Egypt	Libya/Tunisia
11-25-85	Iran Asseman	Comm-500	(Unk)/Bandar Abbas, Iran	Dubai, UAE
12-19-85	Aeroflot	AN-24	Nerchinskiy Zavod/Irkutsk, USSR	Another Country
12-23-85	Iran Air	Unknown	Sirri Island/Shiraz, Iran	Unknown
12-27-85	Saudi Arabian Airlines	B-747	Karachi, Pakistan/Riyadh, Saudi Arabia	Unknown
05-03-86	China Airlines	B-747	Bangkok, Thailand/Hong Kong	Peoples Republic of China/ Political Asylum
05-20-86	Finn Air	DC-9	Oulu/Helsinki, Finland	Public Statement
05-23-86	Swiss Air	DC-10	Chicago, IL/Zurich, Switzerland	Switzerland/Produce Movies
06-07-86	Aeronica	B-727	Managua, Nicaragua/San Salvador, El Salvador	El Salvador/United States
07-05-86	Sudan Airways	B-707	Baghdad, Iraq/Khartoum, Sudan	Israel
08-28-86	LOT	TU-134	Wroclaw/Warsaw, Poland	Unknown
09-20-86	Aeroflot	TU-134	Kiev/Ufa/Nizhnevartovsk, USSR	Escape Police Custody
11-10-86	Iran Air	A-300	Tehran/Tabriz, Iran	Unknown
12-25-86	Iraqi Airways	B-737	Baghdad, Iraq/Amman, Jordan	Unknown

APPENDIX C

EXPLOSIONS ABOARD AIRCRAFT CHRONOLOGY, 1977 -1986

DATE	CARRIER	TYPE	FLIGHT PLAN	LOCATION ON AIRCRAFT	RESULT
08-18-78	Philippine Airlines	BAC-III	Cebu/Manila, Philippines	Rear lavatory	Landed safely; 1 killed, 3 injured
09-07-78	Air Ceylon	HS-748	Jaffna/Colombo, Sri Lanka	Cabin area	On ground at Colombo; No injuries
04-26-79	Indian Airlines	B-737	Trivandrum/Madras, India	Forward lavatory	Landed safely; 8 injured
11-15-79	American Airlines	B-727	Chicago, IL/Washington, DC	Mail bag in cargo hold	Minor damage/Landed safely; No injuries
09-09-80	United Airlines	B-727	Seattle, WA/Portland, OR/Sacramento, CA	Cargo hold	On ground/Minor damage; 2 injured
08-31-81	Middle East Airlines	B-720	On the ground in Beirut, Lebanon Aircraft had just arrived from Libya	Unknown	On ground at Beirut/Aircraft Destroyed; No injuries
10-13-81	Air Malta	B-737	Tripoli, Libya/Valetta, Malta/Cairo, Egypt	Baggage compartment	On ground at Cairo; 2 killed, 8 injured
12-12-81	Aeronica	B-727	Mexico City, Mexico/San Salvador, El Salvador	Rear cabin area	On ground at Mexico City; 5 injured
08-11-82	Pan Am	B-747	Tokyo, Japan/Honolulu, HI	Beneath seat cushion/Rear cabin	Landed safely in Hawaii; 1 killed, 15 injured
08-19-83	Syrian Arab Airlines	B-727	Rome, Italy/Damascus, Syria	Beneath seat in cabin area	On ground in Rome/Gutted by fire; No injuries
09-23-83	Gulf Air	B-737	Karachi, Pakistan/Abu Dhabi, UAE	Baggage compartment	Crashed; 112 killed

APPENDIX C - Continued

EXPLOSIONS ABOARD AIRCRAFT CHRONOLOGY, 1977 -1986

DATE	CARRIER	TYPE	FLIGHT PLAN	LOCATION ON AIRCRAFT	RESULT
01-18-84	Air France	B-747	Karachi, Pakistan/Dharan, Saudi Arabia	Cargo hold	Major damage/ Landed safely; No injuries
03-10-84	Union Des Transport	DC-8	Brazzaville, Congo/N'Djamena, Chad/Paris, France	Baggage compartment	On ground in Chad/ Aircraft destroyed; 24 injured
01-23-85	Lloyd Aereo Boliviano	B-727	La Paz/Santa Cruz, Bolivia	Forward lavatory	Landed safely; 1 killed
03-09-85	Royal Jordanian Airlines	L-1011	Karachi, Pakistan/ Dubai, Uae	Baggage compartment	On ground at Dubai; No injuries
06-23-85	Air India	B-747	Montreal, Quebec/London, England	Cargo hold	Crashed in ocean near Ireland; 329 killed
10-30-85	American Airlines	B-727	Austin/Dallas, TX	Baggage compartment	On ground at Dallas No injuries
04-02-86	TWA	B-727	Rome, Italy/ Athens, Greece/ Cairo, Egypt	Cabin area	Near Athens/ Landed safely; 4 killed, 9 injured
05-03-86	Air Lanka	L-1011	Colombo, Sri Lanka	Cargo hold	On ground at Colombo; 16 killed, 41 injured
10-26-86	Thai Airways	A-300	Bangkok, Thailand/Manila, Philippines/ Osaka, Japan	Rear lavatory	Landed in Osaka; 62 injured

APPENDIX D

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1986

16 January

EXPLOSION AT AIRLINE OFFICES IN ABU DHABI, UAE

A small explosion damaged a building housing a number of commercial establishments including the offices of Syrian Arab Airlines and South Yemen's national carrier, Alyemda Democratic Yemen Airlines. The blast shattered the plate glass front windows of the offices but caused no injuries. Reportedly the blast was the result of a timed explosive device.

23 January

EXPLOSION AT PAKISTAN INTERNATIONAL AIRLINES OFFICE, PESHAWAR, PAKISTAN

At approximately 11 a.m. local time, a powerful explosion occurred in the ticketing section of the Pakistan International Airlines office in Peshawar, Pakistan. The blast triggered a fire and resulted in severe damage to the building. Three persons were killed and 29 were injured by the blast. No organization has claimed responsibility for this action.

2 February

PASSENGER SHOT ABOARD SALVADORAN JETLINER IN GUATEMALA

A bullet tore through the fuselage of a Salvadoran jetliner while waiting to take off in Guatemala for Los Angeles, piercing a passenger's skull. A spokesman for TACA International Airlines, El Salvador's national carrier, stated that the critically wounded passenger was the brother of the airline's vice president.

5 February

ATTEMPTED HIJACKING OF DELTA FLIGHT 139 AT DALLAS FT.-WORTH AIRPORT

Delta Flight 139, an L-1011 with 211 passengers and 11 crew, was taxiing towards the terminal at Dallas Ft.-Worth International Airport when a male passenger ran to the forward cabin area from the back of the aircraft, grabbed a male flight attendant, and placed a pocketknife with a 3-inch blade to his throat. The passenger, subsequently identified as Ralph Adolphus HUGHES, had boarded the aircraft at Ft. Lauderdale, Florida, after going through normal preboard screening. HUGHES stated that he was hijacking the aircraft and demanded access to the cockpit. He also claimed to have a hand grenade. During the first hours of negotiations,

HUGHES allowed all the passengers to deplane and demanded that he be provided police protection for himself and his family from what he described as "Mafia hit men." He never said where he wanted the aircraft to go. After about two hours of negotiations, the flight attendant being held by HUGHES managed to escape from his grasp and HUGHES was overpowered by FBI agents. No grenade or explosive device was found. HUGHES was arrested and charged with air piracy and interference with a flight crewmember but was subsequently found not guilty by reason of insanity. There were no injuries during the hijacking.

14 February

EXPLOSIVE DEVICE FOUND AT AEROFLOT OFFICE IN BRUSSELS, BELGIUM

A homemade bomb was found at the office of the Soviet airline Aeroflot in Brussels, Belgium. An employee found the suspicious package while emptying the mailbox soon after the office had opened for business. Military bomb experts were called to the scene where they safely defused the bomb. No group or organization has claimed responsibility for planting the bomb.

11 March

HELICOPTER DESTROYED BY GUERRILLAS NEAR ARAUCA, COLOMBIA

A helicopter owned by Compania Aeroexpreso of Bogota, Colombia, was seized by members of the Colombian guerrilla organization, National Liberation Army, while it was on the ground near Arauca, in northeastern Colombia. The pilot was allowed to go free, but the helicopter was set afire and apparently totally destroyed.

14 March

ATTEMPTED HIJACKING OF DELTA FLIGHT 655 AT DAYTONA BEACH, FLORIDA

Delta Flight 655, a DC-9, had just arrived at Daytona Beach Airport from Atlanta, Georgia, and was preparing for a return flight. The hijacker, Martin Earl MITCHELL, apparently gained access to the air operations area (AOA) through a gate in the baggage claim area used by the deplaning passengers. MITCHELL had not gone through any form of preboard screening. He ran on to the AOA and confronted the Delta ramp supervisor with a .25 caliber pistol and said that he "wanted the plane." He then ordered all the crew off the aircraft, except for the first officer, and then had the aircraft taxi out to the runway. MITCHELL said that he wanted "to take the plane straight up and then straight down," apparently to commit suicide. A police officer, in an attempt to immobilize the aircraft, shot out one of the tires. The ramp

supervisor negotiated with MITCHELL by radio and MITCHELL subsequently surrendered his weapon to the first officer and had him taxi the aircraft back to the terminal. MITCHELL was arrested and charged with air piracy. There were no injuries during the hijacking.

2 April

BOMB EXPLOSION ABOARD TWA JET EN ROUTE FROM ROME, ITALY TO ATHENS, GREECE

An explosion occurred aboard TWA Flight 840, a B-727 aircraft carrying 115 passengers and 7 crewmembers, while en route from Rome, Italy, to Athens, Greece. The blast was the result of a device comprised of plastic explosives which was planted beneath the cushion of seat 10F in the cabin of the aircraft. The device detonated during the approach to Athens and created a hole four feet in diameter in the right side of the fuselage, just forward of the wing.

Due to the force of the explosion and the subsequent rapid decompression of the cabin, four passengers (two women, one man and one infant - all Americans) were sucked out of the aircraft and killed. Nine other passengers, including five Americans, were injured by shards of metal and broken glass flying through the cabin. The aircraft landed in Athens without further incident.

7 April

BOMB EXPLOSION AT NORTHWEST AIRLINES OFFICE IN STOCKHOLM, SWEDEN

A small explosive device, concealed in a backpack, detonated in front of the Northwest Airlines office in Stockholm, Sweden. The explosion caused minimal damage to the facade of the building, and there were no injuries reported. There was no claim of responsibility.

9 April

CAR BOMB EXPLOSION IN FRONT OF SABENA OFFICE, BEIRUT, LEBANON

A powerful car bomb explosion occurred in front of the office of the Belgian airline Sabena in Beirut, Lebanon. Reportedly, the blast killed approximately 12 passers-by and injured several Lebanese employees of Sabena Airlines. No group claimed responsibility.

10 April

BOMB EXPLOSION AT AIR FRANCE AIRLINES OFFICE IN LISBON, PORTUGAL

An early morning explosion demolished the facade of the Air France office in Lisbon and shattered windows in nearby buildings, including the TWA office about 20 yards away. An anonymous caller, purporting to be from the extreme left-wing French group "Direct Action," claimed responsibility for the blast. Reportedly, the caller stated the action was taken to protest French ties with the United States and to express the group's solidarity with the Libyan Government. There were no reported casualties.

17 April

SUITCASE BOMB DISCOVERED AT HEATHROW AIRPORT, LONDON UK

A suitcase bomb was discovered at Heathrow Airport by El Al security staff while conducting routine security checks of passengers waiting to board an El Al B-747 aircraft for Tel Aviv, Israel. The device, a time bomb, was set to explode during mid-flight of the scheduled trip. The female passenger carrying the suitcase was duped into transporting the bomb by her Arab boyfriend who was later arrested by British authorities.

24 April

BOMB EXPLOSION AT BRITISH AIRWAYS OFFICE, LONDON, UK

An early morning explosion caused extensive damage to a British Airways office and nearby stores in London. Reportedly, the bomb was hidden among bags of garbage outside the office which also houses counters for American Airlines and American Express. A woman standing about 100 yards away was knocked down by the blast. An Arab organization calling itself "Continuous Revolution" claimed responsibility.

25 April

EXPLOSIVE DEVICE DISCOVERED ABOARD PAN AM AIRCRAFT IN ISTANBUL, TURKEY

A device commonly known as an "artillery simulator," which is used in military exercises, was found aboard Pan Am Flight 90, a B-727, in Istanbul, Turkey. The device was carried by a U.S. soldier from Ft. Bragg, North Carolina, in his carry-on baggage and was subsequently found in a seat pocket of the aircraft.

25 April

**SAUDI ARABIAN AIRLINES AND KUWAIT AIRWAYS
OFFICES ATTACKED IN VIENNA, AUSTRIA**

The front door of the office of Saudi Arabian airline, Saudia, was blown off with a hand grenade, and a second, unexploded grenade was found taped to the door of Kuwait Airways. Both airline offices were in a building in which Saudia occupies the seventh floor and Kuwait Airways the sixth. There were no reported injuries and no one claimed responsibility.

28 April

**HIJACKING OF GENERAL AVIATION AIRCRAFT,
DUNSMUIR, CALIFORNIA**

A Cessna-210 aircraft owned by Reno Flying Service was hijacked by a lone male as the aircraft completed its chartered flight from Reno, Nevada, to Dunsmuir, California. Upon landing at Dunsmuir, the hijacker, who was the only passenger aboard, drew a .25 calibre automatic pistol and ordered the pilot off the aircraft. He then took control of the aircraft and took off. The hijacker was later arrested near Ft. Bragg, California.

1 May

**EXPLOSIVES FOUND AT SCHIPHOL AIRPORT IN
AMSTERDAM, THE NETHERLANDS**

A Japanese national who resided in Athens, Greece, was arrested by Dutch authorities after components of an explosive device were discovered in his luggage at Schiphol Airport in Amsterdam. Concealed in the suitcase in separate containers were approximately one kilogram of explosives (possibly TNT) and several primers. Reportedly, the individual arrived in Amsterdam from Belgrade, Yugoslavia, via Yugoslav's national carrier JAT. The suspect indicated his objective was to attack Americans or Israelis in The Netherlands.

2 May

**HIJACKING OF HORIZON AIR FLIGHT 2318 EN ROUTE
FROM MEDFORD, OREGON TO PORTLAND, OREGON**

Horizon Air Flight 2318, a Swearingen Metroliner SA-227 commuter aircraft, was en route from Medford, Oregon, to Portland, Oregon, with 13 passengers and two crew when, approximately 10 minutes into the flight, a male passenger approached the pilot and pressed a hard object, later determined to be the neck of a wine bottle, into his back. He demanded that the aircraft be turned towards the south and said that he also

had an incendiary device. The passenger, Douglas B. THOMAS had boarded the aircraft without a ticket and, without being challenged. He scaled a 4-foot fence around the general aviation area at the Medford Airport and walked the quarter of a mile to the aircraft. THOMAS agreed to let the aircraft land at the Portland-Hillsborough Airport to refuel and there he demanded water, four parachutes, and maps of the Phoenix, Arizona, area. During negotiations on the ground, THOMAS finally allowed all of the passengers and crew, except for the pilot, to deplane; however, the pilot was able to escape from the aircraft with the last of the deplaning passengers and THOMAS was left on board alone. Approximately an hour later THOMAS surrendered to FBI agents, was arrested, and charged with air piracy and interference with a flight crew. No weapons or incendiary devices were found on the aircraft. On June 2, 1986, THOMAS committed suicide in his jail cell while awaiting trial. There were no injuries during the hijacking.

3 May

HIJACKING OF TAIWANESE CHINA AIRLINES CARGO AIRCRAFT

A China Airlines (Taiwan) B-747 cargo plane was hijacked by the pilot while on a scheduled flight from Bangkok, Thailand, to Hong Kong. The pilot, Wang XIJUE, allegedly threatened the co-pilot with an ax and subsequently handcuffed him. The third crewmember, the flight mechanic, entered the cockpit and struggled with the pilot but was unable to overpower him. The pilot flew the aircraft to Guangzhou in the Peoples Republic of China (PRC) where he surrendered to PRC authorities and apparently requested political asylum. Evidently the pilot hijacked the aircraft to be reunited with family members in the PRC, where he remained. The other two crewmembers and the aircraft were returned to Taiwan. There were no injuries during the hijacking.

8 May

BOMB EXPLOSION ABOARD AN AIR LANKA JET IN COLOMBO, SRI LANKA

An explosion occurred aboard an Air Lanka L-1011 Tri-Star aircraft as the plane was boarding passengers at Colombo's International Airport in preparation for a flight to Male in the Maldiv Islands. The blast ripped the tail section from the fuselage and shattered glass panes in the terminal building. There were 16 persons killed and 41 injured out of the estimated 111 passengers aboard the aircraft at the time of the explosion. The authorities later arrested a suspect, a Customs employee who belonged to a Tamil separatist group and who is believed to have placed the bomb in the cargo hold of the aircraft. The flight was running 15 minutes behind the scheduled take-off time, and it is believed that the device was meant to explode while the aircraft was in flight.

8 May

SUITCASE EXPLOSION AT SANTORINI AIRPORT IN GREECE

A suitcase which arrived at Santorini Airport, an island off the Greek coast, from Munich, FRG, was found to contain flares and various other explosive/incendiary-type material. The suitcase was aboard an Olympic B-737 aircraft chartered by a West German travel agency. A Customs officer found items which resembled flares during an inspection. There was an explosion and the officer holding the items was injured. The aircraft was searched with no other items found.

13 May

BRITISH AIRWAYS OFFICE BOMBED IN BOGOTA, COLOMBIA

A series of bombing attacks staged in Bogota, Colombia, resulted in heavy damage to the British Airways office as well as minor damage to the American-owned Coca-Cola and Intercor companies. The leftist group M-19 reportedly claimed responsibility for the attacks reportedly in retaliation for the April 15, 1986, U.S. bombing raids against Libya, which had received British logistics support.

20 May

HIJACKING OF FINN AIR FLIGHT 509 IN OULU, FINLAND

A man with a pistol, later determined to be a starter's pistol, forced his way aboard Finnair Flight 509, a DC-9 aircraft, at Oulu, Finland, as it was preparing for departure to Helsinki with 95 passengers and five crew members. The hijacker, Markuu J. JAERVENPAA, described as being mentally disturbed, released all the passengers within a half hour but continued to hold the crewmembers.

JAERVENPAA did not state a destination for the aircraft but demanded that a television crew be brought aboard the aircraft to publicize a statement about the treatment of psychiatric patients in Finland. Police officers, disguised as television crewmembers, boarded the aircraft and apprehended the hijacker. There were no injuries during the incident.

22 May

GRENADE EXPLOSION AT DON MAUNG INTERNATIONAL AIRPORT IN BANGKOK, THAILAND

A hand grenade was hurled at an entrance to Bangkok's Don Maung International Airport during the predawn hours of May 22, 1986. Reportedly, the attacker, wearing olive-green army fatigues, fled the scene after getting into a waiting car. Three people were injured in the attack. The reason for the attack is unknown.

23 May

HIJACKING OF SWISSAIR FLIGHT 125 AT O'HARE AIRPORT, CHICAGO, ILLINOIS

While passengers were boarding Swissair Flight 125, a DC-10 flying from O'Hare International Airport to Zurich, Switzerland, a man with a knife ran past the gate attendant, down the jetway, and onto the aircraft where he grabbed a female passenger and held the knife to her throat. The hijacker, Georgi Jordanov DINEV, was not ticketed on the flight and the knife was later determined to be a pocketknife. He shouted in broken English that he wanted to go to Switzerland and, in later interviews, said that he wanted to seek help there in having his films produced. After approximately 25 minutes of negotiations, the hijacker released the female passenger he was holding hostage and surrendered his knife to the police. He was arrested and charged with air piracy and is currently undergoing psychiatric evaluation pending a mental competency hearing. The hostage was injured in the incident.

27 May

SAUDI AIRLINES OFFICES BOMBED IN KARACHI, PAKISTAN

Three offices of the Saudi Arabian national airlines, Saudia, were bombed resulting in extensive damage to the offices and the injury of one person by flying glass. The bombs were left in bags outside the airline offices and detonated within a 20-minute timeframe. There were no claims of responsibility.

27 May

PAN AM OFFICE BOMBED IN KARACHI, PAKISTAN

A bomb exploded outside the Pan Am office in the Taj Mahal Hotel killing one security guard and injuring four other persons. There were no claims of responsibility for this attack. On the same evening, there were three other bombings that occurred at three separate Saudia offices. All four explosions occurred within a 20-minute timeframe. It is possible that Pan Am was not one of the intended targets since another Saudia office that escaped attack is close to the Pan Am office.

30 May

CONSPIRACY TO COMMIT SABOTAGE AGAINST AN AIRCRAFT DEPARTING A U.S. AIRPORT, MONTREAL, CANADA

A joint operation in Montreal involving the Canadian authorities and an undercover FBI agent unveiled a conspiracy by members of a Sikh fundamentalist group, the Babbar Khalsa, to blow up a plane leaving from a U.S. airport. Information regarding the specific aircraft and

airport targeted within the United States is uncertain, but it is believed the targets involved an Air India jet departing from JFK International Airport in New York. Two Sikhs, among five who were originally charged, were convicted on December 23, 1986, in a Canadian court of conspiring to murder passengers by blowing up an aircraft. Charges against the other three were withdrawn. On January 28, 1987, the two were sentenced to life imprisonment, the maximum sentence allotted.

7 June

ATTEMPTED HIJACKING OF NICARAGUAN AERONICA FLIGHT 726 AT MANAGUA, NICARAGUA

Shortly before the scheduled departure of the Nicaraguan-registered Aeronica Flight 726, a B-727 with 68 passengers aboard and an undetermined number of crewmembers, from Sandino Airport in Managua to San Salvador, El Salvador, and on to Mexico City, Mexico, a male youth with a pistol seized control of the aircraft. The youth, Lacayo Jose M. MARTINEZ, who was described as a juvenile delinquent in the press, reportedly jumped from the airport terminal observation platform onto the air operations area and ran to the aircraft. The hijacker also claimed to have a hand grenade, which was never substantiated, and threatened to kill some of the passengers unless he was flown to El Salvador and then, allegedly, on to the United States. Approximately three hours after the seizure, the hijacker was overpowered by security officers who were aboard the aircraft. The hijacker was believed to have been arrested. There were no known injuries during the incident.

26 June

SUITCASE BOMB EXPLOSION AT BARAJAS INTERNATIONAL AIRPORT, MADRID, SPAIN

A suitcase bomb exploded at the El Al Airlines check-in counter at Barajas International Airport, injuring 13 people and causing extensive damage to the terminal building. The explosion occurred as passengers were checking in for El Al Flight 396 to Tel Aviv. The bomb began to smoke while the suitcase was open and was being inspected by a member of the El Al security team. A warning shout by the El Al security person alerted bystanders and probably saved lives. The individual transporting the suitcase was arrested immediately and a Palestinian associated with the Abu Musa group was later apprehended. Allegedly the Palestinian had recruited the other individual, a Spaniard, to transport the suitcase to Tel Aviv aboard El Al Flight 396. Reportedly, the Palestinian duped the Spaniard into believing he was transporting illegal drugs to Tel Aviv. If the bomb had escaped detection and had the timing device functioned properly, it would have exploded two hours after takeoff when the B-767 aircraft, with 100 passengers aboard, would have been flying over Italy.

4 July

AEROPERU OFFICE BOMBED IN LIMA, PERU

On July 4, 1986, a series of at least five bombings took place in downtown Lima. One such device exploded at an office of Aeroperu, the national air carrier of Peru. It is unknown if the blast resulted in any injuries or the extent of any damage incurred. There were no claims of responsibility.

5 July

ATTEMPTED HIJACKING OF SUDAN AIRWAYS FLIGHT 259 EN ROUTE TO KHARTOUM, SUDAN

Sudan Airways Flight 259, a B-707, was on a scheduled flight from Baghdad, Iraq, to Khartoum, Sudan, with 124 passengers and an unknown number of crewmembers when a male Sudanese passenger passed a note to a flight attendant that said he would blow up the aircraft unless it was diverted to Israel. He also demanded that the contents of the note be made known to the other passengers. The pilot did relay the note to the passengers but continued on to Khartoum. The hijacker was arrested by the police and a subsequent search of the aircraft disclosed no explosives. There were no known injuries during the incident.

18 July

EASTERN AIRLINES OFFICE BOMBED IN SANTIAGO, CHILE

An apparent bomb blast in downtown Santiago caused structural damage to the offices of Eastern Air Lines but resulted in no injuries. Although no group claimed responsibility, the Manuel Rodriguez Patriotic Front (FPMR) was suspected.

22 July

BOMB FOUND AT AEROFLOT OFFICE, LIMA, PERU

A device was discovered at the office of the USSR international air carrier Aeroflot; however, it was defused by Peruvian police bomb experts before it could detonate. There were no claims of responsibility for the attack.

22 July

EXPLOSION AT EASTERN AIR LINES OFFICE, LIMA, PERU

An Eastern Air Lines office was one of several offices that were attacked by terrorists during the night in Lima. Dynamite charges were reportedly thrown at the office, in the San Isidro district, causing some damage. There were no claims of responsibility.

6 August

**BOMB EXPLODES AT LIMA INTERNATIONAL AIRPORT,
LIMA, PERU**

A low powered bomb exploded at Lima International Airport causing only minor damage and no injuries. The explosion occurred in a bathroom in the passenger boarding area of the domestic flight section. No one claimed responsibility.

6 August

**SAUDI ARABIAN AIRLINES AND KUWAIT AIRWAYS
OFFICES BOMBED IN NEW DELHI, INDIA**

The offices of Saudia, the Saudi Arabian national air carrier, and Kuwait Airways were damaged when an explosion occurred in a building housing the two airline offices. Reportedly, the bomb was placed under a staircase near the Saudia Airlines office causing damage to both airline offices on the ground floor. There were no reported injuries nor were there any claims of responsibility.

16 August

**SUDAN AIRWAYS AIRCRAFT SHOT DOWN OVER
SOUTHERN SUDAN**

A Sudan Airways twin-engine Fokker F-27 aircraft carrying 57 passengers and three crewmembers was shot down over rebel-held southern Sudan, killing all aboard. According to a Sudan news agency, the aircraft was destroyed by a surface-to-air missile (SA-7) minutes after departing the airport in Malakal, Sudan, en route for Khartoum, the capital of Sudan. It is believed that the attack was committed by rebels of the Sudanese People's Liberation Army (SPLA).

28 August

**ATTEMPTED HIJACKING OF A POLISH LOT AIRCRAFT EN
ROUTE TO WARSAW, POLAND**

A Polish LOT TU-134, flight number unreported, was on a scheduled domestic flight from Wrocław to Warsaw when a young male passenger attempted to hijack it but was subdued by security officers aboard the flight. The aircraft continued to its scheduled destination without further incident. There were no details reported on the name of the hijacker or any of his proposed demands, but the hijacker was characterized as having a history of mental illness. There were no injuries reported from the incident.

31 August

GENERAL AVIATION AIRCRAFT HIJACKED IN PERU

Two men described as Colombian drug traffickers hijacked a small aircraft shortly after taking off from the airport in Uchiza, Peru. Allegedly, the two hijackers chartered the aircraft to transport them to Tarapoto, Peru; however, approximately 15 minutes after take off, the two forced the pilot to head for a presumed clandestine airstrip located near Leticia, Colombia. After flying for three hours, the aircraft ran low on fuel and was forced to make an emergency landing on one of the Amazon River banks near the town of Nauta, Peru. The hijackers escaped into the jungle.

3 September

PREVENTED HIJACKING OF AN AMERICAN AIRLINES AIRCRAFT IN MIAMI, FLORIDA

A Latin male attempted to board American Airlines Flight 975, a B-727, scheduled from Miami, Florida, to San Juan, Puerto Rico, with two plastic Clorox bottles containing gasoline. The containers of gasoline were discovered during the routine preboard screening of passengers. The individual was taken into custody by the local airport police and later told authorities that he was dissatisfied with life in the United States and wanted to return to Cuba. He also indicated that he was working with an accomplice who avoided being apprehended. However, this information could not be verified. He was subsequently charged with attempted air piracy.

5 September

HIJACKING OF PAN AM FLIGHT 073 AT KARACHI, PAKISTAN

Shortly before dawn at Karachi International Airport, Pan Am Flight 073, a B-747 with approximately 390 passengers and 13 crewmembers en route from Bombay, India, to Frankfurt, West Germany, was boarding passengers from buses on a ramp. A van, similar to the type and color used by the airport security force, approached the aircraft from a cargo gate through which it had just passed unchallenged. In the van were four Middle Eastern men dressed like airport security personnel. They began shooting into the air and stormed aboard the aircraft. During the initial noise and confusion of the assault, the flight crew managed to escape from the aircraft through an emergency hatch in the cockpit. The hijackers subsequently demanded a flight crew to go to Cyprus to bargain for the release of other terrorists imprisoned there. Negotiations lasted nearly 17 hours during which one U.S. citizen passenger was shot and killed and his body pushed from the aircraft onto the tarmac. After dark, the aircraft's auxiliary power unit (APU), which provides power to the aircraft operating systems when

the engines are not running, failed and all of the lights in the aircraft went out. Perhaps anticipating an assault on the aircraft by security forces, the hijackers massed the passengers and crew in the center of the aircraft and began firing indiscriminately with automatic weapons and lobbing hand grenades into the mass of people. Twenty-two people were killed and approximately 125 were injured before the incident was terminated. The four hijackers, as well as one co-conspirator arrested afterwards, remain in jail in Pakistan and their trial is expected in 1988. The five men are alleged to be members of the Abu Nidal Organization.

8 September

IRAQI AIRWAYS OFFICE SEIZED IN PARIS, FRANCE

Approximately 12 ethnic Kurds armed with explosives held ten people hostage when they seized the Iraqi Airlines office in Paris. Allegedly, the seizure was staged as a protest to Iraqi army operations in the Kurdistan region of northern Iraq. The seizure ended about one hour after it began when the militant Kurds were persuaded to surrender to French authorities. There were no reported injuries.

14 September

BOMB EXPLODES AT KIMPO INTERNATIONAL AIRPORT, SEOUL, KOREA

A powerful explosion in front of the international terminal building at Kimpo International Airport killed five people and injured 29 others. Reportedly, the blast was the result of a timed explosive device concealed inside a trash can. Most of the casualties were people waiting at a nearby taxi stand.

20 September

ATTEMPTED HIJACKING OF AN AEROFLOT AIRCRAFT IN UFA, USSR

An Aeroflot TU-134, flight number unreported, was on the ground at Ufa with 76 passengers and two crewmembers aboard on a scheduled stop en route from Kiev to Nizhnevartovsk in western Siberia. Two armed men, reportedly fleeing from the police, opened fire as they tried to seize the aircraft and shot two passengers to death before both were fatally shot by security forces. Earlier the two men allegedly killed two policemen who tried to pursue them after they had commandeered a taxi and forced the driver to take them to the airport.

22 September

THREE HAND GRENADES DISCOVERED AT ESENBOGA AIRPORT, ANKARA, TURKEY.

Three unarmed hand grenades were discovered in a package at Esenboga Airport. The grenades were discovered by police after the package, which apparently had been mailed from Austria, went unclaimed.

25 September

GONINI AIRWAYS (SURINAME) GENERAL AVIATION AIRCRAFT HIJACKED IN SURINAME

A Gonini Airways Cessna aircraft was reportedly hijacked in Suriname by rebels. There is no available information indicating how the hijacking occurred. Allegedly, the rebels used the hijacked Cessna to scatter leaflets over the eastern town of Albina.

3 October

COMMERCIAL HELICOPTER HIJACKED BY GUERRILLAS IN ARAUCA, COLOMBIA

A helicopter owned by Compania Aeroexpreso in Bogota, Colombia, and doing work for Western Geophysical Service Inc., in northeastern Colombia, was hijacked by members of the National Liberation Army, a Colombian guerrilla organization. The pilot was ordered to radio a companion helicopter for assistance, and when it responded, that helicopter was also hijacked. Both pilots were then ordered to fly to a remote area where they were released. The helicopters were stripped and then totally destroyed by setting them afire.

3 October

COMMERCIAL HELICOPTER HIJACKED BY GUERRILLAS IN ARAUCA, COLOMBIA

A helicopter owned by Helitaxi Company, but doing work for Western Geophysical Service Inc., in northeastern Colombia, was hijacked by members of a Colombian guerrilla organization, the National Liberation Army. The pilot had been lured to the remote site when the pilot of another Western Geophysical Service Inc., helicopter radioed for assistance. Both pilots were then ordered to fly the helicopters to a remote site where they were released. The helicopters were stripped and then totally destroyed by setting them afire.

18 October

**SLM (SURINAMESE) AIRWAYS GENERAL AVIATION
AIRCRAFT HIJACKED IN SURINAME**

A charter aircraft belonging to Suriname Airways (SLM) was reportedly hijacked by rebels. The Twin-Otter aircraft was allegedly seized by eight armed men after it landed at Raleigh Falls, a remote inland vacation site in Suriname.

26 October

**EXPLOSION ABOARD A THAI AIRWAYS A-300 AIRCRAFT,
OSAKA, JAPAN**

Thai Airways Flight 620, en route to Osaka, Japan, from Bangkok via Manila, made an emergency landing at Osaka after a hand grenade exploded in a rear lavatory. The hand grenade was apparently smuggled aboard the aircraft in Manila by a member of a Japanese criminal organization intent on smuggling it into Japan. The grenade was apparently accidentally set off while it was being repackaged in the lavatory.

28 October

**LUFTHANSA AIRLINE OFFICES BOMBED IN COLOGNE,
WEST GERMANY**

An explosion damaged the exterior wall of a Lufthansa Airline office during the early morning hours. No one was injured. The Revolutionary Cells, a German terrorist group, claimed responsibility.

1 November

**MINERVE AIR CHARTER COMPANY OFFICE BOMBED IN
PARIS, FRANCE**

An explosion damaged the offices of Minerve Air Charter Company during the early morning hours. Responsibility for the bombing was claimed by Action Directe, a French terrorist group, in apparent reprisal for the expulsion of 101 Malians and the placing of 13 Algerian opposition figures under house arrest. No one was injured.

5 November

**HIJACKING OF A HELICOPTER, PLEASANTON,
CALIFORNIA**

An escapee from a Federal correctional facility hired a commercial helicopter and pilot in San Jose, California, and had the pilot fly to a remote area near the federal correctional institution in Pleasanton, California. The hijacker produced a pistol and commandeered the helicopter. After releasing the pilot, the hijacker flew to the nearby

correctional facility, landed inside the compound, and flew out immediately with another inmate. They then flew to a nearby secluded area and abandoned the helicopter. Both escapees were recaptured on November 15, 1986.

10 November

ATTEMPTED HIJACKING OF AN IRAN AIR AIRCRAFT EN ROUTE TO TABRIZ, IRAN

An Iran Air A-300, flight number unreported, was on a scheduled domestic flight from Tehran to Tabriz when an armed man and woman attempted to hijack the aircraft. The pair were reportedly thwarted in the attempt by security officers on the flight and the aircraft continued to its scheduled destination. There were no reported injuries.

23 November

RED CROSS (GENERAL AVIATION) HELICOPTER HIJACKED, ROME, ITALY

Two armed men hijacked a Red Cross Helicopter from a Rome hospital and forced the pilot to fly to a nearby prison where they successfully extracted two prisoners with suspected terrorist links from the courtyard into the helicopter. The pilot was then made to fly his passengers to a nearby football field where they escaped.

25 November

PRIVATE AIRCRAFT DESTROYED, GUADELOUPE

Terrorists suspected of being members of one of the hardline underground separatist groups set off 14 bombs in the early morning hours. Among other things, the bombs destroyed a small aircraft. There were no reported injuries.

25 December

ATTEMPTED HIJACKING OF IRAQI AIRWAYS FLIGHT 163 EN ROUTE TO AMMAN, JORDAN

Iraqi Air Flight 163, a B-737 with 107 passengers and an unknown number of crewmembers and security officers, was on a scheduled flight from Baghdad, Iraq, to Amman, Jordan, when at least two men attempted to hijack the aircraft shortly after it entered Saudi Arabian airspace. The hijackers were confronted by armed Iraqi security officers, a gunfight reportedly took place and at least two grenades were detonated, causing severe damage to the aircraft and some critical control elements. The aircraft crashed while attempting an emergency landing at Arar, Saudi Arabia. As a result of the shooting, explosions, and the crash, 65 people were killed and at least 42 others were injured. The number, identities, or goals of the hijackers are unknown as is the method by which the weapons and grenades were brought aboard the aircraft.

26 December

SUITCASE CONTAINING EXPLOSIVES FOUND AT BEIRUT AIRPORT, LEBANON

A suitcase containing approximately 36 kilograms (79 pounds) of a high explosive was discovered in the west parking lot at the airport. A military bomb disposal unit was called to the scene and deactivated the bomb. It had been placed approximately 75 yards from the airport security offices.

31 December

SHOTS FIRED AT UNITED AIRLINES AIRCRAFT, RALEIGH, NORTH CAROLINA

A passenger aboard United Airlines Flight 1502, a B-737 aircraft, was injured by a bullet fired from the ground into the aircraft as it approached Raleigh-Durham Airport en route from Wilmington, North Carolina. The bullet entered the underside of the aircraft and struck the passenger. A man was arrested by the FBI and later pleaded guilty to firing his hunting rifle at the aircraft.

1986

EXPLOSIVE SUBSTANCE FOUND AT BEIRUT AIRPORT, LEBANON

An individual was detained at Beirut Airport with a false-bottomed attache case containing a high explosive. The individual was attempting to board a Middle East Airlines flight to West Germany.