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Foreword

Criminal Acts Against Civil Aviation is a publication of the Federal Aviation Administration's Office of Civil Aviation Security. This document records incidents that have taken place against civil aviation aircraft and interests worldwide. *Criminal Acts* has been published each year since 1986. Incidents recorded in this report are summarized in regional geographic overviews. Feature articles focus on case histories or on specific aviation-related issues. Incidents are also sorted into one of seven categories and compared over a five-year period. In addition, charts and graphs have been prepared to assist the reader in interpreting the data. The cutoff date for information in this report is December 31, 1999.

This year's issue has undergone a number of changes, beginning with a redesigned cover. The charts which are used have been modified as well. In addition, the European and Central Eurasian maps were reconfigured to better reflect political changes of the recent past. For purposes of this publication, the European geographic area will consist of Western Europe and all Central, Eastern, and Southern European states located west of Russia. This includes the Balkan and Baltic states. The Central Eurasian geographic area now consists of Russia, the Central Asian states (Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, and Uzbekistan), and the Caucasus area (Georgia, Armenia, and Azerbaijan). Other maps are unchanged.

The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident may not be available, especially if it occurs outside the United States. While every effort has been made to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

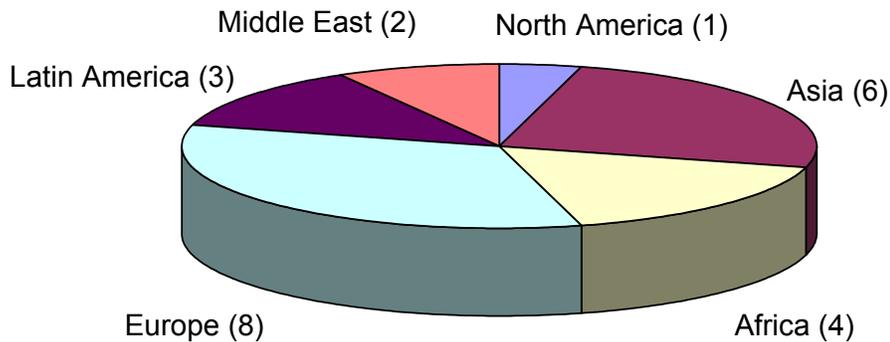
The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)), 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. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistical purposes.

The 1999 issue of *Criminal Acts Against Civil Aviation* is available on the world wide web at [HTTP://CAS.FAA.GOV/CRIMACTS](http://CAS.FAA.GOV/CRIMACTS). The 1996 through 1998 *Crimacts* reports are also available on this web site. Charts, maps, and some photos will be in color on the web site.

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1999 In Review



Incidents Against Aviation - 1999 By Region - 24 Incidents

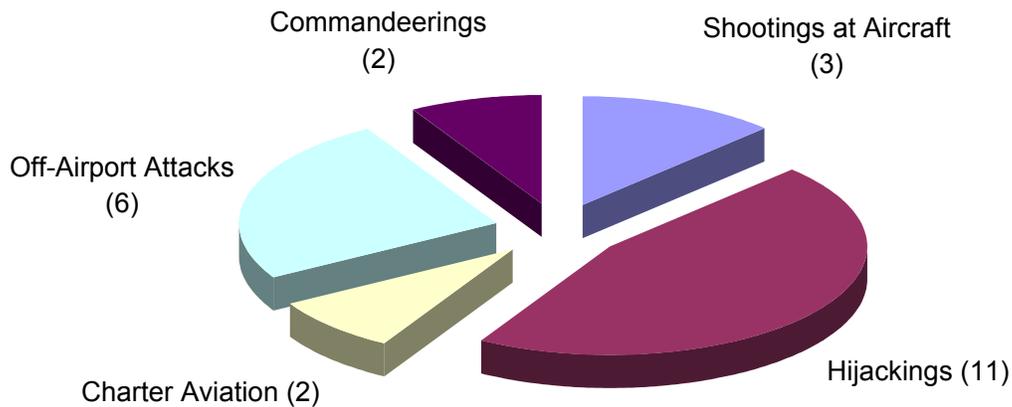
Twenty-four incidents involving attacks against civil aviation interests worldwide were recorded in 1999. This is two more incidents than the number recorded in 1998 and one more than what was recorded two years ago. The highest number of incidents in a geographic region in 1999 was recorded in Europe (eight incidents), and Asia ranked second with six incidents. The sub-Saharan Africa region accounted for four incidents, three incidents were recorded in the Latin America/Caribbean region, two incidents were recorded in the Middle East region, and one incident was recorded in North America. Only the Central Eurasian geographic area had no incidents recorded during the year. The highest percentage of incidents in 1999 (46% or eleven incidents) were hijackings.

The six incidents recorded in **Asia** in 1999 included four hijackings, a commandeering, and an off-airport facility attack. Three of the hijackings occurred on domestic flights (two in China and one in Japan). The hijackers in the Chinese incidents wanted to go to Taiwan; neither succeeded. In the Japanese hijacking, the pilot was repeatedly stabbed by the hijacker and died on the plane. This was the first instance in Japan of someone being killed during a hijacking. The fourth hijacking occurred during a flight from Nepal to India. The plane eventually was taken to Afghanistan, and the incident lasted one week. One passenger was killed during the ordeal. This incident is considered politically motivated. Other incidents in this geographical

region included a commandeering and robbery of passengers in Papua New Guinea and an attack on a Pakistan International Airlines office in India.

No incidents occurred in **Central Eurasia** during 1999.

Europe had the highest number of incidents in 1999 with four off-airport facility attacks, three hijackings, and a general aviation incident. The off-airport attacks included three firebombing incidents--two against American Airlines offices in Switzerland and one against a Turkish Airlines office in Italy. All of these are considered politically-motivated incidents. The fourth incident was an attempted bombing of an Aeroflot Airlines office in Turkey. Among the other incidents in this region, two of the three hijackings occurred aboard international flights--from Turkey to Egypt and from the Czech Republic to Germany. In the first incident the plane landed in Germany; in the second it landed at its intended destination, also Germany. The third hijacking was of a domestic flight in France. The general aviation incident involved the destruction or damage of eight aircraft and a hangar in Corsica.



Worldwide Civil Aviation Incidents - 1999 By Category

Three incidents took place in the **Latin America and the Caribbean** region during 1999. These incidents included two hijackings and an off-airport attack. The hijackings involved planes on domestic routes: one in Colombia and one in Venezuela. The Colombia hijacking was committed by members of the National Liberation Army (ELN) and is considered a politically-motivated incident. This was a well-planned and sophisticated operation and involved kidnapping the passengers and crew. In the other hijacking, the plane was taken to Colombia where it was “found” by the Revolutionary Armed Forces of Colombia. The ELN is also believed responsible for the destruction of a navigational aid system at an airport in Colombia.



Archive Photos

Two hijacking incidents were recorded in the **Middle East and North Africa** geographic region. An international flight (Morocco to Tunisia) was diverted to Spain, and an alleged member of an Iranian opposition terrorist group tried to divert a domestic Iranian flight to France.

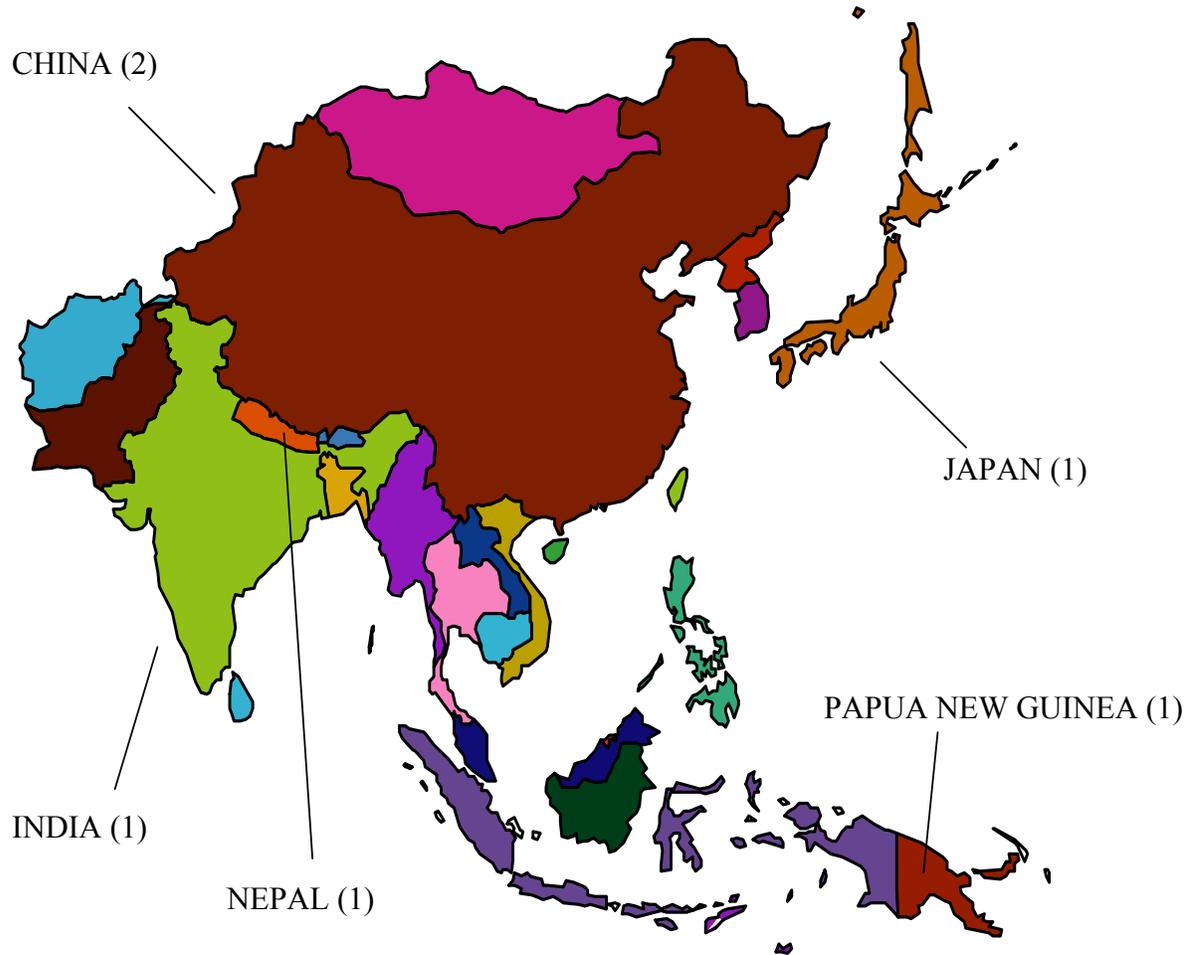
A general aviation incident was recorded in **North America**. Several aircraft were destroyed or damaged by an incendiary device at a general aviation airport in California.

The **sub-Saharan Africa** region recorded four incidents in 1999: three shooting at aircraft incidents and a commandeering. Two shooting at aircraft incidents occurred in Angola and one in Ethiopia; all three planes crashed. In the Angola incidents, one plane was evacuating United Nations personnel, and the other plane was transporting food and other cargo. The Ethiopian incident involved a business jet that reportedly entered the country’s no-fly zone. The commandeering incident occurred in the Democratic Republic of Congo and involved soldiers who seized a Congo Air Lines plane.

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**Geographic Overviews –
Significant Criminal Acts
Against Civil Aviation**

Asia



Incidents included in statistics: 6
Incidents not included in statistics: 2

Chronology

February 9	Averted Hijacking of Charter Aircraft	Taiwan *
April 27	Explosion Near Narita Airport	Japan *
June 12	Hijacking—Xiamen Airlines	China
July 8	Attack—Pakistan International Airlines Office	India
July 23	Hijacking—All Nippon Airways	Japan
August 28	Commandeering—MAF Airline	Papua New Guinea
November 23	Hijacking—Zhejiang Airlines	China
December 24	Hijacking—Indian Airlines	Nepal to Afghanistan

* Incident Not Counted in Statistics

February 9, 1999—Averted Hijacking of Charter Aircraft—Taiwan*

Four Chinese nationals, who had earlier hijacked airplanes from mainland China to Taiwan and were being repatriated, tried to hijack their chartered flight. The four hijackers reportedly intended to seize control of the De Havilland Canada Dash-8 aircraft taking them to Kinmen, China, from the northern Taiwanese city of Hsinchu and force the crew to divert to Japan. They then hoped to transfer to an aircraft that would take them to Guam where they believed their plight would attract the sympathy of American officials. Just before landing at Kinmen's Shang-Yi Airport, one of the four men asked to see a Taiwanese official seated in the front of the plane. As the plane was landing, the official was stabbed in the neck with a sharpened part of a metal door handle. The attacker was subsequently overpowered by police, and the flight landed safely. Police later found similar crude weapons and razor blades hidden on the other three prisoners. It is believed that the men had been preparing for months while being held in a detention center in Hsinchu and hid pieces of metal and razors in the lining of their clothing or in the soles of their shoes. The men reportedly staged an argument among themselves prior to leaving the detention center in order to avoid a body search, which would have revealed their weapons.

April 27, 1999—Explosion Near Narita Airport—Japan *

A car parked on a road close to Tokyo's Narita Airport erupted into flames on April 27. The fire was quickly extinguished, and no one was injured. The car was parked adjacent to a Japanese police building located approximately 650 meters from the airport's runway. Inside the car, police found two metal tubes aimed through an open back seat window toward the airport. The tubes are believed to have been part of a homemade mortar or missile launcher. There was no evidence, however, of any projectile landing or exploding inside the airport perimeter. Police suspect that one of several groups opposed to the construction of an additional runway at Narita, scheduled to begin in 2000, were responsible for this incident. One group, Chukaku-ha, has used homemade mortars in the past and has claimed responsibility for similar incidents in statements to the media.

June 12, 1999—Hijacking—Xiamen Airlines—China

A knife-wielding passenger tried to force Xiamen Airlines flight 8502, en route from Shanghai to Xiamen, to Taiwan. The hijacker, a hospital worker from Shanghai who had recently been laid off, was subdued by in-flight security. The plane, a Boeing 737 with 68 passengers and seven crew members, landed safely at Xiamen International Airport, and the hijacker was taken into custody. There were no injuries to passengers in the incident, but the hijacker was slightly injured in a scuffle.

July 8, 1999—Attack—Pakistan International Airlines Office—India

Activists of Shiv Sena, a militant Hindu organization, attacked a New Delhi office of Pakistan International Airlines (PIA). The attack was in reaction to alleged mistreatment of Indian High Commission officials in Islamabad. The activists converged behind the PIA office and began pelting it with stones and bottles. The Shiv Sena members fled the scene after PIA reported the incident to police. There were no injuries as a result of the attack.

July 23, 1999—Hijacking—All Nippon Airways—Japan



Kyodo

All Nippon Airways flight 61 was hijacked minutes after departing Tokyo's Haneda Airport. The plane, a Boeing 747-400 aircraft with 503 passengers and 14 crew members, was on a domestic flight to Sapporo's Chitose Airport. A male Japanese passenger produced an 8-inch knife, forced his way into the flight deck, and ordered out the First Officer. The hijacker ordered the pilot to fly the plane to the American air base at Yokota. During the flight, the hijacker asked to fly the plane. When his request was refused, the man stabbed the pilot multiple times in the neck and shoulder, severely injuring him, and the plane went into a steep dive. Upon hearing the pilot's screams, the copilot and others entered the cockpit, subdued the hijacker, and stopped the plane's descent. The copilot flew the plane back to Haneda Airport and landed less than 90 minutes after having taken off. Although the plane landed safely, the pilot bled to death from his wounds en route. The hijacker was taken into custody and there were no other injuries to passengers or crew. The pilot's death marked the first time in Japan that someone was killed during a hijacking.

On December 20, the hijacker pleaded guilty to charges related to murder and hijacking.

August 28, 1999—Commandeering—MAF Airline—Papua New Guinea

Five men armed with knives, small caliber handguns, and shotguns, commandeered a MAF Airline Twin Otter aircraft at a remote airstrip on Lake Kopyago in Southern Highlands Province. The pilot was on the tarmac talking to passengers and/or onlookers when the men arrived. The pilot and others were forced to lie on the ground and their pockets were searched. The pilot was then forced into the plane and was made to fly with the gunmen, eleven other passengers, a copilot, and a steward on board. Infuriated onlookers unsuccessfully tried to stop the plane from taking off by throwing large stones at it. During the flight, the two pilots were threatened with guns and the steward was knifed in the back. Hijackers in the rear of the plane robbed the passengers by forcing them to lie down while they searched through their clothes. The pilots were forced to fly to a closed airstrip at Fugwa, located about 20 nautical miles south of Lake Kopyago. After the hijackers fled the plane, the crew flew to Mount Hagen in the Western Highlands Province, where the steward was treated at a local hospital.

November 23, 1999—Hijacking—Zhejiang Airlines—China

Crew members of a Zhejiang Airlines domestic flight between Yiwu and Xiamen in southern China prevented an unidentified man from hijacking their plane to Taiwan. The man claimed to have explosives in a bag and threatened to blow up the plane if the pilot refused to divert the flight. The pilot initially requested permission to land in Taiwan, but 15 minutes later the aircraft turned away and landed in Xiamen. It was later learned that crew members overpowered the hijacker and found that his bag only contained sugar. Although the plane landed safely, several passengers panicked and were injured as they tried to leave the plane while it was still taxiing.

December 24, 1999—Hijacking—Indian Airlines—Nepal to Afghanistan

Indian Airlines flight 814 was hijacked while en route to New Delhi, India, from Kathmandu, Nepal. The Airbus A-300 aircraft carried 174 passengers and 15 crew members. Approximately 30 minutes after takeoff, an armed and masked person stood up to announce the hijacking. At about the same time, four other hijackers wearing red masks took up positions throughout the plane. The hijackers demanded to be flown to Lahore, Pakistan, but Pakistani officials refused permission to land and the plane was flown to Amritsar, India. The plane was not refueled although the passengers were threatened; it left, only to make an emergency landing in Lahore. Here, food, water, and fuel were provided. The plane took off again and landed in Dubai on December 25, where 27 passengers were released in exchange for food and fuel. The plane then departed for Kandahar, Afghanistan, where it remained until the incident ended on December 31.

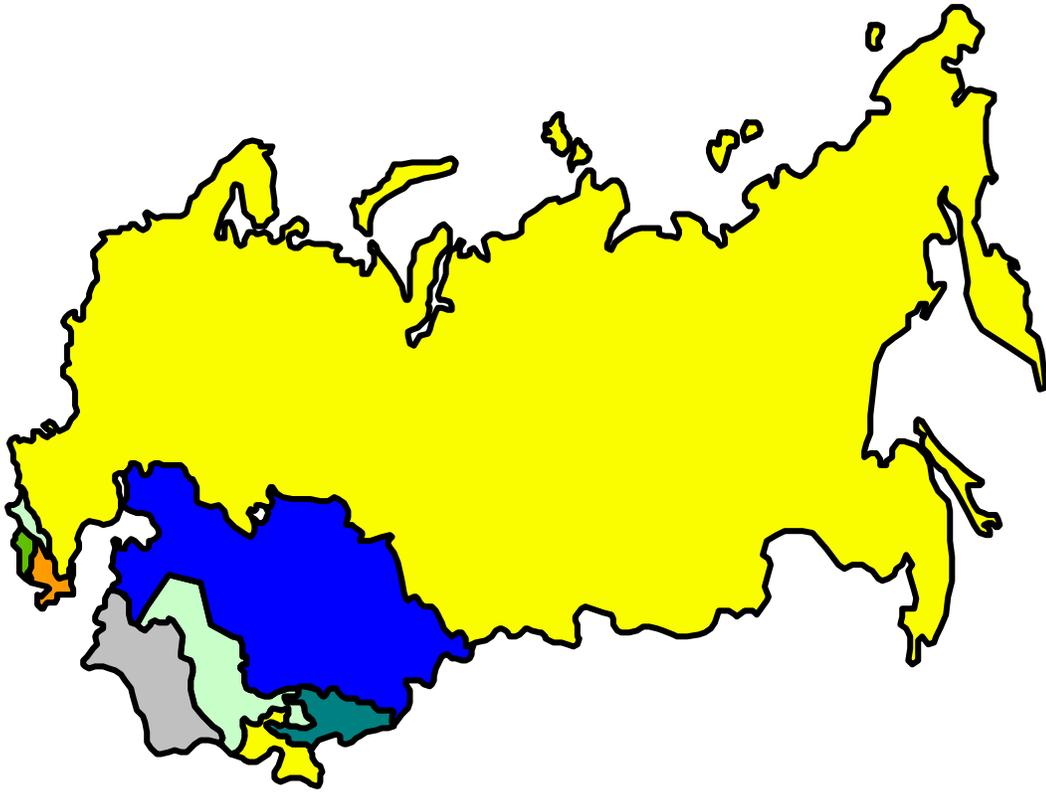
In Afghanistan, the hijackers demanded the release from an Indian jail of a leader of the Kashmiri separatist group, Harakat-ul-Mujahidin. Other demands were made but eventually dropped. On December 29, the Indian Government agreed to exchange three jailed Muslim militants for the safe return of the plane and passengers. The passengers and crew were released

on December 31 and returned to India, while the five hijackers were given ten hours to depart Afghanistan.

One passenger was killed in Amritsar for refusing to follow the instructions of the hijackers. This was the only casualty during the incident.

This hijacking is a politically-motivated incident.

Central Eurasia



Incidents included in statistics: 0
Incidents not included in statistics: 1

Chronology

March 5 Kidnapping From Aircraft Russia *

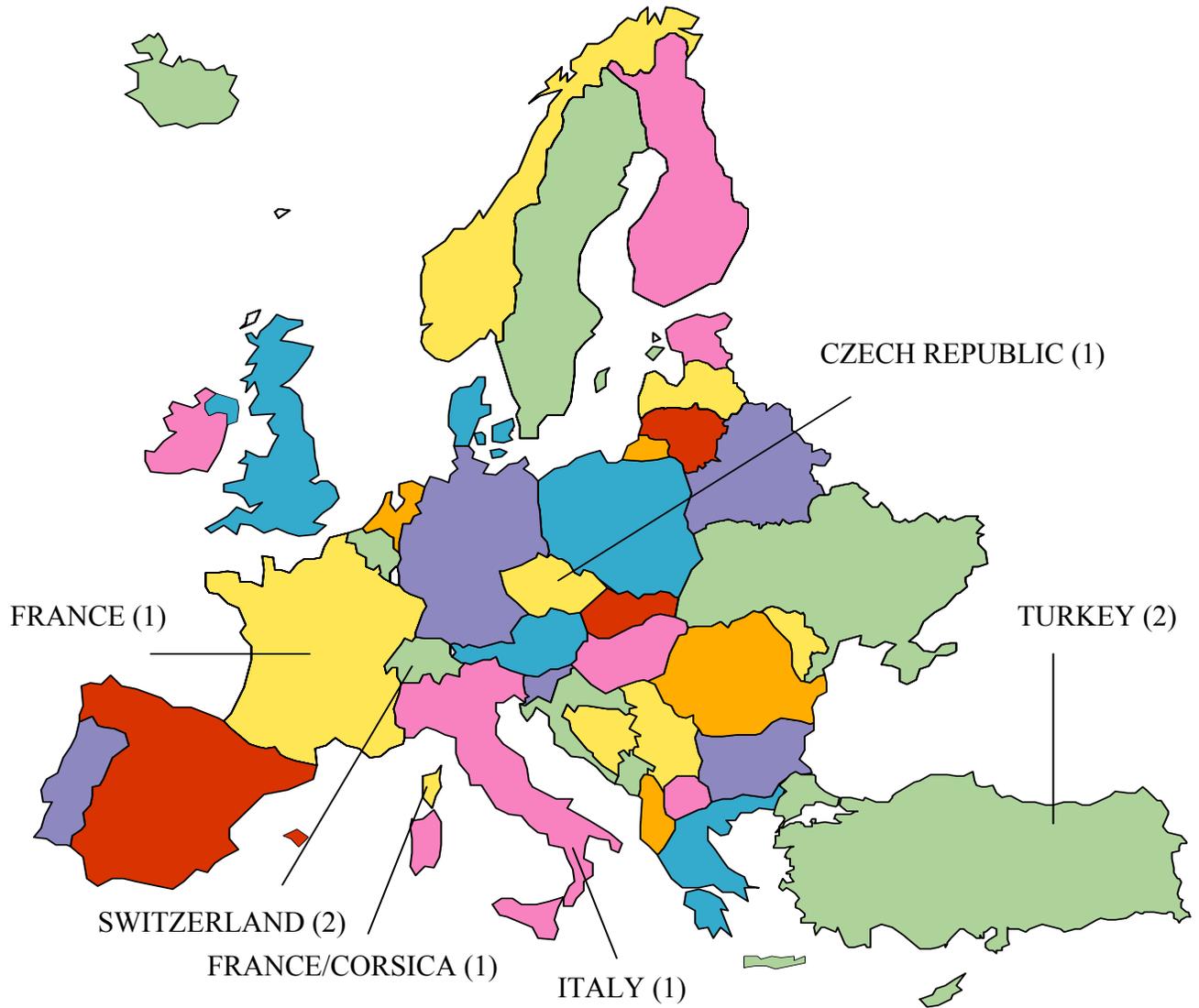
* Incident Not Counted in Statistics

March 5, 1999—Kidnapping From Aircraft—Russia *

Russian Major-General Gennadiy Shpigun was kidnapped at gunpoint from a taxiing plane at Severnyy Airport in Grozny, Chechnya. The general, an Internal Affairs Ministry envoy, was one of 27 passengers on the Askhab Airlines Tupolev TU-134 aircraft returning to Moscow. Reportedly, several kidnappers had boarded the plane as passengers. As the plane taxied for takeoff, either its path was blocked by two vehicles or the gunmen forced the pilot to stop. Shpigun was then forcibly removed from the plane, placed into one of two waiting vehicles, and taken away. Shpigun's kidnappers are believed to be anti-Russian radical Islamic fundamentalists active in the region. The General had not been returned by the end of the year, and his exact location is unknown.

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Europe



Incidents included in statistics: 8
Incidents not included in statistics: 1

Chronology

February 17	Robbery of Aircraft	Belgium *
February 20	Firebombing—Turkish Airlines Office	Italy
March 2	Hijacking—Air France	France
May 27	Firebombing—American Airlines Office	Switzerland
September 22	General Aviation—Destruction of Aircraft	France/Corsica
October 19	Hijacking—EgyptAir	Turkey to Germany
November 25	Firebombing—American Airlines Office	Switzerland
December 8	Attempted Bombing—Aeroflot Airlines Office	Turkey
December 28	Hijacking—Lufthansa	Czech Republic to Germany

* Incident Not Counted in Statistics

February 17, 1999—Robbery of Aircraft—Belgium *

An armed robbery occurred on the tarmac at Brussels National Airport during the early evening hours. A Virgin Atlantic aircraft and a Virgin Express plane were at a remote loading location transferring money and jewelry when individuals armed with automatic weapons approached in a truck. The armed men robbed the two planes and escaped with the money and the jewelry. Two maintenance workers at the airport helped the thieves open an airside gate that had not been used for several years. All the suspects were eventually caught.

February 20, 1999—Firebombing—Turkish Airlines Office—Italy

A group of individuals demonstrating in support of Kurdistan Workers' Party leader Abdullah Ocalan, whom Turkish security forces had captured, attacked a Turkish Airlines office in Rome. Youths wearing crash helmets and carrying sticks and shields charged police guarding the office. Police retreated as the youths threw large firecrackers. One of the demonstrators then threw an incendiary device at the office, causing a fire.

This attack is considered a politically-motivated incident.

March 2, 1999—Hijacking—Air France—France

An Italian male hijacked flight 5029 en route from Marseille's Provence Airport to Orly Airport in Paris and diverted the Airbus A-320 aircraft to Paris's Charles de Gaulle Airport. The hijacker claimed to have an explosive device in his carry-on bag that he could detonate using a remote control. Upon landing in Paris, the hijacker demanded a televised news conference to promote his new political movement for the unification of Europe. He also used a mobile phone to call the French news service Agence France-Presse (AFP). The hijacker surrendered after several hours of negotiations; he was later determined to be mentally ill. No one was injured in the incident.

May 27, 1999—Firebombing—American Airlines Office—Switzerland

An unidentified female used a cigarette lighter to ignite an unknown item in a shopping bag, threw the bag into the American Airlines office in downtown Zurich, and fled. A small fire broke out creating a lot of smoke but no injuries, and only minor property damage resulted. A partially-burned note written in German was found in the bag. The note condemned the ongoing NATO air strikes in the Balkans and threatened a "war against imperialist war" by carrying out unspecified actions in a variety of countries around the world.

This attack is considered a politically-motivated incident.

September 22, 1999—General Aviation—Destruction of Aircraft—France/Corsica

An explosive device detonated in a hangar at Ghisonaccia Airport on Corsica. The 20-kilogram device destroyed or damaged five planes, three gliders, and the hangar. The damage was estimated at several million French francs. Although no one claimed credit for the attack, police believe professionals were responsible.

October 19, 1999—Hijacking—EgyptAir—Turkey to Germany

A man being deported from Turkey to Egypt hijacked an EgyptAir Boeing 737-500 aircraft shortly after departure from Istanbul, Turkey. Because the cockpit door was inadvertently left open during the flight, the hijacker was able to enter the flight deck unobstructed. He threatened the flight crew with what was initially believed to be a knife but almost certainly was a ballpoint pen. He alternately demanded that the flight be diverted to London or Germany. The flight crew convinced the hijacker to allow the plane to land at Fuhlsbuettel Airport in Hamburg, Germany. After landing, all passengers were released and German police apprehended the hijacker. The Third Officer suffered a minor cut on his neck during the flight, but it is undetermined what caused the injury. There were no other injuries or damage to the aircraft.

November 25, 1999—Firebombing—American Airlines Office—Switzerland

During the early morning hours, an improvised explosive device consisting of several large firecrackers taped together and detonated by burning sparklers damaged the American Airlines ticket office in central Zurich. There were no injuries and damage was estimated at over \$8,000 (U.S.). Unknown individuals claimed responsibility for the attack under the banner “Freedom for Mumia Abu-Jamal,” a former Black Panther Party member awaiting execution in the United States for murdering a police officer. A flyer, written in German, was left at the scene and served as a claim of responsibility. The flyer contained anti-imperialist and anti-American rhetoric typical of extreme leftist groups.

This attack is considered a politically-motivated incident.

December 8, 1999—Attempted Bombing—Aeroflot Airlines Office—Turkey

A 10-kilogram pipe bomb in a suitcase was placed outside the Aeroflot-Russian International Airlines ticket office in Istanbul. Turkish explosives experts defused the device, which reportedly was similar to a bomb found on the compound of the Russian Consulate General in Istanbul several weeks earlier. There was no claim of credit.

December 28, 1999—Hijacking—Lufthansa—Czech Republic to Germany

A Lufthansa commuter jet, flight 5293, was hijacked while en route from Prague, Czech Republic, to Duesseldorf, Germany. The Canadair Regional Jet carried 19 passengers and four crew. About 15 minutes before the scheduled landing, a passenger walked up to the front of the plane and asked whether the plane was in German air space. Claiming to have a gun and a trigger mechanism for an explosive device, the man then demanded to be taken to the United Kingdom. When informed that there was insufficient fuel to reach there, the hijacker allowed the plane to land in Duesseldorf. The passengers were probably not aware of the incident and deplaned normally. The hijacker deplaned after all the other passengers and then surrendered to police. No weapons or explosives were found.

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Latin America and the Caribbean



Incidents included in statistics: 3
Incidents not included in statistics: 1

Chronology

April 12	Hijacking—Avianca	Colombia
July 30	Hijacking—Avior Express	Venezuela to Colombia
October 31	Destruction of Navigational Aid System—Cucuta Airport	Colombia
November 2	Two Helicopters Commandeered	Panama to Colombia *

* Incident Not Counted in Statistics

April 12, 1999—Hijacking—Avianca—Colombia

An Avianca aircraft on a domestic flight between Bucaramanga and Bogota was hijacked by at least five armed members of the National Liberation Army (ELN) terrorist/insurgent organization. Most of the hijackers, who sat in various sections of the aircraft, were dressed as businessmen and one wore the collar of a Catholic priest. The hijacker who entered the cockpit issued specific flight instructions to the pilots and demonstrated a clear knowledge of aeronautical matters. Avianca flight 9463, a twin-engine, turbo-prop Fokker 50 aircraft carrying approximately 36 passengers and five crew members, was diverted north to a clandestine dirt airstrip near the town of Simiti in the department of Southern Bolivar. Simiti is located approximately 80 miles northwest of Bucaramanga. After the aircraft landed safely, the tires were punctured so that the plane could not be moved, and an estimated 50 to 100 armed guerrillas herded the passengers into nearby boats on the Magdalena River. The guerrillas then took their hostages into the remote jungle area.



Archive Photos

A total of 26 hostages have been released since the hijacking, and the guerrillas have demanded ransom payments for the remaining hostages. The ELN hijacked the plane to pressure the Colombian government into treating it, the smaller of two Colombian guerrilla groups, as an equal partner in peace negotiations and to demonstrate their capability to conduct a well-planned and sophisticated operation. Colombian guerrillas have carried out hijackings in the past, but the subsequent kidnapping of all passengers and crew from the plane is unprecedented in Colombia and throughout most of the world.

This hijacking is considered a politically-motivated incident.

July 30, 1999—Hijacking—Avior Express—Venezuela to Colombia

Revolutionary Armed Forces of Colombia (FARC) guerrillas were likely responsible for the hijacking of a Venezuelan Aviones de Oriente Airlines (AVIOR) aircraft on a domestic flight from Caracas to Guasdualito via Barinas. Guasdualito is located in Apure State near the border

with Colombia; Barinas is located 260 miles southwest of Caracas. The guerrillas, three men and two women, reportedly boarded the twin-engine Beechcraft 1900D aircraft in Caracas and Barinas and hijacked the plane about 15 minutes after departure from Barinas. The hijackers did not fly the plane but provided the pilot with new coordinates for the flight, and the pilot allegedly contacted air traffic control to advise that he had a gun pointed at his head.

On August 8, the FARC publicly announced that the plane had been “found” in Arauca, Colombia--territory controlled by one of its fronts. That same day, the pilot and co-pilot were released and flew the plane to Guasualito; the remaining eight hostages were safely released the next day. FARC’s explanation that they “found” the plane was rejected by both Colombian and Venezuelan officials who believe the group was responsible for the hijacking. The hijackers may have acted without the authorization of the FARC’s senior leadership, thus the reason for the plane having been “found.” The guerrillas likely intended to demand ransom payment for the passengers.

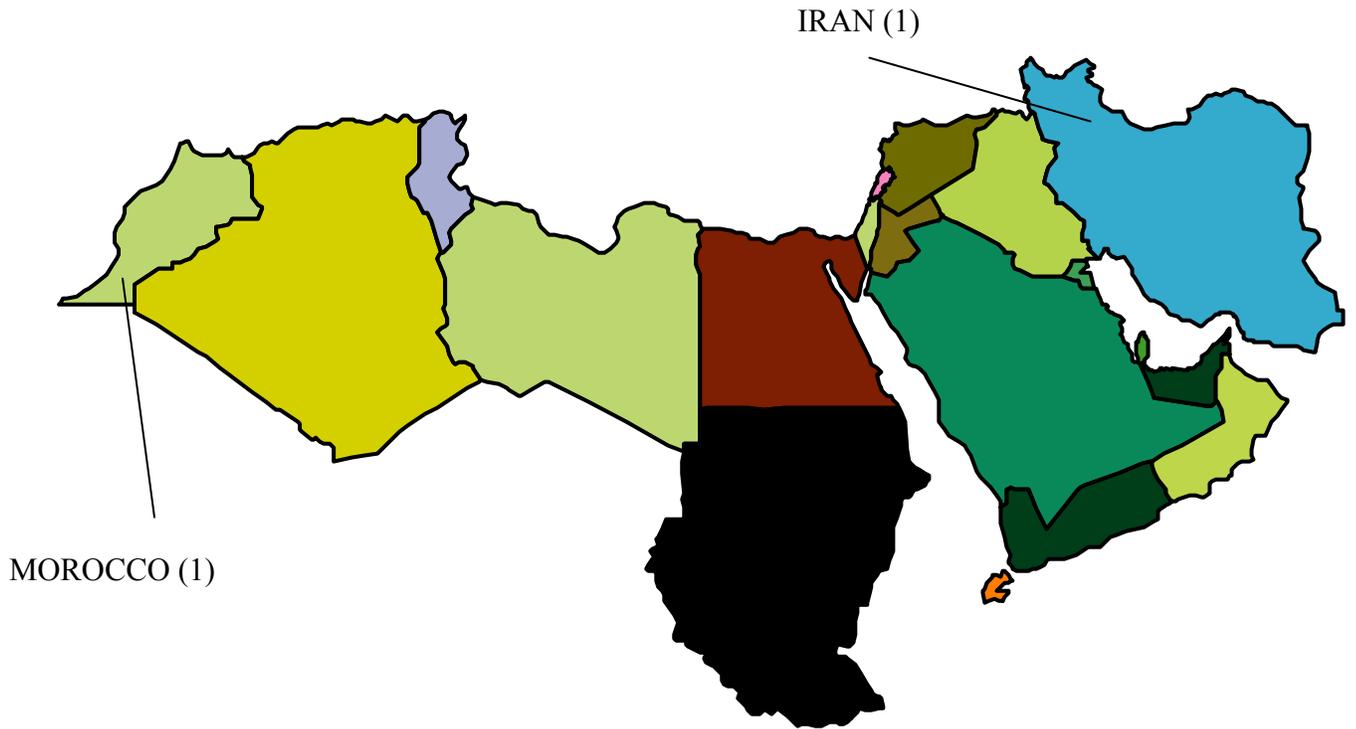
October 31, 1999—Destruction of Navigational Aid System—Cucuta Airport—Colombia

The ELN is believed to have been responsible for the destruction of a navigational aid system at the Camilo Daza Airport in Cucuta, located in Norte de Santander department near the Venezuelan border. The blast caused significant damage to the system, and all night flights were suspended at the airport. Guerrillas have reportedly attacked the airport several times in the past, and the airport had no police protection at the time of this attack. There was no claim of responsibility.

November 2, 1999—Two Helicopters Commandeered—Panama to Colombia *

FARC was likely responsible for the well-planned and executed hijacking of two Bell 400 tourist helicopters near Colon. The hijackers posed as tourists as they boarded the helicopters at the Marcos A. Gelabert Airport in Albrook Air Station. When the helicopters landed at their destination, a tourist resort on the island of Kwadule in the Kuna Yala archipelago (in San Blas Province), the guerrillas drew their weapons. A second group of guerrillas joined the hijackers and helped to remove all of the passengers and crew from the aircraft. The guerrillas told the passengers that they needed the helicopters to transport wounded guerrillas in Colombia. The passengers and flight crew were abandoned by the guerrillas, who then flew the helicopters in the direction of the Colombian border.

Middle East and North Africa



Incidents included in statistics: 2
Incidents not included in statistics: 0

Chronology

August 25	Hijacking—Royal Air Moroc	Morocco to Spain
October 26	Hijacking—Iran Air	Iran

August 25, 1999—Hijacking—Royal Air Maroc—Morocco to Spain

Royal Air Maroc flight 572 was hijacked and diverted to Barcelona, Spain, while en route from Casablanca, Morocco, to Tunis, Tunisia. The Boeing 737 aircraft carried 88 passengers and crew. The hijacker, a Moroccan national, brandished a gun, later determined to be fake. He claimed to have accomplices, but authorities quickly realized that he was acting alone. The hijacker demanded that the plane be refueled and flown to Germany and threatened to kill one of the passengers. At one point, the hijacker stated his intentions to emigrate to Germany, but officials noted he repeatedly changed his story. After five hours of negotiations with Spanish authorities, the hijacker released all passengers and crew members unharmed and surrendered.

October 26, 1999—Hijacking—Iran Air—Iran

A passenger aboard an Iran Air domestic flight between Tehran and Orumiyah tried to “intimidate the passengers” and demanded to be taken to France. The passenger was overpowered by members of the Islamic Revolutionary Guard Corps and arrested, and the plane landed safely at its destination. Iranian authorities identified the hijacker as a member of the opposition terrorist group, Mujahedin e-Khalq (MEK/MKO). The authorities also connected the incident to the three-day visit to France of Iranian President Mohammad Khatami to begin the next day. An MEK/MKO spokesman denied complicity in the hijacking.

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North America



UNITED STATES (1)

Incidents included in statistics: 1
Incidents not included in statistics: 1

Chronology

January 12	Threatening Passenger on Airplane	United States *
April 9	General Aviation—Destruction of Aircraft	United States

* Incident Not Counted in Statistics

January 12, 1999—Threatening Passenger on Airplane—United States *

Southwest Airlines flight 923 from San Diego to San Jose, California, was diverted to Burbank-Glendale-Pasadena Airport when a passenger threatened to kill other passengers. The passenger had boarded the plane in San Diego and fell asleep. After awakening following departure, he asked a flight attendant their destination. Upon being told, he replied that the plane was going to Hollywood, California, or that he would begin killing people. The pilot stated that there was no airport in Hollywood, and he landed the plane in Burbank. The threatening passenger was arrested when the plane landed. He had no weapon, and there were no injuries to the 74 passengers and five crew members on board.

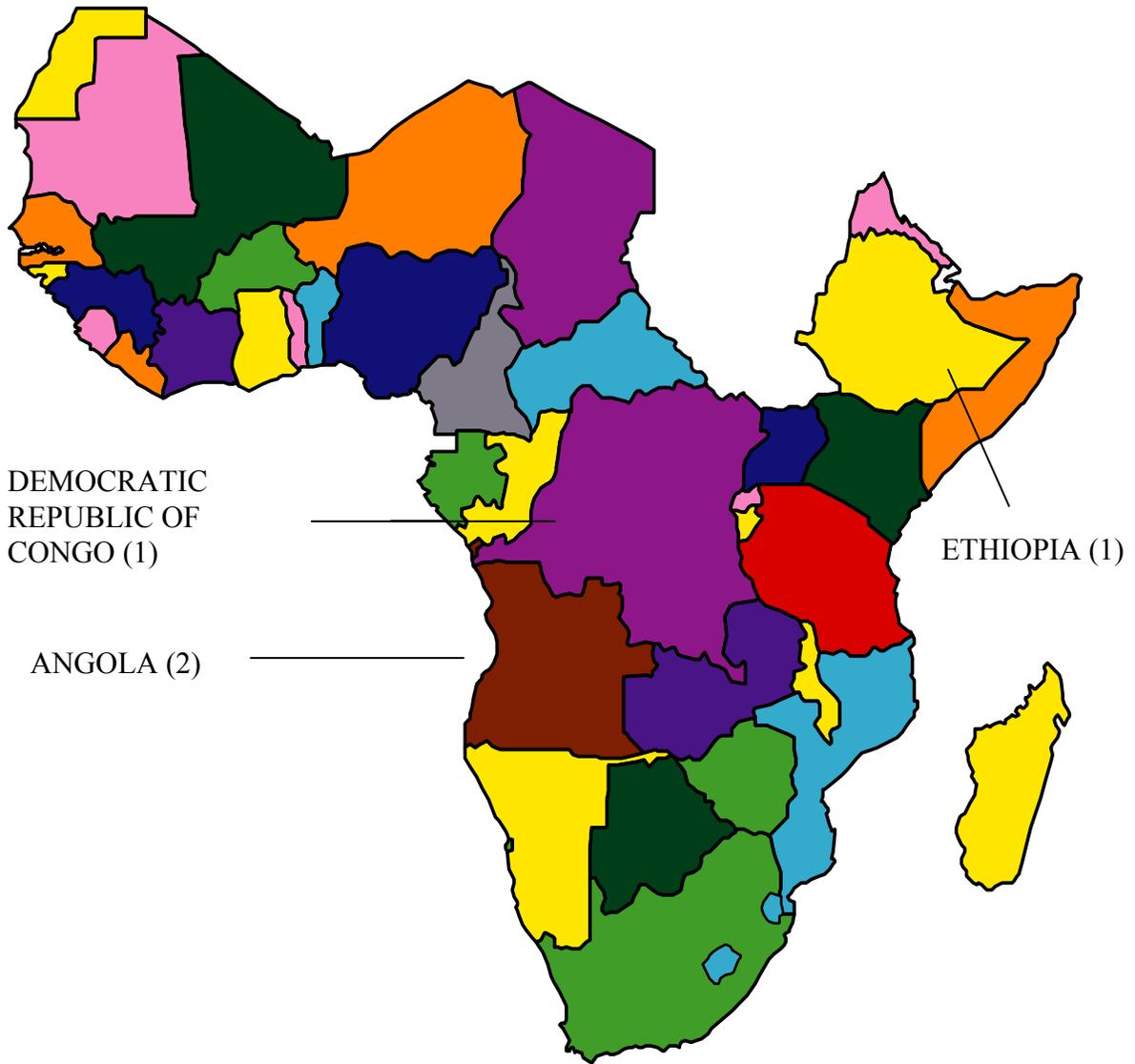
On January 13, the individual was arraigned before a U.S. Magistrate on charges of air piracy and interference with a flight crew member. He was also ordered to undergo a psychiatric examination and was found to be manic-depressive. In August, the individual pleaded guilty to a felony charge of interfering with a flight crew and in November was sentenced to serve two years in a federal prison.

April 9, 1999—General Aviation—Destruction of Aircraft—United States

A plane belonging to F.A.S.T. Aviation, Inc. was destroyed and two others damaged by improvised incendiary devices (IID) at the El Monte, California, general aviation airport. An IID was placed into the cockpit of each of the three planes that were destroyed, and IIDs were placed near two other planes. These two devices malfunctioned. No one claimed responsibility for the attack, and the reason behind it is unknown. No arrests have been made.

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Sub-Saharan Africa



Incidents included in statistics: 4
Incidents not included in statistics: 3

Chronology

January 2	Shooting at Aircraft	Angola
January 4	Robbery of Aircraft	Nigeria *
April 9	President Assassinated at Niamey Airport	Niger *
May 12	Shooting at Aircraft	Angola
June 12	Commandeering—Congo Air Lines	Democratic Republic of Congo
August 29	Shooting at Aircraft	Ethiopia
October 11	Theft of Plane/Suicidal Pilot	Botswana *

* Incident Not Counted in Statistics

January 2, 1999—Shooting at Aircraft—Angola

A C-130 transport plane was struck by anti-aircraft fire and crashed 20 minutes after taking off from Huambo while on a flight to Luanda. The plane, chartered from the South African company TransAfrik, was on its second flight of the day evacuating United Nations (U.N.) staff from Huambo. The pilot tried to return to Huambo, but the plane was apparently on fire and it crashed in territory held by UNITA (National Union for the Total Independence of Angola) rebels. None of the eight or nine passengers and crew survived the crash.

U.N. Secretary General Koffi Annan expressed his outrage at the attack, which was the second against a U.N. plane in a week. The other attack occurred on December 26, 1998. Prior to the flight of the C-130 in early January, the flight path, cargo composition, and passenger list were provided to both the rebels and the Angolan government. This was to avoid misidentification and another shoot-down. The plane was also painted in U.N. colors as a precaution. As a result of the two shoot-down incidents, the U.N. suspended all flights in Angola.

Upon inspecting the downed plane, investigators discovered that attempts had been made to camouflage the wreckage with vegetation. Additional evidence of post-crash tampering included the apparent removal of the cockpit voice and flight data recorders. Both UNITA and the Angolan government denied responsibility for the crash and blamed each other.

January 4, 1999—Robbery of Aircraft—Nigeria *

Kenyan Airlines flight KQ 432 was robbed of some of its cargo while on the runway at Murtala Mohamed International Airport in Lagos. The Boeing 737 aircraft, carrying 104 passengers, arrived in Lagos from Nairobi, Kenya, shortly before midnight and taxied through an ill-lit section of the airport. The pilot, while taxiing to the terminal, found the taxiway blocked by several large pieces of wood. Unable to maneuver around the obstacles, the pilot radioed the control tower for emergency assistance. While this conversation was occurring, approximately a dozen men ran to the plane, forced open the cargo hold, and removed as much luggage as possible. The thieves were able to escape undetected before an army unit responded some 30 minutes later. It is unknown whether the perpetrators were ever caught.

April 9, 1999—President Assassinated at Niamey Airport—Niger *

Niger's President Ibrahim Bare Mainassara was assassinated by members of his Presidential Guard as he prepared to board a flight at Niamey Airport. The airport was temporarily closed following the attack, and several arriving foreign flights were canceled. Shortly after the assassination, Prime Minister Ibrahim Assane Mayaki announced the dissolution of the Supreme Court, the National Assembly, and the Constitution.

May 12, 1999—Shooting at Aircraft—Angola

An Antonov-26 aircraft was shot down by UNITA rebels. The privately-owned plane had been chartered by “Avita,” an Angolan company, and was being used to transport food and other civilian cargo on domestic Angolan routes. The plane was shot down as it left the airport in Luzamba (in northern Angola) en route to Luanda. Initial reports indicated that all six occupants were killed. However, UNITA later issued a communique stating that they had captured three Russian crew members and were holding them hostage. The fate of the Angolan passengers on board the plane is unknown. Russian government sources called this incident an act of international terrorism.

June 12, 1999—Commandeering—Congo Air Lines—Democratic Republic of Congo

As Congolese armed forces were abandoning their positions to advancing rebel forces, approximately 100 Special Presidential Security Group soldiers boarded and seized a Congo Air Lines plane at Gemena Airport. The soldiers took with them as hostages women they had gathered from surrounding villages. The civilian passengers already on the plane were forced to disembark. Soldiers fired randomly in the air, causing general panic. The plane arrived the same day at Kinshasa’s Ndjili Airport, where the unruly troops were subdued by authorities.

August 29, 1999—Shooting at Aircraft—Ethiopia

Two people on board a U.S.-registered Learjet 35 A aircraft were killed when their plane was shot down by Ethiopian military forces. The plane was en route from Naples, Italy, to Johannesburg, South Africa, via Luxor, Egypt, at the time of the shootdown. Ethiopian authorities stated that the plane had entered the country’s northern no-fly zone near the border with Eritrea. ExecuJet Aviation Group, which owned the plane, insisted that a flight plan had been filed and all flight clearances had been obtained. The plane also carried a transponder, and the pilot was in contact with Eritrean air traffic control (ATC) before entering Ethiopian airspace.

The pilot, for unknown reasons, deviated from his flight plan and overflew the area cited as the no-fly zone in northern Ethiopia. The pilot also did not contact Ethiopian ATC ten minutes prior to entering Ethiopian airspace, as required by an Ethiopian-issued Notice To Airmen.

October 11, 1999—Theft of Plane/Suicidal Pilot—Botswana *

A grounded Air Botswana pilot took an ATR-42 turbo-prop passenger plane without permission and crashed it into the apron at Sir Seretse Khama International Airport in Gaborone. The pilot, who had been grounded by the airline's management because of his ill-health, was angry because the airline would not reinstate him.

After stealing the plane, the pilot began circling Gaborone. He then contacted the air traffic control center and indicated his intention to commit suicide. During the two hours that he circled the capital city, the pilot demanded to speak to Botswana's vice president, Ian Khama. As the pilot's call was about to be put through to Khama's office the plane began to run out of fuel. The pilot then began threatening to run into buildings or other targets on the ground. At one point, he contemplated crashing into the Air Botswana office building near the airport but decided against it when he learned there were people inside. Finally, the pilot gave authorities time to clear the area near the terminal, and he crash-landed into two other ATR planes sitting empty on the apron.

Feature Articles

The Hijacking of Avianca Airlines Flight 9463

At least five armed individuals hijacked an aircraft of Avianca Airlines, Colombia's largest air carrier, during a domestic flight between Bucaramanga and Bogota on April 12, 1999. The hijackers took the crew and all passengers hostage. By the end of the year, more than a dozen hostages were still being held.

The hijacking occurred approximately ten minutes after departure from Pallo Negro Airport in Bucaramanga; the plane departed the airport at 1032 hours (local). Avianca flight 9463, a twin-engine, turbo-prop Fokker 50 aircraft, was carrying approximately 41 passengers (including the hijackers) and five crew members. Most of the hijackers, who sat in various sections of the aircraft, were dressed as businessmen and one wore the collar of a Catholic priest. The terrorist who initiated the hijacking entered the cockpit and issued specific flight instructions to the pilots. Press reporting suggests that this individual demonstrated a clear knowledge of aeronautical matters.

The hijacked aircraft was diverted north to a clandestine dirt airstrip near the town of Simiti in southern Bolivar Department (note: a department in Colombia is roughly equivalent to a state in the United States). Simiti is located approximately 80 miles northwest of Bucaramanga. After the aircraft landed safely, the tires were punctured so that the plane could not be moved, and at least 50 armed guerrillas herded the passengers and crew into nearby boats on the Magdalena River. The guerrillas then moved the hostages via land and water to clandestine holding sites in a remote jungle area. Press reporting suggests that the guerrillas apparently intended to destroy the plane after the passengers and crew were removed. A Colombian National Police pilot overflying the area in a crop duster saw the guerrillas and believed they were trying to torch the plane. However, the significant amount of time required to move the large numbers of passengers from the plane to the boats apparently prevented the guerrillas from following through on their plan.

On April 17, the Central Command of the National Liberation Army (ELN) insurgent/terrorist organization issued a communiqué claiming responsibility for the hijacking. The operation was conducted by the "Heroes of Santa Rosa" front, according to an ELN member who spoke to a Colombian radio station, as well as a unit trained specifically for the hijacking. The ELN said that the plane was hijacked to pressure the Colombian government into treating it (the ELN) as an equal partner in peace negotiations. The ELN is the smaller of the two Colombian guerrilla groups; the Revolutionary Armed Forces of Colombia (FARC) is the largest and most active insurgent/terrorist organization in the country. The hijacking occurred one week before the Colombian government was due to renew peace talks with the FARC. The ELN may also have wanted to demonstrate its capability to conduct a well-planned and sophisticated operation.

The ELN demanded both political concessions and ransom money in exchange for the release of the hostages. Among the group's demands was the demilitarization of four municipalities in Bolivar Department as a condition for the peace talks with the Colombian government. Other demands included the cessation of Colombian military operations in southern Bolivar Department and the restoration of communications with two imprisoned ELN members—the group's spokesman and its senior leader. On April 26, the Colombian government rejected these demands and insisted that the only possible option was the unconditional release of the hostages. Two days later, the guerrilla group issued a new communiqué. The ELN advised that it would now pursue separate ransom negotiations with the families and companies/businesses of the hostages.

On November 20, the Colombian National Police arrested 13 people believed to have been involved in various aspects of the hijacking, primarily logistical support and transportation. According to unconfirmed press reports, however, some of those arrested were also responsible for the actual seizure of the aircraft.

The ELN released 25 passengers, mostly women, children, and the elderly, on multiple occasions between April and October. As of December 31, 1999, fifteen people, including all of the flight crew, remained in captivity. The guerrillas continued to demand political concessions and ransom money in exchange for the remaining hostages. The guerrillas also announced that a male passenger had died of an apparent heart attack while in captivity.

The Avianca hijacking represents a watershed event in the history of insurgent/terrorist attacks against civil aviation in Latin America. Colombian guerrillas have carried out hijackings in the past, but the subsequent kidnapping of all passengers and crew from the aircraft is unprecedented in Colombia and throughout most of the world.

The Hijacking of All Nippon Airways Flight 61

All Nippon Airways (ANA) flight 61 was hijacked by Yuji Nishizawa on July 23, 1999. The Boeing 747-400 aircraft carried 503 passengers and 14 crew on a domestic flight from Tokyo's Haneda Airport to Sapporo. On the morning of the hijacking, Nishizawa had taken two Japan Airlines (JAL) flights—from Tokyo to Osaka and back. He checked a bag containing two knives and carried another bag with him on the flight to Osaka. On the return flight to Tokyo, Nishizawa reportedly asked a flight attendant to allow him to see the cockpit of the 747-400 plane, probably to aid him in his plan. JAL authorizes cockpit tours on some flights, whereas ANA does not permit this practice on its domestic flights.

Upon returning to Haneda Airport, Nishizawa claimed his checked bag and proceeded to the ANA departure gate to present his ticket for flight 61. He was not required to exit the baggage claim area and re-enter through the normal departure ticketing and security procedures. In this way, Nishizawa was able to board flight 61 without having to pass through a screening checkpoint for carry-on bags. He carried with him his two bags, one of which contained the two knives.

ANA flight 61 departed Haneda Airport at 1123 hours (local). Approximately two minutes after takeoff, Nishizawa, seated in the aft section of the upper deck, stood up. When a flight attendant approached to tell him to be seated, he produced an 8-inch kitchen knife and demanded to be taken to the cockpit. He forced the flight attendant to knock on the door and pushed his way in when the door was opened. Once inside the cockpit, the hijacker ordered the First Officer to leave and then took his seat. Nishizawa gave the pilot instructions to fly to several different places: first, to Yokosuka, a U.S. Navy base south of Tokyo; then to Oshima in the Izu Islands south of Yokosuka; and finally to Yokota Air Base. Complying with the hijacker's demands, the pilot declared an emergency with Tokyo Flight Control at 1125 hours and turned the plane to the south. Meanwhile, the First Officer and flight attendants cleared most passengers from the upper deck. Several deadheading ANA crew members on board joined with the First Officer in attempting to hear what was taking place in the cockpit.

The pilot discussed heading and altitudes with Tokyo Flight Control between 1125 hours and 1146 hours. He kept the transmit button pressed to enable his conversations with Nishizawa to be heard. As the plane flew over Kanagawa Province en route to Yokota Air Base, Nishizawa reportedly asked to fly the plane. Some reports suggest that he also told the pilot that he wanted to land the plane at Yokota. When the pilot refused, Nishizawa began to stab him in the neck. The pilot sustained multiple stab wounds which resulted in such serious bleeding that he died almost instantly. As the attack was taking place, the plane repeatedly pitched to the left and right. Nishizawa took the controls from the co-pilot's seat and attempted to disengage the autopilot and descend into Yokota. The First Officer and others outside the door rushed into the flight deck when they heard the plane's ground proximity warning alarm. Nishizawa was subdued as he fumbled with the controls, and with the plane at an altitude of approximately 600 feet. One deadheading ANA pilot took control and stopped the steep dive, while others tied

Nishizawa to a seat with neckties and belts. The First Officer then assumed control of the plane and returned to Haneda Airport, where all three runways had been closed in preparation for the emergency. The plane landed safely at 1216 hours. Upon arrival, police entered the plane and the hijacker was taken into custody. There were no other injuries to crew members or passengers.



Kyodo

It is believed that Nishizawa hijacked the plane because, in his perception, Haneda Airport officials had failed to heed his warnings about security problems. He had claimed that these problems made Japanese airliners easy prey for hijackers. Nishizawa, as a student, reportedly held a part-time cargo handling position at Haneda Airport and gained some familiarity with the airport's operations. According to Japanese Transport Ministry officials, Nishizawa, in a letter, pointed out faults in security measures at Japanese airports. He also reportedly demanded compensation for his "investigations" into security problems.

Nishizawa also reportedly told investigators that he hijacked the plane because he wanted to fly a jumbo jet. He boasted of his piloting ability in flight simulation games. It was his experience and familiarity with these games that may have led him to believe that he could safely pilot a large aircraft. Police suspect that Nishizawa's repeated playing of simulation games and reading aeronautics books played a role, not only in his decision to hijack the plane but also in a plan to fly a plane under the Rainbow Bridge, which crosses Tokyo Bay.

It remains unclear why Nishizawa wanted to be flown to Yokosuka or Yokota Air Base. Some reports suggest that he was going to force the plane to land at the air base and then commit suicide. Police speculate that he was going to use one of the two knives he carried to kill himself.

On December 19, 1999, Nishizawa pleaded guilty to hijacking the aircraft and to killing the pilot. His lawyers have insisted that he is mentally ill and suffered a nervous breakdown when he committed the hijacking. Nishizawa faces a possible death penalty sentence, which is allowed under Japan's anti-hijacking law for incidents that result in fatalities.

The Hijacking of Indian Airlines Flight 814

On December 24, 1999, Indian Airlines flight 814 was hijacked while en route to New Delhi, India from Kathmandu, Nepal. The Airbus A-300 aircraft carried 189 passengers and crew. About 30 minutes after takeoff from Tribuvan Airport, a passenger armed with a pistol stood up and announced that the plane was being hijacked. Four other men wearing red masks then stood up and took positions throughout the aircraft. The hijackers demanded to be flown to Lahore, Pakistan. Authorities, however, refused to allow the plane to land. With the plane low on fuel, the crew was forced to fly to Raja Sansi Airport in Amritsar, India. The hijackers demanded that the aircraft be refueled and threatened to harm passengers if this was not done. One passenger was killed about this time, apparently for failing to follow the hijackers' instructions, but this fact was not known until later. Indian authorities refused to provide the fuel that had been demanded. The plane departed and was flown to Lahore Airport in Pakistan, but authorities closed the airport to keep the plane from landing. The pilot told the control tower, however, that the plane would crash if not given permission to land and he made an emergency landing.

The hijackers demanded food, water, and fuel, all of which were provided. The aircraft departed Lahore and was flown to Kabul Airport, Afghanistan, but was unable to land because there were no night landing facilities. The plane then flew on to Muscat, Oman, but authorities refused permission to land. The plane was then taken to Dubai, United Arab Emirates, where permission to land at Dubai Airport was also refused. The pilot, however, was directed to al-Minhar air base, located in a remote area of Dubai, and landed there on December 25. Twenty-seven passengers were subsequently released in exchange for food and fuel. The aircraft then was flown to Kandahar, Afghanistan, arriving on December 26, and stayed there for the remainder of the hijacking.

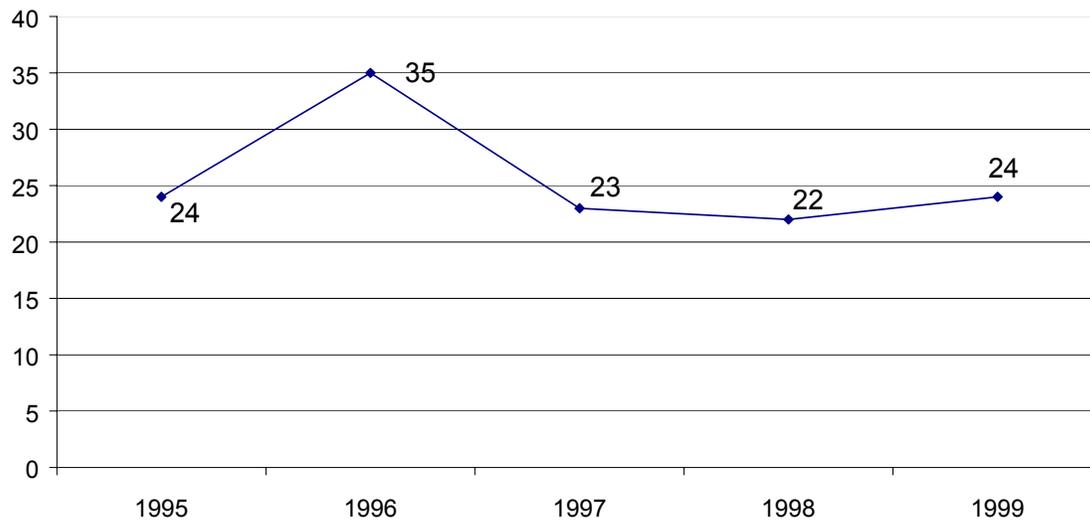
It was in Kandahar that the hijackers issued their demands. They demanded that India release Maulana Masood Azhar, a Pakistani leader of the Kashmiri separatist group Harkat-ul-Mujahidin (HUM), who was imprisoned in India. The hijackers also demanded the release of 35 other jailed Muslim guerrillas, \$200 million (U.S.), and the release of the body of a slain Kashmiri separatist. On December 26, a United Nations official arrived to mediate between the hijackers and Indian authorities following a request by the ruling Taliban forces. By December 27, the Taliban had warned the hijackers to either surrender or leave Afghanistan. In response, the hijackers announced a deadline and threatened to kill passengers if their demands were not met.

Negotiations between the hijackers and Indian diplomats continued through December 29. The hijackers eventually dropped their demands for the ransom and for the release of the prisoners. In return, India agreed to exchange three jailed Muslim militants for the safe return of the aircraft and passengers. On the afternoon of December 31, the passengers and crew were released and flown to New Delhi. Meanwhile, the Taliban had given the hijackers ten hours to leave Afghanistan. The five hijackers departed with a Taliban hostage to ensure their safe passage and were reported to have left Afghanistan.

Trends 1995-1999

Introduction

FIVE-YEAR SUMMARY Worldwide Civil Aviation Incidents 1995-1999



This section contains an examination of trends for the five-year period, 1995-1999. Significant incidents involving civil aviation are separated into one of the following categories:

- "Hijackings of Civil Aviation Aircraft,"
- "Commandeerings of Civil Aviation Aircraft,"
- "Bombings/Attempted Bombings/ Shootings on Civil Aviation Aircraft,"
- "Shootings at In-Flight Aircraft,"
- "Attacks at Airports,"
- "Off-Airport Facility Attacks," and
- "Incidents Involving Charter and General Aviation Aircraft."

Charts are included to present a visual perspective of incidents in these categories.

Two more incidents were recorded in 1999 than in 1998 (24 vice 22). In four of the past five years, the number of incidents varied slightly between these two totals. The exception was in 1996 when 35 incidents were recorded. The fewest number of incidents recorded in the five-year period was 22 in 1998. The total number of incidents for the period is 128.

In comparing 1999 statistics with those of the previous year, increases occurred in three categories—"Hijackings of Civil Aviation Aircraft," "Charter/General Aviation," and "Off-Airport Facility Attacks." Eleven hijacking incidents were recorded in 1999—two more than in the previous year. Six Off-Airport Facility Attacks occurred in 1999, compared to one in 1998, and two Charter/General Aviation incidents were recorded, as opposed to one the year before. Fewer incidents were recorded in "Commandeerings" (two vice four), "Attacks at Airports" (zero vice three), and "Shootings at Aircraft" (three vice four). The category "Bombings/Attempted Bombings/Shootings on Aircraft" had no (zero) incidents reported for both years.

The 24 incidents in 1999 are relatively low, especially when compared to some previous years' statistics (such as 1994, when 50 incidents were recorded). The fact that the number of incidents against civil aviation has declined over the past five years, and longer, may be interpreted as an indication that the threat is decreasing. This, however, is not true, as several events in the past few years attest. The most recent example is the December 1999 hijacking of the Indian Airlines plane by members of a Kashmiri separatist group. There is concern that this incident, because of its success in gaining the release of prisoners, may either be copied or spur others to hijack aircraft.

Another threat to civil aviation is from Saudi terrorist financier Usama Bin Ladin, who has been indicted for the August 1998 bombings of the U.S. embassies in Tanzania and Kenya. In a May 1998 interview, Bin Ladin implied that he could use a shoulder-fired surface-to-air missile to shoot down a military passenger aircraft transporting U.S. military personnel. He reiterated that his attacks would not distinguish between U.S. civilians and military personnel. Moreover, an exiled Islamic leader in the United Kingdom proclaimed in August 1998 that Bin Ladin would "bring down an airliner, or hijack an airliner to humiliate the United States."

Yet another example which suggests that the threat to civil aviation exists is the Ramzi Yousef plot of several years ago. Yousef masterminded the 1994 conspiracy to place explosive devices on as many as 12 U.S. airliners flying out of the Far East. In September 1996, Yousef was convicted for this plan and for placing a device on a Philippine Airlines plane in December 1994 as a test for his more elaborate scheme. One person was killed in this incident. Although Yousef is currently in prison, at least one other accused participant in the conspiracy remains at large. There are concerns that this individual or others of Yousef's ilk who may possess similar skills pose a continuing threat to civil aviation interests.

There is every reason to believe that civil aviation will continue to be an attractive target for terrorist groups. The publicity and fear generated by a terrorist hijacking or bombing of an airplane can be a powerful attraction to a group seeking to make a statement or promote a particular cause. Civil aviation will also continue to be used by individuals who are acting to further personal goals, such as asylum seekers. It matters not to them that most individuals who

hijack an airplane for personal goals are prosecuted for their actions. So long as factors such as these exist, the threat to civil aviation will remain significant; that some years pass with fewer incidents does not necessarily indicate that the threat has diminished. Increased awareness and vigilance are necessary to deter future incidents--be they from terrorists like Ramzi Yousef or non-terrorists bent on suicide, as occurred in Brazil in 1997. It is important to do the utmost to prevent such acts rather than to lower security measures by interpreting the statistics as an indication of a decreasing threat.

Hijackings of Civil Aviation Aircraft

An incident is defined as a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, once the doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers) by one or more of the following criteria: the act involves the claim or use of a weapon; it is committed by a terrorist group or someone acting on behalf of a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, previously prepared note, more than one hijacker, etc.). There is no distinction made between incidents in which a plane does not divert from its flight plan and those that do. Hijacking incidents involving general aviation or charter aircraft are recorded separately and are not included in this category.

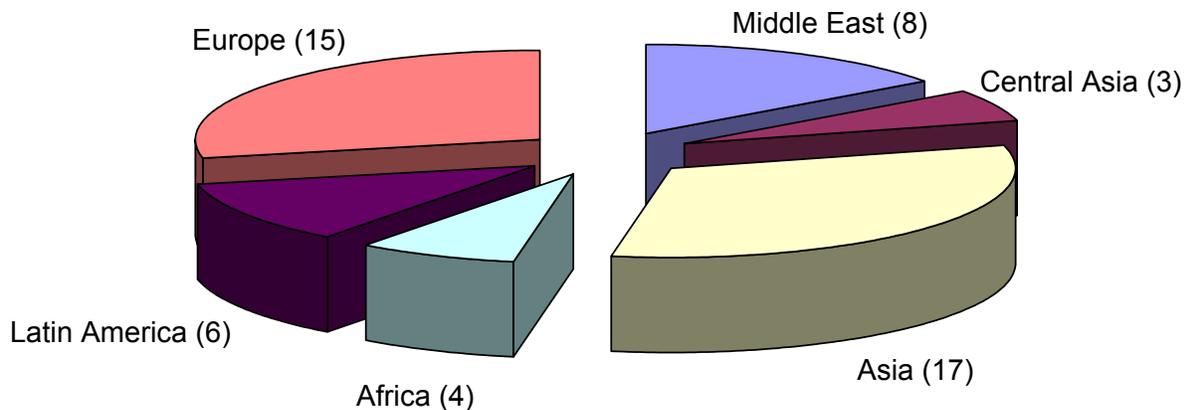
Between 1995 and 1999, fifty-three hijackings of civil aviation aircraft were recorded worldwide. Eleven hijackings occurred in 1999, two more than in the previous year and the second-highest total in the five-year period. Fourteen incidents in 1996 were the highest for the period; nine incidents in 1995 and 1998 were the fewest. Ten hijackings were recorded in 1997.

Of the 11 hijackings in 1999, four were recorded in Asia, three in Europe, and two each in Latin America/Caribbean region and the Middle East/North Africa region. No hijackings occurred in North America (the last was in the United States in 1991). The hijackings in Asia and in the Middle East/North Africa region were more than occurred in these areas in 1998. Latin America and the Caribbean had the same number of incidents as in 1998, and there were two fewer hijackings in Europe than the year before. No hijacking incidents were recorded in sub-Saharan Africa for the third straight year. The two hijackings in Latin America and the Caribbean region are the most in that region for the five-year period, equaling the number recorded in 1998.

Seven of the 11 hijacking incidents in 1999 involved planes flying domestic routes, and 37 of the 53 hijackings between 1995 and 1999 occurred during domestic flights. In 1999, seven of the 11 hijacked planes diverted from their original flight plans and landed in locations different from intended destinations.

Of all geographic regions in the 1995-1999 period, Asia recorded the highest number of hijackings (17 incidents or 32.1%), with China having the most incidents (nine). Europe had the second highest number of hijackings (15 incidents or 28.3%), with Turkey recording the highest number of incidents--three. The Middle East/North Africa region ranks third with 8 hijackings

(15.1%), of which Sudan recorded three incidents. Latin America and the Caribbean area recorded six hijackings (11.3%); Venezuela's two incidents are the most in this region. In the sub-Saharan Africa region (four incidents or 7.5%), two hijackings in Ethiopia accounted for one-half the total. Three incidents (5.7%) were recorded in Central Eurasia, all in Russia. North America had no incidents recorded in the five-year period.



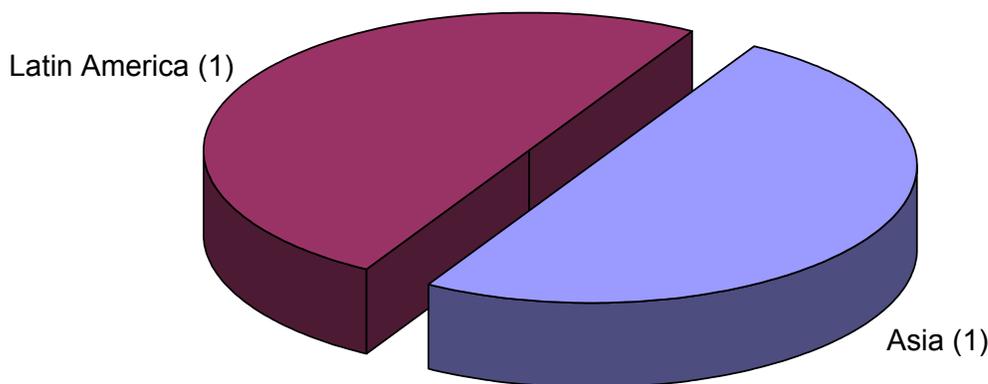
Hijackings of Civil Aviation Aircraft, 1995-1999 53 Incidents

Personal factors, such as seeking to escape social, political or economic conditions in one's homeland, are often motives for hijacking aircraft. Thirty-two of the 53 hijackings between 1995 and 1999 were committed for personal reasons. Of these incidents, nine were committed for reasons that are either unknown or unclear, eight were politically motivated, and four were criminally motivated. In 1999, two politically-motivated hijackings occurred: one by individuals believed associated with a terrorist group, and one by members of a guerrilla group. Both incidents involved holding passengers and crew members hostage. Among the other hijacking incidents in 1999, six were committed for personal reasons and the motives behind three are either unknown or unclear.

The most noteworthy hijackings of the five-year period are two incidents that occurred in 1999. Members of the National Liberation Army seized an Avianca plane during a domestic flight in Colombia in April. The passengers and crew were subsequently taken to a remote jungle location and held hostage for ransom. More than half the hostages were eventually released, but some were still being held at year's end. The other noteworthy incident was the Indian Airlines hijacking in late December. Armed hijackers seized the plane and held passengers and crew

hostage for a week before releasing them. Among the hijackers' demands to the Indian Government was the release from prison of a leader and members of a Kashmiri separatist group.

Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft



Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft, 1995-1999

Between 1995 and 1999, one bombing and one attempted bombing occurred on civil aviation aircraft—the bombing in 1997 and the attempted bombing in 1996. The incident in which an explosive device detonated on an in-flight aircraft involved a Transporte Aereo Mercosur (TAM) flight (Brazil; July 1997). The plane landed safely, but an unsuspecting passenger was killed. In this incident, a passenger brought the device aboard the plane in an apparent suicide attempt; however, he was not the individual killed when the bomb tore a hole in the plane's fuselage. The second incident—an attempted bombing—involved an All Nippon Airways flight in Japan in November 1996. The device was in checked luggage and was found when the bag could not be matched with a passenger on the flight. Neither of these incidents is considered politically motivated.

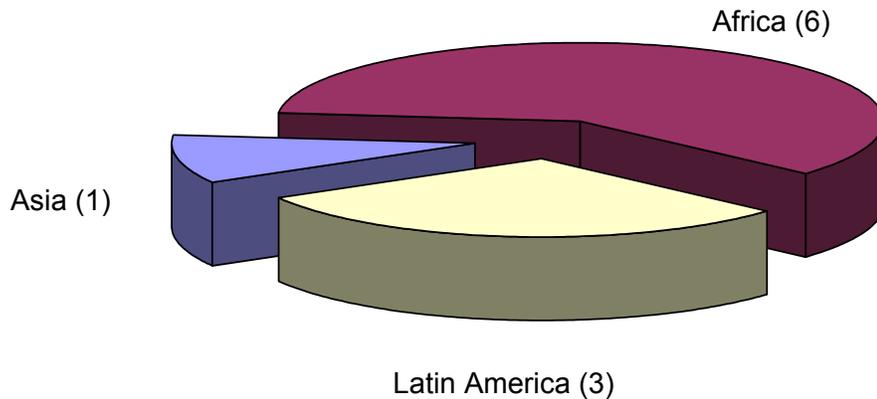
Shootings at In-Flight Aircraft

These incidents include acts in which in-flight aircraft (commercial and general/charter aviation) are fired upon either from the ground (surface-to-air missiles, anti-aircraft artillery, small arms fire, etc.) or the air. This category does not include all incidents of this type but only those judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties. Attacks against law enforcement aircraft, such as drug eradication planes, are not counted. Similarly, attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted.

Ten incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Nine of the planes crashed, killing at least 80 people. The exact number of fatalities is uncertain, because the number of deaths in two crashes is unknown. One person also was killed in the single incident in which the plane did not crash. The highest number of fatalities occurred in 1998 when three crashes killed at least 64 people (fatalities in a fourth crash are unknown). The four crashes in 1998 were also the most incidents for any single year in the five-year period. Three incidents were recorded in 1999, two incidents were recorded in 1996, and one incident was recorded in 1995. Three incidents have been determined to be politically motivated.

Six of the ten attacks between 1995 and 1999 occurred in sub-Saharan Africa (four in Angola). Antigovernment rebels are either credited with or believed responsible for the majority of these incidents. The planes crashed in five of the six incidents accounting for all but five of the known fatalities in the period. Two incidents are considered politically motivated: the two Cuban exile group aircraft shot down by a Cuban military plane in 1996.

1998 was by far the deadliest year of the five-year period. Four aircraft were shot down resulting in at least 64 of the 80 known fatalities recorded between 1995 and 1999. Three of the four incidents took place in sub-Saharan Africa. The most fatalities occurred in the Democratic Republic of Congo in October 1998 when at least 40 people were killed after antigovernment rebels shot down a plane with a missile. The rebels claimed the plane was bringing government troops and supplies into a war zone, but there were other claims that the plane was evacuating civilians. In addition, two planes shot down during fighting in Angola in December 1998, claimed the lives of at least 24 people. An unknown number of people were also killed when a helicopter was shot down by rebels in Colombia in October 1998. Another multi-fatality incident took place in 1999 when a U.N. transport plane with eight or nine passengers was shot down in Angola. There were no reported survivors.

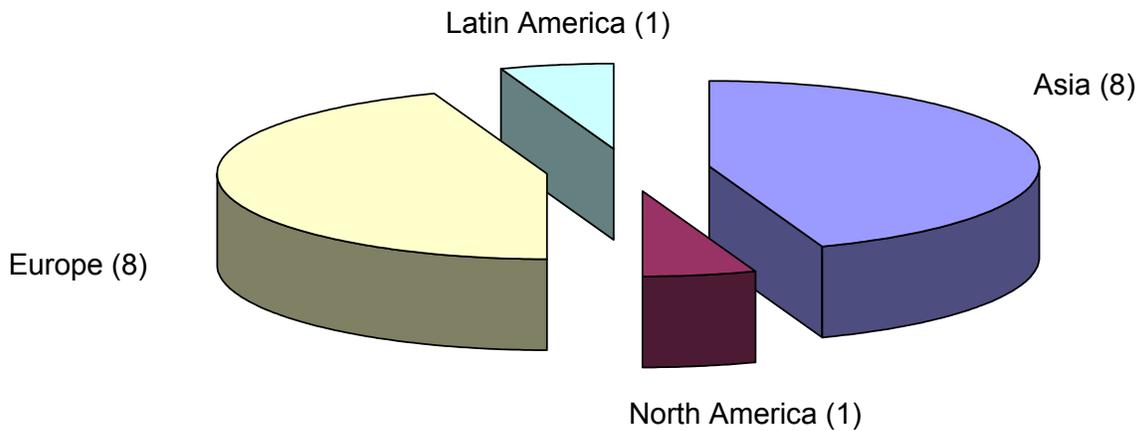


**Shootings at In-Flight Aircraft,
1995-1999
10 Incidents**

Off-Airport Facility Attacks

Incidents in this category include attacks against civil aviation assets that are not located within the perimeter of an airport, such as air navigational aid equipment and airline ticket offices. These targets are attractive because they are usually unguarded and/or easily accessible. Eighteen such attacks have been recorded in the past five years. The greatest number of incidents in one year (6) occurred in 1999; the fewest (1) in 1998. Five incidents were recorded in 1995 and three incidents were recorded in both 1996 and 1997.

All but three of the 18 off-airport facility attacks have been against ticket offices. These attacks include bombings (explosives or incendiary devices), attempted bombings, arsons, and various assaults. Aeroflot and Turkish Airlines interests were each attacked three times in the past five years; American Airlines and Alitalia interests were each attacked twice. Other targets included interests of Air France, Air India, Olympic Airlines, Pakistan Airlines, and Singapore Airlines. The non-ticket office attacks involved the destruction of navigation aid equipment in Colombia in 1999 and the United States in 1995 and the disruption of power to an airport in Pakistan in 1995. Eleven of the 18 incidents between 1995 and 1999 took place in Europe; five were recorded in Asia and one each in North America and Latin America/Caribbean.

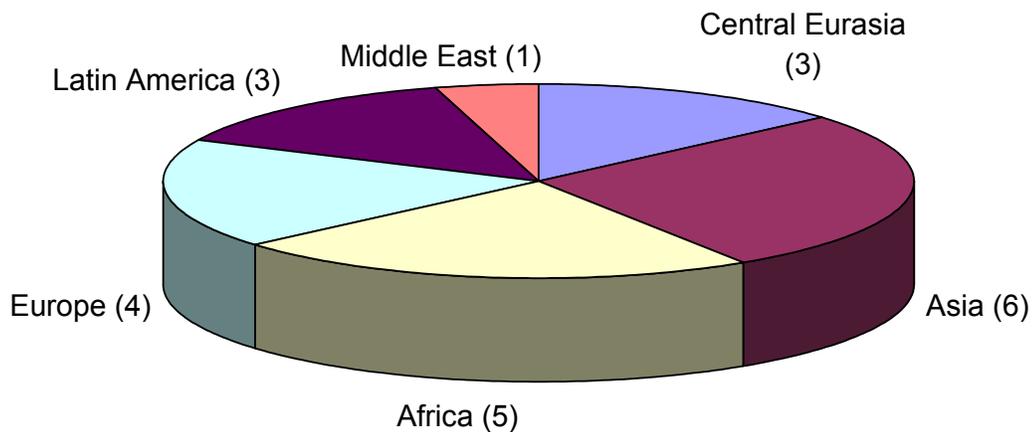


**Off-Airport Facility Attacks,
1995-1999
18 Incidents**

Eleven of the 18 incidents are considered politically-motivated incidents. Ten of the 11 incidents occurred in Europe; the other was in the Asian region. Three incidents were recorded in Greece, the most for any one country. Three politically-motivated incidents were recorded in each of the years 1995, 1997, and 1999; one incident was recorded in both 1996 and 1998.

Attacks at Airports

Twenty-two attacks have been recorded at airports throughout the world during the past five years. These attacks include 13 bombings; 6 attempted bombings; and 3 other incidents such as shootings, shellings (artillery or mortar attacks), arsons, and similar incidents. No incidents were recorded in 1999. The most incidents in one year (8) were recorded in 1996. Six incidents were recorded in 1997; there were five incidents in 1995 and three in 1998. Eleven people have been reported killed and more than 80 injured in attacks at airports during the five-year period.



**Attacks at Airports,
1995-1999
22 Incidents**

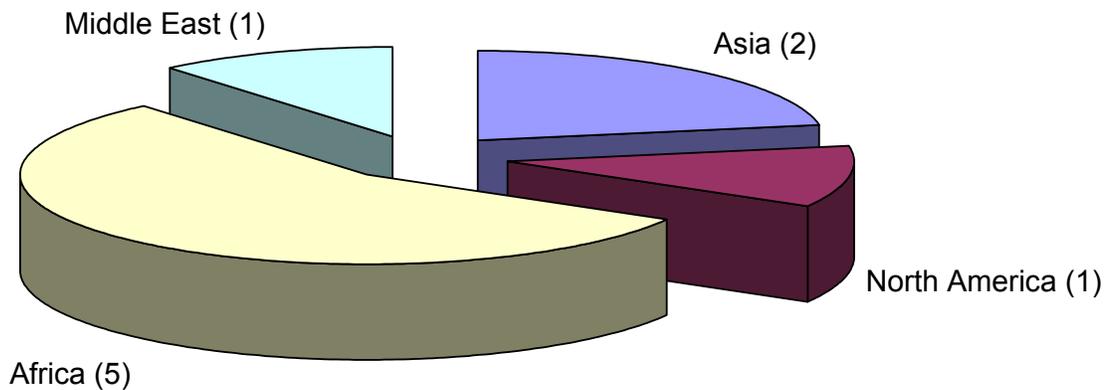
Attacks were fairly well-dispersed throughout the world within the past five years. Six incidents were recorded in Asia, five in sub-Saharan Africa, four in Europe, three in the Latin America/Caribbean region, three in Central Eurasia, and one in the Middle East/North Africa region. Worldwide, Spain recorded the most incidents (3) for any one country in the five-year period. Two incidents were recorded in Bolivia.

Seven of the 22 airport attacks in the five-year period are considered politically-motivated incidents. Four of the seven incidents were claimed—two each by the Basque Liberty and Fatherland (ETA) in Spain and the Revolutionary Worker’s Association in Japan. Three of the politically-motivated incidents occurred in 1996, two in 1995, and one each in 1997 and 1998. Spain was the site of two of the politically-motivated incidents, the most of any single country during the five-year period.

The deadliest airport attack occurred in Pakistan in July 1996. A bomb, concealed in a briefcase, exploded outside the domestic departure lounge at Lahore International Airport. Six people were killed and 32 injured in the attack.

Commandeerings of Civil Aviation Aircraft

Commandeerings occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne. The criteria for determining a commandeering as opposed to other on-board situations are the same as those concerning a hijacking. Incidents of commandeered general aviation or charter aircraft are not included in this category.

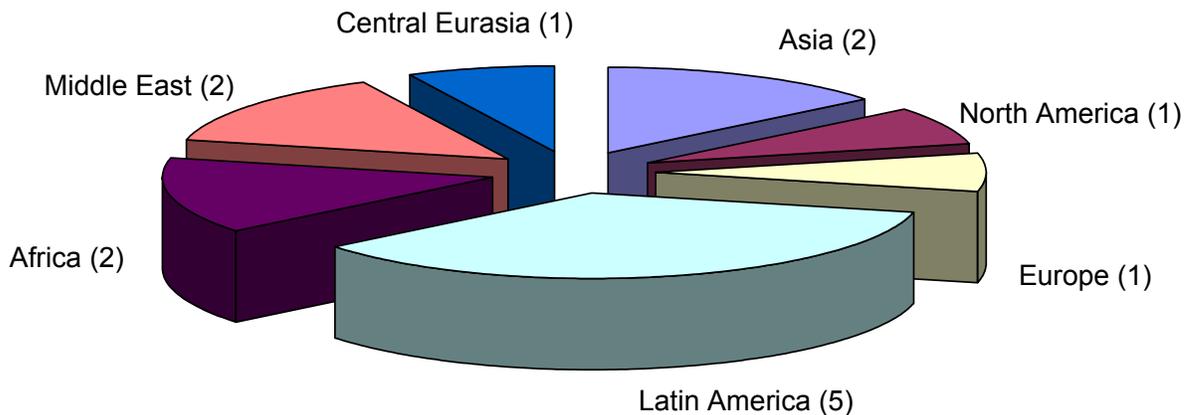


Commandeerings of Civil Aviation Aircraft, 1995-1999 9 Incidents

Nine civil aviation aircraft were commandeered between 1995 and 1999. Four incidents were recorded in 1998, two incidents were recorded in both 1997 and 1999, and one incident was recorded in 1996. There were no commandeering incidents recorded in 1995. Of these nine incidents, the plane remained on the ground in three. Four of the commandeerings occurred in the Democratic Republic of Congo (DROC): three in 1998 and one in 1999. At least two of the planes were seized by rebel fighters and used to ferry troops and supplies into the war zone. One plane was seized by government forces retreating from a rebel advance. None of the commandeering incidents are considered to have been politically motivated.

Incidents Involving General Aviation/Charter Aviation

During the past five years, 14 incidents involving general or charter aviation aircraft have been recorded. The majority of the incidents (9) were hijackings, and two were commandeerings. In addition, two instances of aircraft being deliberately damaged and one robbery were recorded. Six incidents occurred in 1996, four in 1995, two in 1999, and one in both 1997 and 1998.



Incidents Involving General Aviation/ Charter Aviation Interests, 1995-1999 14 Incidents

The Latin America/Caribbean region recorded the most incidents (5) of any geographic area in the five-year period. Nicaragua and Papua New Guinea each recorded the most incidents (two) of any country. The two incidents in 1999 involved the damaging or destruction of planes in the United States and on the island of Corsica.

Appendices

Appendix A

U.S.-Registered Air Carrier Hijacking Chronology, 1995-1999

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Number of Hijackers</i>	<i>How Boarded</i>	<i>Weapon</i>	<i>Destination/ Objective</i>
1995	None						
1996	None						
1997	None						
1998	None						
1999	None						

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology, 1995-1999

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
01-04-95	Sudan Airways	Fokker	Khartoum/Merowe, Sudan	Egypt
03-17-95	Ethiopian Airways	B-737	Addis Ababa/Bahir Dar, Ethiopia	Sweden; landed in Sudan
06-21-95	All Nippon Airways	B-737	Tokyo/Hokkaido, Japan	Personal
07-01-95	Domodedovo Airlines	IL-62	Yakutsk/Moscow, Russia	Ransom
08-03-95	China Eastern Airlines	A-300	Shanghai/Guangzhou, China	Taiwan
08-15-95	Phoenix Airways	B-727	Cape Town/Johannesburg, South Africa	Cuba
09-03-95	Air Inter	A-320	Palma de Mallorca, Spain/ Paris, France	Political protest; Landed in Switzerland
11-09-95	Olympic Airways	B-747	Bangkok, Thailand/Athens, Greece	Asylum
12-26-95	Saudi Arabian Airlines	Unknown	Jeddah, Saudi Arabia/Addis Ababa, Ethiopia	Asylum
01-06-96	Transasia Airways	A-321	Taipei/Tainan, Taiwan	China
03-08-96	Cyprus Turkish Airlines	B-727	Cyprus/Istanbul, Turkey	Political Statement
03-10-96	Hainan Airlines	B-737	Yiwu/Haisou, China	Taiwan
03-24-96	Sudan Airways	Unknown	Khartoum/Port Sudan, Sudan	Eritrea/Asylum
03-27-96	EgyptAir	A-310	Luxor/Cairo, Egypt	Libya
04-04-96	Biman Bangladesh Airlines	Jetstream 31	Dhaka/Barisal, Bangladesh	India
07-07-96	Cubanacan	AN-2	Bayamon/Moa, Cuba	Asylum; landed U.S. Navy Base, Guantanamo, Cuba

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
07-26-96	Iberia	DC-10	Madrid, Spain/Havana, Cuba	Landed in United States
08-09-96	Air Mauritania	Fokker 28	Las Palmas, Canary Islands/Nouakchott, Mauritania	Morocco
08-26-96	Sudan Airlines	A-310	Khartoum, Sudan/Amman, Jordan	England; Asylum
10-17-96	Aeroflot	TU-154	Moscow, Russia/Lagos, Nigeria	Germany/Asylum
11-15-96	Xiamen Airlines	Unknown	Guangzhou/Xiamen, China	Taiwan
11-23-96	Ethiopian Airlines	B-767	Addis Ababa, Ethiopia/Nairobi, Kenya	Escape poverty; Plane crashed into Indian Ocean
12-06-96	Krasnoyarsk Aviation Company	YAK-40	Krasnoyarsk/Boguchany, Russia	The Netherlands
01-07-97	Austrian Airlines	MD-80	Berlin, Germany/Vienna, Austria	Return to Berlin/Asylum
01-20-97	All Nippon Airways	B-777	Osaka/Fukuoka, Japan	United States
02-10-97	China Northwest Airlines	Unknown	Chongqing/Zhuhai, China	Taiwan
03-10-97	Far East Transport Company	B-757	Kaohsiung/Taipei, Taiwan	China/Asylum
06-02-97	Air China	B-747 or B-767	Beijing/Guangzhou, China	Taiwan
06-09-97	Air Malta	B-737	Valletta, Malta/Istanbul, Turkey	Asylum
10-06-97	Iran Air	Unknown	Tehran/Bandar Abbas, Iran	Iraq
12-10-97	Rossiya Airlines	IL-62	Magadan/Moscow, Russia	Switzerland; Asylum/money
12-19-97	Aero Condor	BE-200	Lima/Chimbote, Peru	Theft of Valuables
12-22-97	China Eastern Airlines	A-300	Shanghai/Xiamen, China	Taiwan
01-31-98	Atlantic Airlines	Unknown	Bluefields/Little Corn Island, Nicaragua	Colombia
02-24-98	Turkish Airlines	Avro RJ 100	Adana/Ankara, Turkey	Iran

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
03-30-98	Cyprus Turkish Airlines	B-727	Cyprus/Ankara, Turkey	Germany
05-24-98	Pakistan International Airlines	Fokker Friendship	Karachi/Turbat, Pakistan	Protest nuclear testing
06-23-98	Iberia	B-727	Seville, Spain/Amsterdam, The Netherlands	Israel; psychiatric patient
07-25-98	Aviones de Oriente	Beechcraft 1900	Caracas/Barinas State, Venezuela	Drug smuggling
09-14-98	Turkish Airlines	A-310	Ankara/Istanbul, Turkey	Protest ban on Islamic clothing
10-28-98	Air China	B-737	Beijing/Kunming, China	Pilot diverted to Taiwan
10-29-98	Turkish Airlines	B-737	Adana/Ankara, Turkey	Protest war against Kurds
03-02-99	Air France	A-320	Marseille/Paris, France	Mentally Ill
04-12-99	Avianca	Fokker 50	Bucaramanga/Bogota, Colombia	Hostage taking and ransom payment
06-12-99	Xiamen Airlines	B-737	Shanghai/Xiamen, China	Taiwan
07-23-99	All Nippon Airways	B-747-400	Tokyo/Sapporo, Japan	To fly plane
07-30-99	Avior Express	Beechcraft 1900D	Caracas/Guasualito, Venezuela	Hostages
08-25-99	Royal Air Moroc	B-737	Casablanca, Morocco/Tunis, Tunisia	Germany
10-19-99	EgyptAir	B-737-500	Istanbul, Turkey/Egypt	Germany
10-26-99	Iran Air	Unknown	Tehran/Orumiyah, Iran	France
11-23-99	Zhejiang Airlines	Unknown	Yiwu/Xiamen, China	Taiwan
12-24-99	Indian Airlines	A-300	Kathmandu, Nepal/New Delhi, India	Release prisoners from Indian jail
12-28-99	Lufthansa	Canadair Regional Jet	Prague, Czech Republic/Duesseldorf, Germany	United Kingdom

Appendix C

Bombings of Aircraft Chronology, 1995-1999

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Details</i>
1995	None			
1996	None			
07-09-97	Transporte Aereo Mercosur	Fokker 100	Vitoria/Sao Paulo, Brazil	Bomb in cabin; in-flight explosion; plane landed safely; one passenger killed, six injured
1998	None			
1999	None			

Appendix D

Chronology of Significant Acts Against Civil Aviation In 1999 By Date

<i>Date</i>	<i>Incident</i>	<i>Location</i>
January 2	Shooting at Aircraft	Angola
February 20	Firebombing – Turkish Airlines Office	Italy
March 2	Hijacking – Air France	France
April 9	General Aviation – Destruction of Aircraft	United States
April 12	Hijacking – Avianca	Colombia
May 12	Shooting at Aircraft	Angola
May 27	Firebombing – American Airlines Office	Switzerland
June 12	Hijacking – Xiamen Airlines	China
June 12	Commandeering – Congo Air Lines	Democratic Republic of Congo
July 8	Attack – Pakistan International Airlines Office	India
July 23	Hijacking – All Nippon Airways	Japan
July 30	Hijacking- Avior Express	Venezuela to Colombia
August 25	Hijacking – Royal Air Moroc	Morocco to Spain
August 28	Commandeering – MAF Airlines	Papua New Guinea
August 29	Shooting at Aircraft	Ethiopia
September 22	General Aviation – Destruction of Aircraft	France/Corsica
October 19	Hijacking – Egypt Air	Turkey to Germany
October 26	Hijacking - Iran Air	Iran
October 31	Destruction of Navigational Aid System – Cucuta Airport	Colombia
November 23	Hijacking – Zhejiang Airlines	China

Appendix E

Chronology of Significant Acts Against Civil Aviation In 1999 By Category

<i>Date</i>	<i>Incident</i>	<i>Location</i>
HIJACKINGS		
March 2	Air France	France
April 12	Avianca	Colombia
June 12	All Nippon Airlines	Japan
July 30	Avior Express	Venezuela to Colombia
August 25	Royal Air Moroc	Morocco to Spain
October 19	EgyptAir	Turkey to Germany
October 26	Iran Air	Iran
November 23	Zhejiang Airlines	China
December 24	Indian Airlines	Nepal to Afghanistan
December 28	Lufthansa	Czech Republic to Germany
COMMANDEERINGS		
June 12	Congo Air Lines	Democratic Republic of Congo
August 28	MAF Airlines	Papua New Guinea
OFF-AIRPORT FACILITY ATTACKS		
February 20	Firebombing – Turkish Airlines Office	Italy
May 27	Firebombing – American Airlines Office	Switzerland
July 8	Attack – Pakistan International Airlines Office	India
October 31	Destruction of Navigational Aid System – Cucuta Airport	Colombia

<i>Date</i>	<i>Incident</i>	<i>Location</i>
November 25	Firebombing – American Airlines Office	Switzerland
December 8	Attempted Bombing – Aeroflot Airlines	Turkey

GENERAL/CHARTER AVIATION

April 9	Destruction of Aircraft	United States
September 22	Destruction of Aircraft	France/Corsica

SHOOTINGS AT AIRCRAFT

January 1	Shooting at Aircraft	Angola
May 12	Shooting at Aircraft	Angola
August 29	Shooting at Aircraft	Ethiopia

INCIDENTS NOT COUNTED *

January 4	Robbery of Aircraft	Nigeria
January 12	Threatening Passenger on Airplane	United States
February 9	Averted Hijacking of Charter Aircraft	Taiwan
February 17	Robbery of Aircraft	Belgium
March 5	Kidnapping from Aircraft	Russia
April 9	President Assassinated at Niamey Airport	Democratic Republic of Congo
April 27	Explosion Near Narita Airport	Japan
October 11	Theft of Plane/Suicidal Pilot	Botswana
November 2	Two Helicopters Commandeered	Panama to Colombia

* These incidents are not included in the statistics for 1999. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these are the only incidents of this type that occurred.

Appendix F

Total Incidents, 1995-1999

	1999	1998	1997	1996	1995
Civil Aviation					
Hijackings.....	11	9	10	14	9
Commandeerings.....	2	4	2	1	0
Bombing/Shootings/Attempted	0	0	1	1	0
Bombings on Aircraft.....					
General/Charter Aviation.....	2	1	1	6	4
Attacks at Airports.....	0	3	6	8	5
Off-Airport Facility	6	1	3	3	5
Attacks.....					
Shootings at Aircraft.....	3	4	0	2	1
Totals	24	22	23	35	24
Incidents Not Counted.....	7	9	8	7	8

Incidents By Category

	1999	1998	1997	1996	1995	Total
Hijackings						
Asia.....	4	2	5	4	2	17
Central Eurasia.....	0	0	1	1	1	3
Europe.....	3	5	2	3	2	15
...						
Latin America/Caribbean.....	2	2	1	1	0	6
Middle East/North Africa	2	0	1	3	2	8
Sub-Saharan Africa	0	0	0	2	2	4
.....						
Commandeerings						
Asia.....	1	0	1	0	0	2
Middle East/North Africa.....	0	0	0	1	0	1
North America.....	0	1	0	0	0	1
Sub-Saharan Africa.....	1	3	1	0	0	5
.....						
Bombings/Shootings/Attempted						
Bombings on Aircraft						
Asia.....	0	0	0	1	0	1
Latin America/Caribbean.....	0	0	1	0	0	1
General/Charter Aviation						
Asia.....	0	0	0	1	1	2
Central Eurasia.....	0	0	0	0	1	1

Europe.....	1	0	0	0	0	1
...						

	1999	1998	1997	1996	1995	Total
Latin America/Caribbean.....	0	1	0	3	1	5
Middle East/North Africa.....	0	0	0	1	1	2
North America.....	1	0	0	0	0	1
Sub-Saharan Africa.....	0	0	1	1	0	2
Attacks at Airports						
Asia.....	0	1	1	2	2	6
...						
Central Eurasia.....	0	0	1	0	2	3
Europe.....	0	0	1	2	1	4
Latin America/Caribbean.....	0	1	1	1	0	3
Middle East/North Africa.....	0	0	0	1	0	1
Sub-Saharan Africa.....	0	1	2	2	0	5
Off-Airport Facility Attacks						
Asia.....	4	0	0	2	2	8
...						
Europe.....	1	1	3	1	2	8
Latin America/Caribbean.....	1	0	0	0	0	1
North America.....	0	0	0	0	1	1
Shootings at Aircraft						
Asia.....	0	0	0	0	1	1
Latin America/Caribbean.....	0	1	0	2	0	3
Sub-Saharan Africa.....	3	3	0	0	0	6

Incidents By Region

	1999	1998	1997	1996	1995	Totals
Asia						
Attacks at Airports.....	0	1	1	2	2	6
Bombings on Aircraft.....	0	0	0	1	0	1
Commandeerings.....	1	0	1	0	0	2
General/Charter Aviation.....	0	0	0	1	1	2
Hijackings.....	4	2	5	4	2	17
Off-Airport Attacks.....	1	0	0	2	2	5
Shootings at Aircraft.....	0	0	0	0	1	1
Central Eurasia						
Attacks at Airports.....	0	0	1	0	2	3
General/Charter Aviation.....	0	0	0	0	1	1
Hijackings.....	0	0	1	1	1	3

Europe

Attacks at Airports.....	0	0	1	2	1	4
General/Charter Aviation.....	1	0	0	0	0	1
Hijackings.....	3	5	2	3	2	15
Off-Airport Attacks.....	4	1	3	1	2	11

	1999	1998	1997	1996	1995	Totals
Latin America/Caribbean						
Attacks at Airports.....	0	1	1	1	0	3
Bombings on Aircraft.....	0	0	1	0	0	1
General/Charter Aviation.....	0	1	0	3	1	5
Hijackings.....	2	2	1	1	0	6
Off-Airport Attacks.....	1	0	0	0	0	1
Shootings at Aircraft.....	0	1	0	2	0	3
Middle East/North Africa						
Commandeerings.....	0	0	0	1	0	1
General/Charter Aviation.....	0	0	0	1	1	2
Hijackings.....	2	0	1	3	2	8
Attacks at Airports.....	0	0	0	1	0	1
North America						
Commandeerings.....	0	1	0	0	0	1
General/Charter Aviation.....	1	0	0	0	0	1
Off-Airport Attacks.....	0	0	0	0	1	1
Sub-Saharan Africa						
Attacks at Airports.....	0	1	2	2	0	5
Commandeerings.....	1	3	1	0	0	5
General/Charter Aviation.....	0	0	1	1	0	2
Hijackings.....	0	0	0	2	2	4
Shootings at Aircraft.....	3	3	0	0	0	6
Asia.....	6	3	7	10	8	34
Central Eurasia.....	0	0	2	1	4	7
Europe.....	8	6	6	6	5	31
Latin America/Caribbean.....	3	5	3	7	1	19
Middle East/North Africa.....	2	0	1	6	3	12
North America.....	1	1	0	0	1	3
Sub-Saharan Africa.....	4	7	4	5	2	22
Totals	24	22	23	35	24	128

Appendix G

Politically-Motivated Incidents Involving Civil Aviation 1995-1999

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
1995*			
February 21	Shooting at Airlink Aircraft	Papua New Guinea	Bougainville Revolutionary Army suspected
March 26	Attempted Bombing – Singapore Airlines Office	Philippines	Claim – Alex Boncayo Brigade
April 15	Firebombing – Turkish Airlines Office	Austria	Revolutionary Peoples’ Liberation Front literature found at scene
May 2	Firebombing – Turkish Airlines Office	Denmark	No claim; Kurdistan Workers’ Party (PKK) suspected
May 12	Bombing – Narita Airport	Japan	Claim – Revolutionary Worker’s Association
July 29	Attempted Bombing – Alicante Airport	Spain	No claim – Basque Fatherland and Liberty (ETA) suspected
September 3	Hijacking – Air inter	Spain	Individual; protest against French nuclear tests
1996			
February 24	Shooting at Cessna Aircraft (Two incidents)	Cuba	Cuban exile group aircraft
March 8	Hijacking – Cyprus Turkish Airlines	Cyprus	Individual; to win sympathy for Chechen separatists
April 28	Bombing – Aeroflot Russian International Airlines Office	Turkey	Claim – Organization for Solidarity with the Chechen Resistance Fighters
June 6	Bombing – Lusaka Airport	Zambia	No claim – political opposition groups suspected
July 20	Bombing – Reus Airport	Spain	Claim – ETA
October 20	Mortar Attack – Algiers Airport	Algeria	No claim – Islamic militants suspected

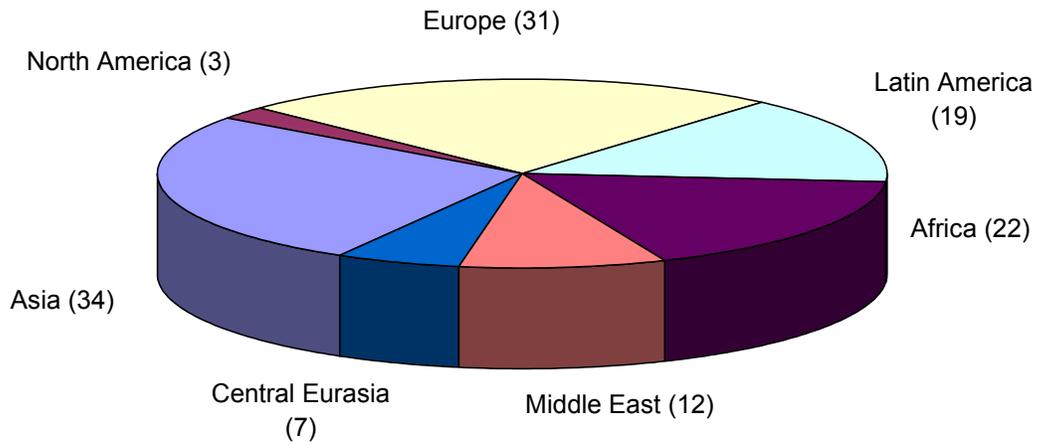
* This list includes incidents carried out by perpetrators having known or suspected political motivation. The following principles have been used to compile the list of incidents:

- in cases in which the motivation has not been conclusively established, but political motivation is a possibility, the incident has been included;
- acts by insurgent groups in open conflict with government forces are included only if they occur outside the theatre of conflict;
- acts by individuals or groups carried out purely to improve personal circumstances (e.g., hijackers seeking political refuge in another country) are not included.

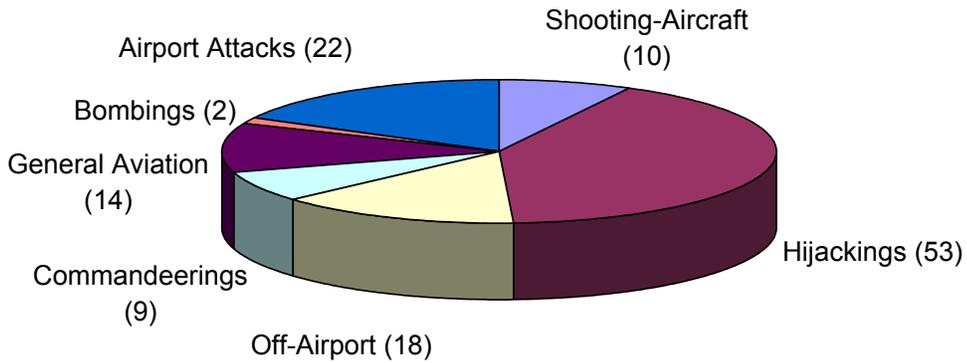
Politically-Motivated Incidents Involving Civil Aviation, 1995-1999

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
1997			
January 6	Grenade Attack – Madrid Airport	Spain	Claim – ETA
January 28	Bombing - Air France Office	France	Claim – Corsican National Liberation Front
April 4	Attempted Bombing – Alitalia Office	Greece	Claim – Fighting Guerrilla Formation
October 19	Bombing – Alitalia Office	Greece	Claim – Team of International Revolutionary Struggle
1998			
February 2	Attack – Narita Airport	Japan	Claim – Revolutionary Worker’s Association
February 24	Hijacking – Turkish Airlines	Turkey	Individual; allegedly to protest oppression of Muslims
May 17	Bombing – Olympic Airways Office	Greece	Two claims – May 98 and Fighting Guerrillas of may
May 24	Hijacking – Pakistan International Airlines	Pakistan	Three individuals; to protest nuclear testing
September 14	Hijacking – Turkish Airlines	Turkey	Individual; to protest ban on Islamic clothing
October 29	Hijacking – Turkish Airlines	Turkey	Individual; to protest treatment of ethnic Kurds
1999			
February 20	Firebombing – Turkish Airlines Office	Italy	Demonstration; Release of PKK leader
March 27	Firebombing – American Airlines Office	Switzerland	Protest against NATO air strikes in the Balkans
April 12	Hijacking – Avianca	Colombia	Claim – National Liberation Army; to pressure the government
November 25	Firebombing – American Airlines Office	Switzerland	Protest; free prisoner on death row in the United States
December 24	Hijacking – Indian Airlines	Nepal	Release of a Kashmiri separatist group leader

Charts and Graphs

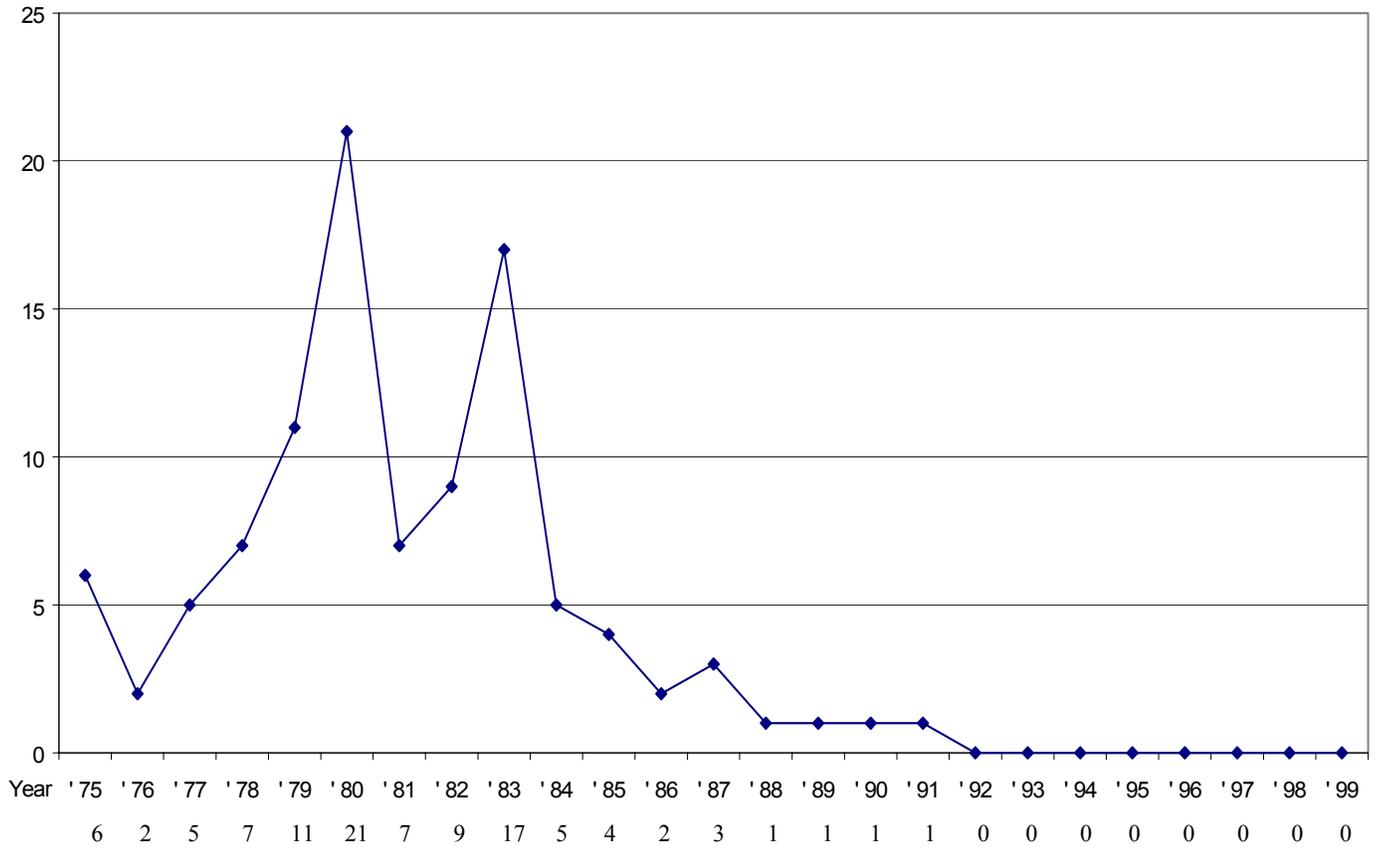


**Incidents Against Aviation by Geographic Area
1995-1999
128 Incidents**
(Latin America includes South America, Central America, and the Caribbean)



**Incidents Against Aviation by Category,
1995-1999
128 Incidents**
(Bombings category includes attempted bombings of and shootings on board aircraft.)

U.S.-Registered Air Carrier Hijackings 1975-1999



Foreign-Registered Air Carrier Hijackings 1975-1999

