

Criminal Acts against Civil Aviation: 1989.

FEDERAL AVIATION ADMINISTRATION WASHINGTON DC

1989

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Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1985–1989

Date	Carrier	Type	Flight Plan	No. of Hi-jackers	How Boarded Aircraft?	Weapon Type	Weapon Status	Destination / Objective
01-04-85	Pan Am	R 727	Cleveland, OH/ New York, NY	1 Female	Assaulted Aircraft	Gun	Real	Brazil
01-18-85	Eastern	A-300	Newark, NJ/ Miami, FL	1 Male	Screened	Explosive	Fake	Cuba
06-14-85	TWA	B-727	Athens, Greece/ Rome, Italy	2 Male	Screened	Explosive Gun	Real	Beirut Prisoner Release
11-19-85	America West	B-737	Phoenix, AZ/ Ontario, CA	1 Male	Assaulted Aircraft	Explosive	Alleged	Unknown
02-05-86	Delta	L-1011	Ft. Lauderdale, FL Dallas, TX	1 Male	Screened	Knife	Real	Police protection
03-14-86	Delta	DC-9	Dallas, TX	1 Male	Assaulted Aircraft	Gun	Real	Suicide
05-02-86	Horizon	SA-227	Eugene, Portland, OR	1 Male	Assaulted Aircraft	Incendiary Gun	Alleged	Phoenix
09-05-86	Pan Am	B-747	Karachi, Pakistan/ Frankfurt, FRG	4 Male	Assaulted Aircraft	Explosive Gun	Real	Cyprus Prisoner release
01-05-87	Delta	N A	Dallas, TX	1 Male	Assaulted Aircraft	Gun	Real	Egypt
01-10-87	New York Air	DC-9	Newark, NJ/ Wash., DC	1 Male	Screened	Incendiary	Alleged	Speak with officials
03-07-87	Alaska	B-727	Seattle WA/ Anchorage, AK	1 Male	Screened	Gun	Alleged	Cuba
06-05-87	Virgin Islands Seaplane	Grumman	St. Croix V.I./ San Juan, PR	1 Male	Passengers not screened	Explosive	Real	Cuba

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Introduction

The Federal Aviation Administration's Office of Civil Aviation Security maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil aviation worldwide. These records include actual and attempted hijackings; explosions aboard aircraft, at airports, and at airline offices; and other selected criminal acts against civil aviation. These offenses represent serious threats to the safety of civil aviation 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 incidents are viewed within the context of the Federal criminal statute (49 USC 1472(b)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any form of intimidation, and with wrongful intent, of any aircraft. There is no attempt made in this report to differentiate between an act of air piracy and an attempted act of air piracy.

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

This edition summarizes events which occurred during 1989 and places the events in perspective within a 5-year period.

Highlights

In 1989, the overall decline seen in the past several years in reported attacks against civil aviation throughout the world continued. Increased attention to airport and aircraft security and the implementation of antiterrorism measures by a number of countries may have contributed to this decline. Nonetheless, civil aviation remains an attractive target for terrorists, or individuals with other criminal motives.

The use of explosive devices by terrorists poses the most serious threat to civil aviation security. As in 1988, two aircraft, Union de Transports Aeriens (UTA) Flight 772 and Aerovias Nacionales de Colombia, (Avianca) Flight 203, were destroyed in flight by explosive devices in 1989. The explosions resulted in the total destruction of the aircraft and the deaths of all passengers and crew.

In 1989, sixteen hijackings of scheduled air carrier aircraft were reported worldwide. Of the 16, two involved U.S. registered aircraft and 14 involved foreign registered aircraft. As in previous years, most hijackings were committed by individuals seeking political asylum or repatriation, fleeing from criminal prosecution or who were mentally disturbed. None of the hijacking incidents that occurred in 1989 were terrorist—related.

Various other types of criminal attacks were also directed against civil aviation personnel and facilities. Bomb threats, which can potentially paralyze civil aviation operations, increased significantly in 1989.

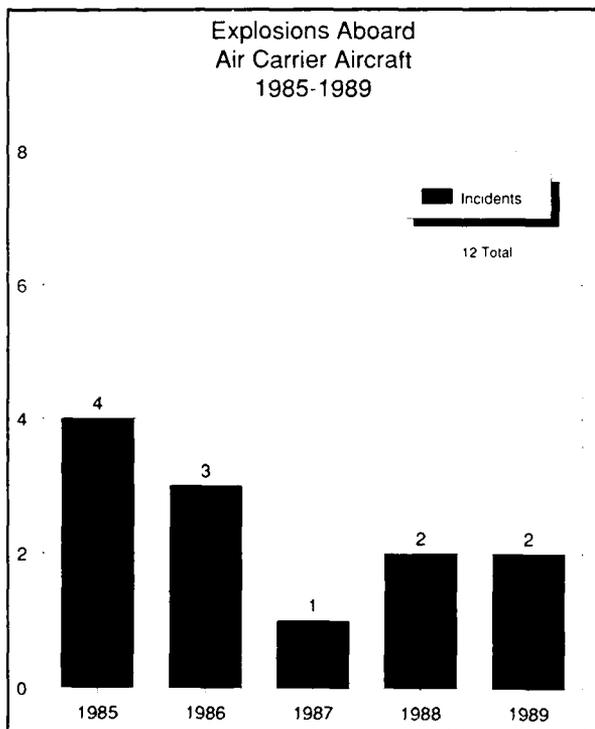
Explosive Attacks Against Civil Aviation

■ Overview

In 1989, as in previous years, there were attacks against civil aviation which involved the use of explosives. These attacks, although few in number, continue to cause a high number of casualties and are a major threat to civil aviation. In 1989 two aircraft were destroyed in mid-air bombings.

■ Explosions On Board Aircraft

The two 1989 attacks which involved explosions on board aircraft occurred over Niger, West Africa and Colombia, South America and are not apparently related. Both attacks caused the total destruction of the aircraft and the death of all passengers and crew. This is



the second consecutive year in which two aircraft were totally destroyed by mid-air explosions.

□ **UTA Flight 772.** On September 19, Union De Transports Aeriens (UTA) Flight 722 en route from Brazzaville, Congo to Paris, France, with a stop over in N'Djamena, Chad, was destroyed in mid-air killing all 171 persons on board. Wreckage from the aircraft was scattered over a wide stretch of the Tenere Desert in Niger. Although the investigation is continuing, French authorities have stated that the DC-10 was destroyed by an explosive device which had been placed in a suitcase.

□ **Avianca Flight 203.** On November 27, Aerovias Nacionales de Colombia, (Avianca), Flight 203 exploded shortly after takeoff from El Dorado International Airport in Bogota, Colombia. The Boeing 727 was on a domestic flight between Bogota and Cali. All 107 persons on board were killed. Investigation indicates that an explosive device was placed in the cabin of the aircraft. A group believed to be associated with a Colombian narcotics cartel claimed responsibility for the attack.

■ Attempted Aircraft Bombings

In addition to the two incidents in which aircraft were destroyed in mid-flight by explosive devices, there were two incidents in which explosives were unsuccessfully used in attacks against civil aviation. On September 4, Colombian authorities discovered an explosive device aboard an Avianca Airlines flight from Cali. The device was discovered after an anonymous phone call alerted authorities. It was removed and detonated on the outskirts of the airport. Although it appears that this may have been an attack directed against Avianca, there was no independent confirma-

tion regarding this incident and it is unknown how the explosive device was constructed.

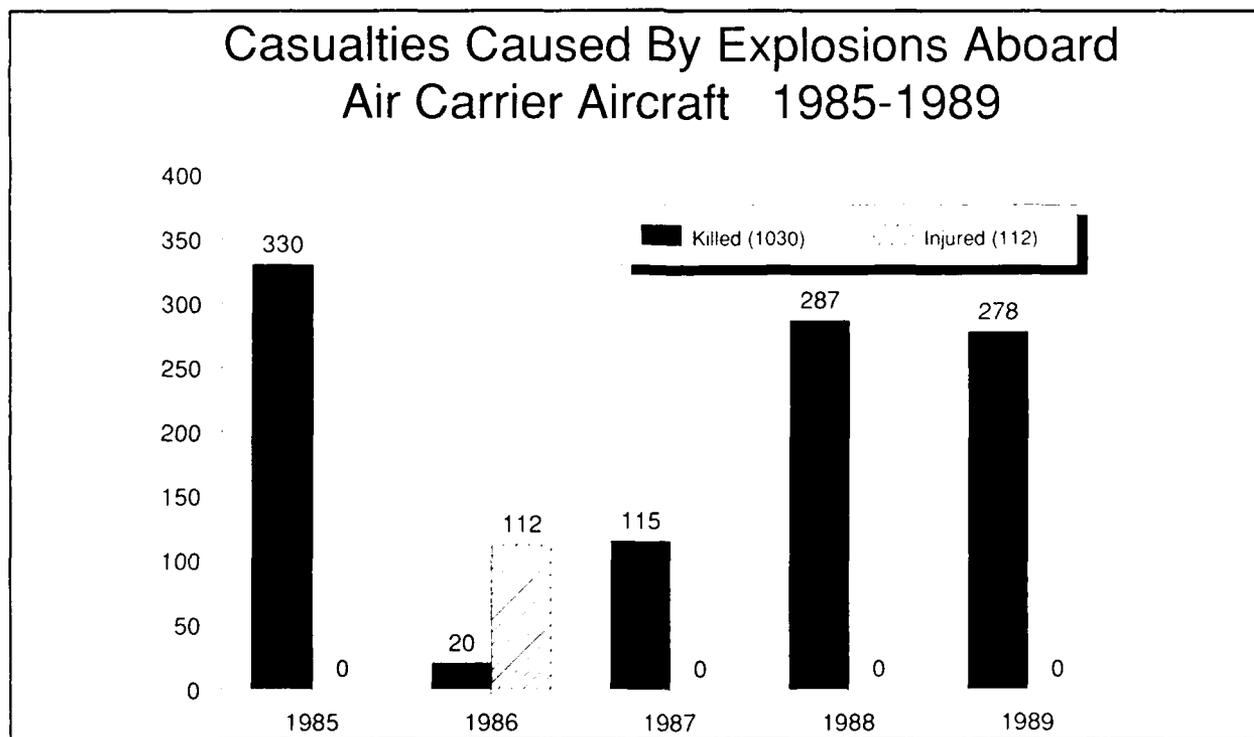
The second attempt occurred on November 23 when a defective explosive device was discovered on Saudia Flight 367. An extortion note was received at Islamabad Airport demanding \$1.5 million while the Boeing 747 was en route from Islamabad, Pakistan to Riyadh, Saudi Arabia. The aircraft was diverted to Karachi, Pakistan where the explosive device was discovered and disarmed.

■ **Explosive Attacks Against Aviation Related Facilities**

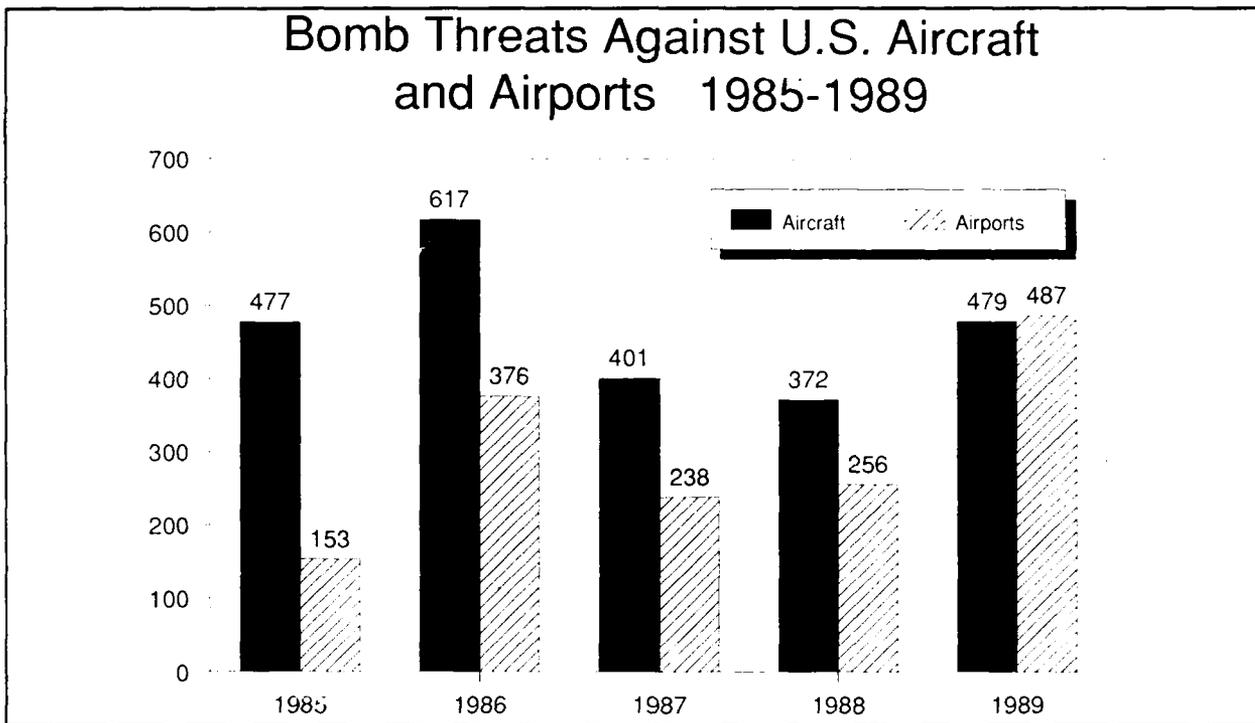
There were six incidents involving the use of explosives against aviation related facilities during 1989. Two of the six incidents were reportedly carried out by the Provisional Irish Republican Army (PIRA) in Northern Ireland. One incident occurred in Greece, one at the New Tokyo International Airport in Japan, one at Khartoum Airport in the Sudan, and one at an airline office in Istanbul, Turkey.

The two PIRA incidents both took place at Harbor Airport in Belfast, Northern Ireland. The first of these incidents, which involved three explosions at the airport, damaging three aircraft and windows in the airport control tower, occurred on July 3. In addition to these explosions three other explosive devices were found near airport oil and fuel pipelines. The second incident occurred on November 27 when the group detonated a device at the airport after entering through a security fence which was under construction. In this incident a prototype Shorts 360 series aircraft was destroyed.

Three other incidents involved discovery of explosive components at Iraklion Airport in Greece on January 5; the discovery of an improvised projectile aimed at Tokyo's Narita Airport on February 21st; and, an explosion in a relief truck at Khartoum Airport in Sudan on December 21st. In the sixth incident, on March 20th an explosion occurred at the downtown office of the Emirate Airlines in Istanbul, Turkey.



Bomb Threats Against U.S. Aircraft and Airports 1985-1989



■ Bomb Threats

Bomb threats are crimes often intended to disrupt civil aviation operations. FAA receives and maintains records concerning bomb threats involving U.S. air carriers and U.S. airports. Data is not received or maintained concerning incidents of this type involving foreign air carriers operating outside the United States.

In 1989, 966 bomb threats against civil aviation were reported to FAA. This was the second highest total during the five year period beginning in 1985 (993 bomb threats in 1986). As a result of the Pan Am 103 incident, attempts to exploit the public's heightened sensitivity to the issue of bomb threats directed against civil aviation have occurred. The most notable example was the disruptive atmosphere that ensued from the media attention given Northwest Airlines Flight 51 on the 22nd of December. Due to the unfounded but widely publicized threat against the flight, only

26 of the originally scheduled 130 passengers boarded the flight from Paris, France, to Detroit, Michigan.

Bombing Attacks Against Airports and Airline Ticket Offices¹ 1989

	Airports	Ticket Offices
U.S. and Canada	0	0
Latin Am/Caribbean	0	0
Europe/Middle East	3	1
Africa	1	0
Asia	0	0
Far East	1	0
Totals	5	1

¹ Includes explosions as well as incidents in which a device was capable of exploding was found but where no explosion occurred

AVIANCA FLIGHT 203

On the 27th of November a Boeing 727, registered to Aerovias Nacionales de Colombia, (Avianca), the Colombian national carrier, was flying a scheduled commercial flight when it exploded and crashed four minutes after takeoff.

The flight was scheduled to fly from Bogota to Cali, some 200 miles to the southwest, but crashed after taking off from Bogota's El Dorado Airport. The crash occurred shortly after a radio transmission from the captain stating that all was well. There were no survivors among the 107 passengers and crew on board Flight 203. The wreckage was strewn over several miles of hilly terrain near the community of Soacha, which is located on the southwest out-skirts of Bogota. Forensic evidence indicated that an improvised explosive device was placed under a seat in the passenger compartment. The location of the device over the central fuel tanks apparently caused the explosion to initiate a fuel fire and resulted in the subsequent disintegration and crash of the aircraft.

While several claims of credit for this tragedy were received, it is not known if any of them are valid. An early report stated that the bombing might have been carried out by the group of cocaine traffickers associated with the Medellin cartel, known as "The Extraditables". An individual, claiming the event for "The Extraditables", said the bombing was undertaken to silence several passengers on board who were police informants. While this is certainly within the realm of possibility, there is no firm evidence in the public domain to prove this theory.



Debris scattered over the Soacha hillside.



Reassembled side of the air frame.



Spray from the bomb found on the side of the bulkhead.

UTA Flight 772

On September 19, 1989 a French DC-10 jetliner owned by Union De Transports Aeriens (UTA) departed Brazzaville, Congo on its regularly scheduled Tuesday service via N'Djamena (Chad) to Paris. Less than an hour after it departed the Chadian capital, the plane, carrying 156 passengers and 15 crew suddenly disappeared in calm weather and without any radio message signaling problems.

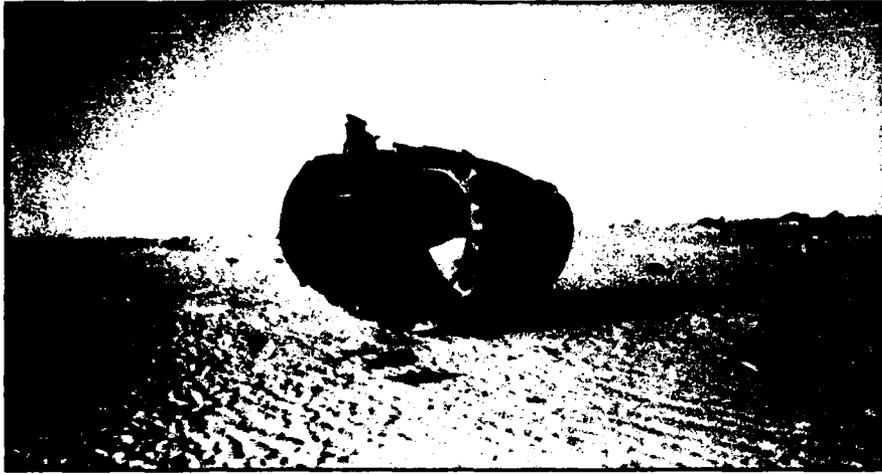
The aircraft crashed in the Tenere Desert in Niger and the debris was scattered over 40 square miles. French and Nigerian soldiers looking for survivors were joined by French investigators from the Accident Inquiry Bureau and American investigators from the Federal Aviation Administration, the National Transportation Safety Board and the Federal Bureau of Investigations. Recovery was complicated by harsh desert conditions including rough terrain and temperatures of 140 degrees.

French officials subsequently determined that the crash was caused by an explosion and later announced that a bomb, containing PETN, a substance used in making plastic explosives, had apparently been concealed in the lining of a Samsonite suitcase and loaded in the cargo hold.

The criminal investigation by the French authorities continues as of the publication of this report and it is not known who was responsible for placing the explosive device on the aircraft.



The cockpit and a portion of first class after the air frame was moved.



*The engine
cowling from
number 2 engine
found in the
Tenere Desert.*

*The cockpit and
a portion of
first class
before the air
frame was
moved.*



Air Carrier Hijackings Worldwide

In 1989, there were 16 hijackings of scheduled air carrier aircraft worldwide. Of the 16, two were U.S. and 14 were foreign registered aircraft. This represents an increase of only one hijacking over the 1988 total (15) and is generally consistent with the totals for 1986

Air Carrier Hijackings-Worldwide			
Year	U.S. Registered	Foreign Registered	Total
1985	4	22	26
1986	4	9	13
1987	4	9	13
1988	2	13	15
1989	2	14	16
Totals	16	67	83

and 1987 (13 each). The hijacking totals for each of the past 3 years were lower than the 1984 and 1985 totals of 26 each per year.

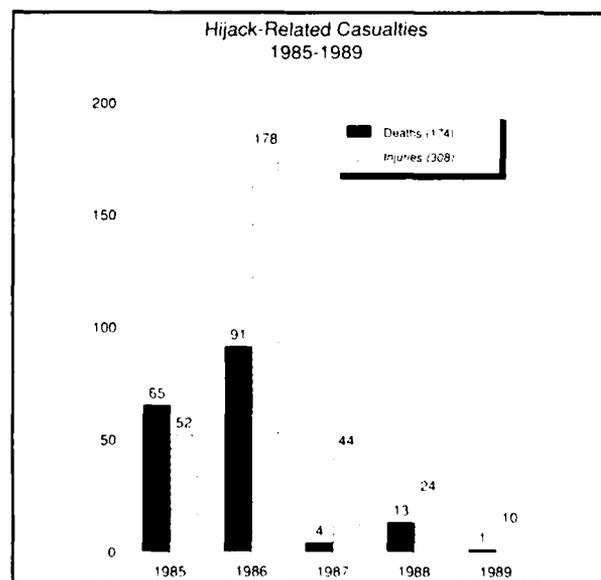
None of the hijackings in 1989 are known to have been perpetrated for terrorist motives. They were either undertaken by mentally unstable individuals, persons attempting to escape repressive political regimes, or individuals that had other criminal motives. Hijackers with personal, criminal, or obscure motives have been extremely difficult to counter because they do not follow any established pattern of behavior.

During 1989, 1 death and 10 injuries resulted from hijacking incidents worldwide. The

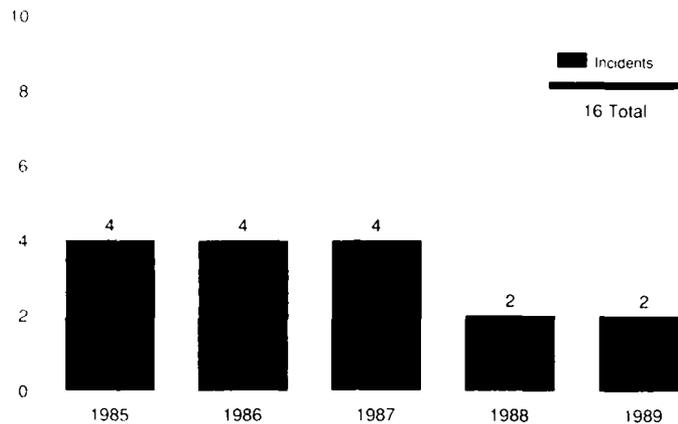
largest number of hijacking related casualties occurred April 24 when a Civil Aviation Administration of China airliner was hijacked from Ningbo to Xiamen, PRC. During this incident, the hijacker injured three people before killing himself. The 1989 totals are significantly lower than deaths and injuries associated with hijackings over the past few years. Between 1984 and 1988 a total of 181 deaths and 325 injuries occurred in connection with hijackings. The greatest number of hijacking related deaths and injuries were reported in 1986, when 91 people were killed and 178 were injured worldwide.

■ U.S. Air Carrier Hijackings

In 1989, there were two hijacking incidents involving U.S. air carrier aircraft. In one hijacking incident, two Haitian military deserters hijacked an 8 passenger aircraft from Haiti to Miami. The pilot convinced the hijackers to surrender in Miami. In the other incident, a Cuban immigrant, who had come



U.S.-Registered Air Carrier Hijackings 1985-1989



to the U.S. during the Mariel boatlift, failed in his attempt to hijack an American Airlines Boeing 727 to Cuba from Miami. The hijacker claimed to be armed with a pistol and explosives, which allegedly were in his carry-on bag, but actually only a starter pistol, two knives and a pair of scissors were later recovered. This hijacker was able to defeat the preboard passenger screening system.

From 1984 through 1989, 10 of the 21 hijackings of U.S. air carriers were committed by individuals who had gone through preboard screening. Actual weapons (explosives, incendiaries, firearms, knives, or any combination of these) were used in only 4 of the 10 hijackings.

No U.S. carriers were involved in terrorist hijackings in the 1987-1988 time frame. The

**Weapons Used by Hijackers
of U.S. Carriers
1985-1989**

Type of Weapon	Actual Weapon	Alleged ² (or fake)	Total
Explosives	3	5	8
Incendiaries	0	2	2
Firearms	8	1	9
Knives	2	0	2
Totals	13	8	21³

² When no weapon was actually seen or its authenticity could not be established the weapon is categorized as "alleged."

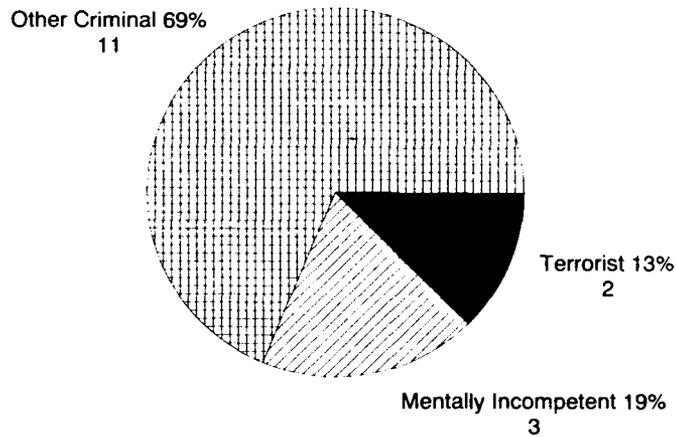
³ The total number of times each weapon was used does not correspond to the total number of hijackings (16) as multiple weapon types were claimed in some incidents

**Weapon Types Used by Hijackers
of U.S. Air Carriers Who Went Through
Preboard Screening, 1985-1989**

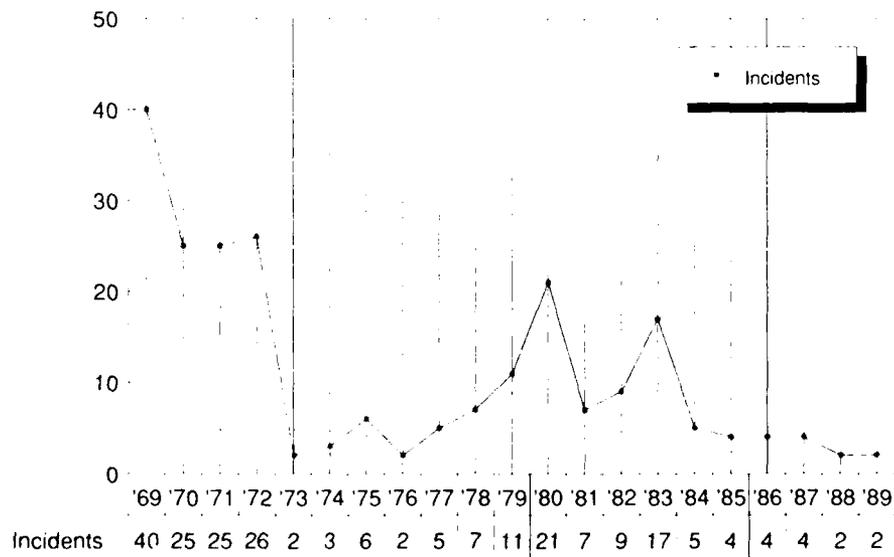
Type of Weapon	Actual Weapon	Alleged (or fake)	Total
Explosives	2	5	7
Incendiaries	0	2	2
Firearms	5	1	6
Knives	2	0	2
Totals	9⁴	8	17

⁴ This figure can be put in perspective when compared with the total number of persons screened at U.S. airports and weapons discovered. From 1985 through 1989, over 5.3 billion persons were screened while 15,132 firearms and 74 explosive or incendiary devices were detected.

Motives of Hijackers of U.S. Air Carriers 1985-1989



U.S. Registered Air Carrier Hijackings 1969-1989



Locations of Hijackings of U.S. Air Carriers 1985-1989

Within the United States and Its Territories (12)



Foreign Locations (4)

Port-au-Prince—(1988-1989)
Athens, Greece—(1985)
Karachi, Pakistan—(1986)

most recent terrorist hijacking of a U.S. aircraft occurred in 1986 when Pan Am flight 73 was commandeered in Karachi by four heavily armed men disguised as airport security personnel. During the incident, 21 people were killed and 125 injured. One of the injured died later.

■ Foreign Air Carrier Hijackings

During 1989, 14 hijackings of foreign air carriers were reported. This compares with 13 in 1988 and 9 in both 1986 and 1987. Although the 1989 total shows a slight increase in foreign hijackings, there were fewer of these incidents than in 1984 and 1985, when there were 21 and 22 respectively. In incidents where motives have been reported, 6 hijackers had political motives, 2 were mentally incompetent and 1 was a criminal.

In 1989, the greatest number of reported hijackings of foreign-registered air carriers occurred in Eastern Europe (5). Latin America, the Far East and Africa had two each, while Western Europe, the Middle East, and Southeast Asia each had one.

■ General Aviation Hijackings

In 1989, there were 2 reported general aviation hijackings in the U.S. In one incident, a

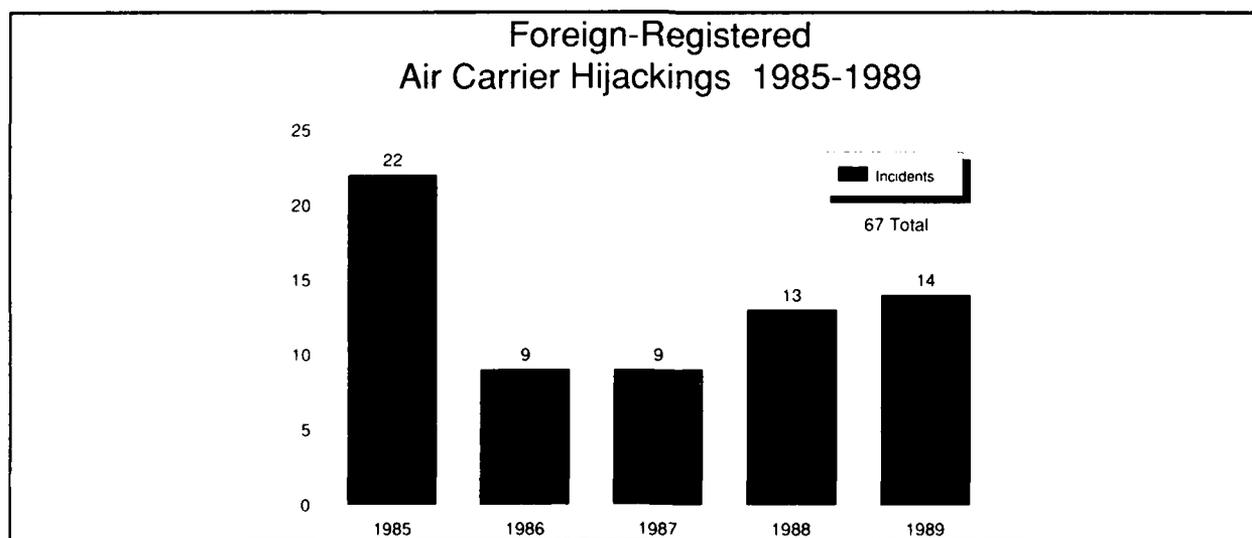
Five Year Summary¹

	1985	1986	1987	1988	1989	Total
U.S.	1	1	2	0	2	6
Foreign	9	6	4	2	1	22
Totals	10	7	6	2	3	28

¹Normally, general aviation operators and aircraft are not subject to the same security regulations as are scheduled air carriers. Under U.S. regulations no preboard passenger screening is required unless the operator or passengers of a general aviation aircraft deplane into the sterile system of an airport servicing scheduled air carrier aircraft.

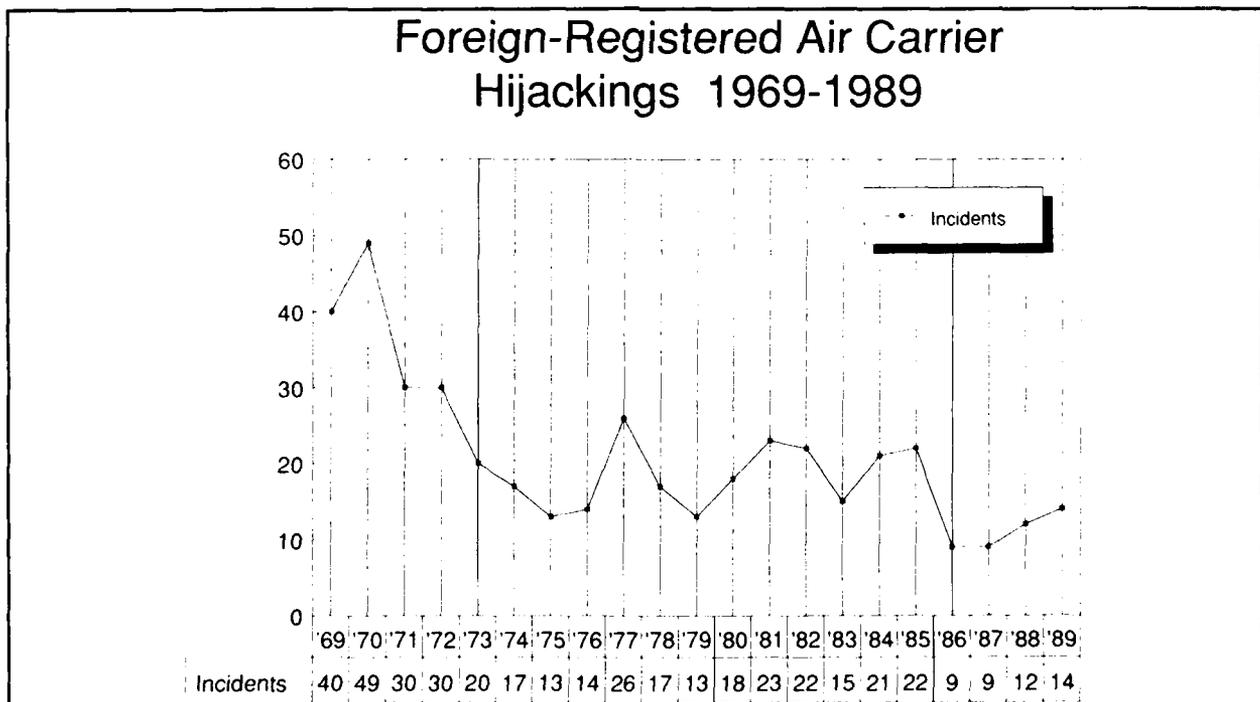
private helicopter was chartered and hijacked by two women seeking to free two prisoners from a Colorado prison. The hijackers and prisoners were eventually captured. In the other incident a man attempted to board a cargo aircraft and held a hostage at knifepoint before being apprehended by police.

These 2 hijackings are an increase over the previous four years, during which there was an average of one such hijacking per year. There was 1 hijacking of a foreign-registered general aviation aircraft. Details of this incident are provided in Appendix D.



Five Year Summary

	1985	1986	1987	1988	1989	Total
Eastern Europe	1	2	2	2	5	12
Western Europe	6	1	2	0	1	10
Middle East	10	3	2	2	1	18
Latin America	0	1	1	4	2	8
South and Southeast Asia	1	1	1	2	1	6
Far East	3	0	0	2	2	7
Africa	1	0	0	1	2	4
North America	0	1	1	0	0	2
Totals	22	9	9	13	14	67



Attacks Against Civil Aviation Facilities

As in previous years, a number of criminal acts have been perpetrated against civil aviation facilities. Many of these facilities appear to have been selected as targets based on their political affiliation and/or geographical location. An attack on a civil aviation target presents the perpetrators with a highly visible and identifiable target, one which is likely to gain publicity for their cause. During 1989, there were six such attacks.

Of the six aviation facility related incidents which occurred in 1989, four appear to have been politically motivated, and as such their targeting is not necessarily as random as may appear at first glance. The exceptions are the 9th of May incident in which a man in Boston

shot at targets on the ground from a stolen Cessna 152 and the 5th of September incident in which a US Air aircraft was shot at while landing at Fort Lauderdale Airport.

Three of the six incidents were directed against civil airports. Also, in three of the incidents, the perpetrator(s) utilized either a rocket, a mortar or an automatic rifle.

Additionally, two ticket offices were the target of criminal acts. In February a group of Iranian nationals occupied an Iran Air ticket office in Paris, France. In May, the Lufthansa airline office located in Tehran, Iran was damaged by a group of demonstrators.

Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1985–1989

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01-04-8 5	Pan Am	B-727	Cleveland, OH/ New York, NY	1 Female	Assaulted Aircraft	Gun	Real	Brazil
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09-05-8 6	Pan Am	B-747	Karachi, Pakistan/ Frankfurt, FRG	4 Male	Assaulted Aircraft	Explosive Gun	Real	Cyprus/ Prisoner release
01-05-8 7	Delta	N/A	Dallas, TX	1 Male	Assaulted Aircraft	Gun	Real	Egypt
01-10-8 7	New York Air	DC-9	Newark, NJ/ Wash., DC	1 Male	Screened	Incendiary	Alleged	Speak with officials
03-07-8 7	Alaska	B-727	Seattle WA/ Anchorage, AK	1 Male	Screened	Gun	Alleged	Cuba

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>No. of Hi- jackers</i>	<i>How Boarded Aircraft?</i>	<i>Weapon Type</i>	<i>Weapon Status</i>	<i>Destination Objective</i>
10-01-88	American	A-300	Port-au-Prince, Haiti New York, NY	3 Male	Assaulted Aircraft	Gun	Real	United States Political asylum
12-11-88	TWA	B-727	San Juan PR, Miami, FL	1 Male	Screened	Explosive	Alleged	Cuba
04-10-89	Mission Aviation	Cessna 402C	Cap-Haitien, Haiti Ft. Lauderdale, FL	2 Male	Assaulted Aircraft	Guns	Real	Miami Speak with President
05-27-89	American	B-727	Dallas, TX, Miami, FL	1 Male	Screened	Explosive Gun	Fake Fake	Cuba

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1985-1989

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
02-07-85	Cyprus Air	B-707	Beirut, Lebanon/ Larnaca, Cyprus	Prisoner release
02-23-85	MEA	B-707	Beirut, Lebanon/ Paris, France	Cyprus Government reform
02-27-85	Lufthansa	B-727	Frankfurt, FRG/ Damascus, Syria	Vienna, Austria Political asylum
03-17-85	Saudi Arabian Airlines	B-737	Jiddah, Riyadh, Saudi Arabia	Unknown
03-27-85	Lufthansa	B-727	Munich, FRG/ Athens, Greece	Libya
03-29-85	Lufthansa	B-737	Hamburg, FRG/ London, U.K.	Hawaii
04-01-85	MEA	B-707	Beirut, Lebanon/ Jiddah, Saudi Arabia	Extortion
04-26-85	China Airlines (ROC)	B-737	Taiwan/ Kaohsiung, ROC	Hong Kong
05-18-85	Korean Air	B-727	Seoul/ Cheju, South Korea	North Korea
06-11-85	Alia (Jordan)	B-727	Beirut, Lebanon/ Amman, Jordan	Tunis Departure of Palestinian guerrillas from Beirut
06-12-85	MEA	B-707	Beirut, Lebanon/ Larnaca, Cyprus	In retaliation for 6 11 85 Alia aircraft hijackings
06-21-85	Braathens S.A.F.E. (Norway)	B-737	Trondheim/ Oslo, Norway	Government reform
06-28-85	THY	B-727	Frankfurt, FRG/ Istanbul, Turkey	Unknown
07-04-85	Air Niugini	A-300	Port Moresby, New Guinea Brisbane, Australia	Sydney, Australia
08-05-85	Iran Air	B-727	Tehran/ Bandar Abbas, Iran	Unknown

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
11-02-85	Iran Air	B-707	Bandar Abbas/ Tehran, Iran	Unknown
11-10-85	Uganda Airlines	F-27	Kampala/ Arwa, Uganda	Kasese, Uganda
11-23-85	Egyptair	B-737	Athens, Greece Cairo, Egypt	Libya Tunisia
11-25-85	Iran Asseman	Cmdr-500	(Unk) Bandar Abbas, Iran	Dubai, UAE
12-19-85	Aeroflot	AN-24	Nerchinskiy Zavod Irkutsk, USSR	Another country
12-23-85	Iran Air	Unknown	Sirri Island Shiraz, Iran	Unknown
12-27-85	Saudi Arabian Airlines	B-747	Karachi, Pakistan Riyadh, Saudi Arabia	Unknown
05-03-86	China Airlines (ROC)	B-747	Bangkok, Thailand Hong Kong	Peoples Republic of China Political asylum
05-20-86	Finn Air	DC-9	Oulu Helsinki, Finland	Public statement
05-23-86	Swiss Air	DC-10	Chicago, IL Zurich, Switzerland	Switzerland Produce movies
06-07-86	Aeronica	B-727	Managua, Nicaragua San Salvador, El Salvador	El Salvador United States
07-05-86	Sudan Airways	B-707	Baghdad, Iraq Khartoum, Sudan	Israel
08-28-86	LOT	TU-134	Wroclaw Warsaw, Poland	Unknown
09-20-86	Aeroflot	TU-134	Kiev Ufa/ Nizhnevartovsk, USSR	Escape police custody
11-10-86	Iran Air	A-300	Tehran, Tabriz, Iran	Unknown
12-25-86	Iraqi Airways	B-737	Baghdad, Iraq Amman, Jordan	Unknown
03-10-87	Cubana Airlines	AN-24	Havana/ Nueva Gerona, Cuba	United States
05-05-87	Iran Air	Unknown	Shiraz, Tehran, Iran	Unknown
05-15-87	N A	N A	Warsaw, Poland	West Berlin Political asylum
05-19-87	Air New Zealand	B-747	Nadi, Fiji	Libya
07-24-87	Air Afrique	DC-10	Brazzaville, Congo/ Paris, France	Beirut Prisoner release

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
09-08-87	LOT	Unknown	Warsaw, Poland/ Athens, Greece	Unknown
11-06-87	Air Canada	B-767	San Francisco, CA/ Toronto, Ont.	London Ireland
12-23-87	KLM	B-737	Amsterdam, Neth. Milan, Italy	United States Extortion
12-25-87	Iranian Airliner	Unknown	Tehran Mashad, Iran	Unknown
01-04-88	Aeromexico	DC-9	Juarez Mexico City, Mexico	Brownsville, TX
01-05-88	Iran Air	Unknown	Tehran Mashad, Iran	Unknown
02-13-88	Air Tanzania	B-737	Dar es Salaam Kilimanjaro, Tanzania	London Restoration of political figure
02-22-88	China Airlines (ROC)	B-737	Taipei, Kaohsiung, ROC	Peoples Republic of China
03-08-88	Aeroflot	TU-154	Irkutsk Leningrad, USSR	London
03-12-88	Pakistan International Airlines	A-300	Karachi, Quetta, Pakistan	India or Afghanistan
04-05-88	Kuwait Airways	B-747	Bangkok, Thailand Kuwait	Mashad, Iran Prisoner release
05-12-88	CAAC (PRC)	B-737	Xiamen Guangzhou, PRC	Republic of China Political asylum
05-23-88	Avianca	B-727	Medellin Bogota, Colombia	Cuba Extortion
08-01-88	ACES (Colombia)	DHC-6	El Bagre Medellin, Colombia	Remote airstrip Robbery
09-29-88	VASP (Brazil)	B-737	Belo Horizonte, Rio de Janeiro, Brazil	Brazilia
10-22-88	Iran Air	B-747	Tehran, Iran, Frankfurt, FRG	Unknown
12-02-88	Aeroflot	IL 76	Mineralnyye Vody, USSR	Israel
01-20-89	Aeroflot	TU-134	Arkhangelsk/ Odessa, USSR	Israel Bucharest
01-21-89	Aeroflot	AN-24	Ivano-Frankovsk/ Kiev, USSR	Unknown
01-31-89	ACES (Colombia)	B-727	San Andreas, Medellin, Colombia	Miami
03-29-89	Malev	TU-154	Prague, Czechoslovakia Frankfurt, FRG	United States
03-31-89	Aeroflot	TU-134	Astrakhan, Baku, USSR	Pakistan

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination Objective</i>
04-24-89	CAAC	YU 1-7	Ningbo Xiamen, PRC	Taiwan
05-18-89	Aeroflot	IL-62	Angola Tanzania	Unknown
05-26-89	CSA	YAK-40	Prague Carlsbad, Czechoslovakia	West
05-31-89	ALM Airlines	-	Miami, Florida Haiti Curacao	Israel
08-23-89	Air France	A-300 Airbus	Paris, France Algiers, Algeria	Tunisia
09-19-89	Air Maroc	ATR-42	Casablanca, Morocco El Aaiun Asmara, Western Sahara	Las Palmas, Canary Islands Mentally unstable
10-6-89	Myanmar Airways	Fokker 28	Mergui Rangoon, Burma	Bangkok Political demands
12-16-89	CAAC	B-747	Beijing Shanghai San Francisco New York	Fukuoka, Japan Political asylum
12-31-89	Saudia	B-747	Jeddah Riyadh, Saudi Arabia	Cyprus Mentally unstable

Appendix C

Explosions Aboard Aircraft Chronology 1985-1989

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Location on Aircraft</i>	<i>Result</i>
01-23-85	Lloyd Aereo Boliviano	B 727	La Paz Santa Cruz, Bolivia	Forward	Landed safely 1 killed
03-09-85	Royal Jordanian	L 1011	Karachi, Pakistan Dubai, UAE	Baggage compartment	On ground at Dubai No injuries
06-23-85	Air India	B 747	Montreal, Quebec London, England	Cargo hold	Crashed in ocean near Ireland. 329 killed
10-30-85	American	B 727	Austin Dallas, TX	Baggage compartment	On ground at Dallas No injuries
04-02-86	TWA	B 727	Rome, Italy Athens, Greece Cairo, Egypt	Cabin area	Near Athens Landed safely. 4 killed 9 injured
05-03-86	Air Lanka	L 1011	Colombo, Sri Lanka	Cargo hold	On ground at Colombo. 16 killed 41 injured
10-26-86	Thai Airways	A 300	Bangkok, Thailand Manila, Philippines Osaka, Japan	Rear lavatory	Landed in Osaka 62 injured
11-29-87	Korean Air	B 707	Baghdad, Iraq Seoul, South Korea	Cabin area	Aircraft destroyed in flight. 115 killed
03-01-88	BOP Air	Banderante	Phalaborwa Johannesburg, South Africa	Cabin Area	Aircraft destroyed in flight. 17 killed
12-21-88	Pan Am	B 747	London New York	Baggage compartment	Aircraft destroyed in-flight. 259 on aircraft. 11 on ground killed
09-19-89	Union Des Transport	DC 10	Brazzaville, Congo N'Djamena, Chad Paris, France	Cargo hold	Aircraft destroyed in-flight. 171 passengers and crew killed
11-27-89	Avianca	B 727	Bogota Cali, Colombia	Cabin area	Aircraft destroyed in flight. 107 passengers and crew killed

Appendix D

Significant Criminal Acts Against Civil Aviation 1989

5 January

HOAX EXPLOSIVE DEVICE FOUND ON KLM FLIGHT

A hoax explosive device, concealed in a briefcase undetected was carried through preboard screening by a journalist on a KLM flight from Amsterdam to London.

5 January

EXPLOSIVE COMPONENTS FOUND AT IRAKLION AIRPORT, GREECE

Explosive device components were discovered in a bathroom at Iraklion International Airport, Iraklion, Greece. A note, which threatened the airport and the United States if actions were taken against Libya, was found with the components. An anonymous caller claimed responsibility for the incident.

14 January

HOAX DEVICE FOUND ON TWA AIRCRAFT, PARIS, FRANCE

A simulated explosive device was found under the seat of TWA Flight 810 by the cleaning crew while the L-1011 aircraft was on the ground at Charles de Gaulle Airport. The flight originated in San Francisco with en route stops in St. Louis and Boston before arriving in Paris, France.

20 January

HIJACKING OF AEROFLOT FLIGHT

A passenger threatened to blow up a Soviet TU-134 airliner on a flight from Arkhangelsk to Odessa, as it was preparing to land, unless the flight was diverted to Israel or Romania. The crew agreed to the demands but convinced the hijacker to allow the aircraft to refuel in Odessa where the hijacker surrendered to authorities.

21 January

HIJACKING OF AEROFLOT FLIGHT

As a Soviet AN-24 airliner flying from Ivano-Frankovsk to Kiev started to taxi onto the runway, a passenger attempted to hijack the aircraft. Armed with a lit homemade torch, the passenger demanded that the plane fly abroad. Two passengers and the pilot were reportedly burned by the fire. The crew was able to overpower the hijacker.

31 January

HIJACKING OF COLOMBIAN AEROLINEAS CENTRALES DE COLOMBIA (ACES) AIRLINER, COLOMBIA

A Colombian ACES B-727 airliner with 122 passengers and crew was hijacked from San Andres Island to Medellin, Colombia. The hijacker, a Nicaraguan Moskito Indian, demanded to be flown to Miami, Florida. He threatened to ignite the plane with gasoline that he had concealed in two juice containers. The hijacker was told that the plane had sufficient fuel to fly to San Jose, Costa Rica and he agreed to go there. Upon landing, the hijacker was overpowered by a crew member and taken into custody.

6 February

IRAN AIR OFFICE OCCUPIED BY IRANIAN MILITANTS, PARIS, FRANCE

Ten or more Iranian dissidents occupied an Iran Airline Office in Paris, France reportedly to protest Iran's policy of executing political prisoners.

21 February

PROJECTILE DEVICES FOUND NEAR TOKYO'S NARITA INTERNATIONAL AIRPORT, JAPAN

Two bomb-charged timer-activated projectiles, aimed at Tokyo's Narita International Airport, were discovered in a wooded area near the airport. The projectiles had failed to fire and their timers had stopped. Japanese police suspected that extreme left-wing groups, who had threatened to disrupt the late Emperor Hirohito's state funeral, planted the devices.

20 March

EXPLOSION AT EMIRATES AIRLINES OFFICE, ISTANBUL, TURKEY

An explosion occurred at the Emirates Airlines downtown office in Istanbul. The explosion caused damage to the office, but no injuries.

29 March

HUNGARIAN AIRLINER HIJACKED FROM CZECHOSLOVAKIA TO WEST GERMANY

Two Czech teenagers hijacked a Hungarian Malev TU-154 airliner with 114 passengers and crew from Czechoslovakia to West Germany. The youths were armed with a sawed-off carbine, a sawed-off shotgun and a box of ammunition. The Hungarian Consul in Prague negotiated the release of 100 passengers and in exchange, remained on board the aircraft as a hostage with the remaining passengers and crew. The hijackers initially demanded to be flown to the United States. They surrendered after the aircraft landed at Frankfurt International Airport in the Federal Republic of Germany.

31 March

HIJACKING OF AEROFLOT AIRLINER BETWEEN ASTRAKHAN AND BAKU, USSR

A male passenger attempted to hijack an Aeroflot TU-134 flight en route from Astrakhan to Baku in the Soviet Union. Upon arrival in Baku, he demanded \$850,000 and passage to Pakistan. After releasing 27 passengers, the hijacker was over-powered and captured by Soviet anti-terrorist commandos.

10 April

HIJACKING OF SCHEDULED AIR SERVICE FROM HAITI TO MIAMI

Two Haitians hijacked a Cessna 402C owned by the Mission Aviation Fellowship from Cap-Haitien, Haiti to Miami. The hijackers expressed the desire to travel to Miami and to meet with President Bush. Upon arrival in Miami, the hijackers deplaned and surrendered to authorities.

24 April

HIJACKING OF CIVIL AVIATION ADMINISTRATION OF CHINA (CAAC) AIRLINER FROM NINGBO TO XIAMEN, PEOPLE'S REPUBLIC OF CHINA (PRC)

A male passenger hijacked a CAAC YUN-7 aircraft, en route from Ningbo to Xiamen, PRC. The hijacker armed with a dagger and carrying dynamite in a pack on his back, stabbed a flight attendant. The hijacker demanded to be flown to Taiwan, however, the plane was diverted to Fuzhou. The hijacker, realizing that he was in Fuzhou, detonated the dynamite pack, killing himself and injuring two passengers.

5 May

LUFTHANSA AIRLINE OFFICE ATTACKED IN TEHRAN, IRAN

The Lufthansa airline office in Tehran, Iran was attacked by an unidentified group. The office was closed at the time of the incident. Some damage was reported.

9 May

MAN SHOOTS FROM AIRCRAFT OVER BOSTON

A man armed with an assault rifle stole a Cessna 152 Trainer from the Beverly Municipal Airport in Massachusetts. The individual, who was wanted in connection with the murder of his estranged wife, fired randomly at targets on the ground over a three hour period. He ultimately landed at Logan International Airport where he was apprehended.

18 May**HIJACKING OF SOVIET AEROFLOT AIRLINER**

A South African armed with a grenade, hijacked an Aeroflot IL-62 airliner carrying members of the African National Congress from Angola to Tanzania. The hijacker was shot by a security guard as he attempted to enter the cockpit of the aircraft. The Tanzanian High Court sentenced the hijacker to fifteen years in prison.

24 May**BELL HELICOPTER HIJACKED MEDELLIN, COLOMBIA**

Six passengers on a 13 passenger flight hijacked a Helicol Bell helicopter to Puerto Triunfo, Colombia. The remaining passengers and crew were forced out at Puerto Triunfo and escorted to a nearby town before the hijackers lifted off again in the helicopter.

26 May**HIJACKING OF CZECHOSLOVAK AIRLINE FROM PRAGUE, CZECHOSLOVAKIA**

A Czechoslovakian male armed with a fake grenade hijacked a Czechoslovak YAK-40 commuter flight with 27 passengers during a flight between Prague and Carlsbad. The hijacker demanded the pilot fly to the West. A security guard overpowered the hijacker and the aircraft landed without incident. The hijacker received 13 years imprisonment.

27 May**HIJACKING OF AMERICAN AIRLINES FROM DALLAS, TEXAS**

A Cuban immigrant, who came to the U.S. as part of the Mariel boatlift, hijacked an American Airlines Boeing 727 and demanded to be flown to Cuba. The flight was en route from Dallas to Miami and was carrying 157 passengers and crew. The hijacker stated he was armed with a pistol and explosives. In actuality he had a starter pistol, two knives and a pair of scissors. After the aircraft landed in Miami to refuel, the hijacker surrendered.

31 May**ALM AIRLINES HIJACKING FROM PORT-AU-PRINCE TO ISRAEL**

Four Haitian nationals attempted to hijack Netherland Antilles' Antilliaanse Luchtvaart Maatschappij (ALM) Airline aircraft with 37 passengers and crew on a flight between Miami and Curacao. The hijackers boarded during a stopover in Port-Au-Prince. Once the plane was in the air, the hijackers claimed in a written note that they had a bomb hidden in the lavatory and wanted to be flown to Israel. The pilot chose not to comply and continued to fly and land in Curacao. The hijackers surrendered to authorities in Curacao.

19 June**INCIDENT PREVENTED AT PORTLAND INTERNATIONAL AIRPORT, PORTLAND, OREGON**

A man armed with a semi-automatic .22 rifle shot a security guard at the Portland International Airport. He was attempting to force the security guard at a security checkpoint to assist him in boarding an aircraft. The man's intended destination was Cuba. He was apprehended by police.

3 July**EXPLOSIONS AT HARBOR AIRPORT, BELFAST, NORTHERN IRELAND**

The Provisional Irish Republican Army claimed responsibility for three explosions at Harbor Airport, Belfast, Northern Ireland. Three additional explosive devices were found near airport oil and fuel pipelines but were defused by police. Three airplanes and windows in the airport control tower were damaged. No injuries were reported.

15 August**CIVIL AVIATION ADMINISTRATION OF CHINA (CAAC) AIRCRAFT CRASHES NEAR SHANGHAI, PRC**

A China Eastern Airlines AN-24, a subsidiary of the national CAAC, bound for Nanchang - the capital of Jiangxi Province in Southern China, crashed into a river after an abortive takeoff from Shanghai's Hongqiao airport. The flight was carrying 40 passengers and crew. Thirty-four people were killed and six survived. A Chinese group, called "The Xieguang Group - Glory Through Blood Dare-to-die Command," claimed responsibility for the crash, but this claim has been discounted by reporting that indicates that sabotage has been ruled out as the cause of the crash.

18 August**HIJACKING AND USE OF HELICOPTER TO EFFECT PRISON ESCAPE, COLORADO**

A Bell 206A helicopter owned by Helicopter Airways Inc., was chartered and hijacked by two women to the Arkansas Valley Correction Facility in Ordway, Colorado. The helicopter left Centennial Airport in Englewood, Colorado, and picked up two women at La Junta, Colorado. The women brandished pistols and directed the helicopter pilot to fly the helicopter to the prison, land in the prison yard and pick up two prisoners. The pilot was then directed to fly approximately 35 miles north of the facility and land. He was tied up and the passengers escaped in a rental van. The hijackers were subsequently captured by police in Nebraska.

20 August

ROCKET EXPLOSION AT TOBALABA AIRPORT, SANTIAGO, CHILE

Members of the Manuel Rodriguez Patriotic Front conducted attacks against the Joint Civilian/Military Tobalaba Airport located in Santiago, Chile. A rocket struck a civilian aircraft causing substantial damage.

23 August

HIJACKING OF AIR FRANCE AIRLINER

An Algerian man, being deported from France, attempted to hijack an Air France A-300 Airbus while en route from Paris' Orly Airport to Algiers, Algeria. The hijacker threatened to explode a bomb if the plane carrying 115 passengers and crew, was not flown to Tunis, Tunisia. The flight was denied permission to land in Tunis and landed safely in Algiers. The hijacker surrendered peacefully to authorities in Algiers. No weapon or explosive device was found.

31 August

PRIVATE AIRCRAFT HIJACKED IN SURINAME, SOUTH AMERICA

A Cessna 206 Aircraft operated by GUM Air, a local air cargo company, was hijacked and the pilot taken hostage by the "Amerindians of the Amazon Area," Surinamese Indians in Suriname. The incident was reportedly politically motivated.

4 September

EXPLOSIVE DEVICE FOUND ON AVIANCA AIRLINER, MEDELLIN, COLOMBIA

An explosive device had been placed in a suitcase aboard an Avianca Airlines flight from Cali to Medellin, Colombia. The explosive device was taken away from the airport by authorities and detonated.

4 September

GUNMAN OPENS FIRE AT MEDELLIN INTERNATIONAL AIRPORT, MEDELLIN, COLOMBIA

A gunman, believed to be associated with the Colombian drug cartel sprayed passengers waiting to go through an airline security check at Medellin International Airport, with automatic rifle fire. A passenger was killed and 13 were wounded before police shot and killed the gunman.

5 September

USAIR AIRLINER HIT BY GUNSHOT, FT. LAUDERDALE, FLORIDA

A US AIR flight en route from the Bahamas to Ft. Lauderdale, Florida, was hit by a gunshot while it was landing. The bullet pierced the aircraft door and grazed a passenger's head.

19 September

HIJACKING OF AIR MAROC AIRLINER TO CANARY ISLANDS

A Moroccan man hijacked a Royal Air Maroc ATR 42 en route from El Aaiun to Asmara, Western Sahara to Las Palmas, the Grand Canary Islands. The aircraft was carrying 8 passengers and crew. The hijacker was armed with a toy pistol and a toy hand grenade. He threatened to blow up the plane if his demands were not met. The hijacker surrendered to authorities after negotiations.

19 September

UTA FLIGHT 772 FROM CONGO TO FRANCE DESTROYED IN EXPLOSION OVER DESERT IN NIGER

UTA Flight 772, en route from Brazzaville, Congo, to Paris, France, with a stopover in N'djamena, Chad, was destroyed in a midair explosion over Southeastern Niger. The explosive device had allegedly been placed in a suitcase. All 171 passengers and crew aboard the DC-10 were killed.

4 October

HIJACKING OF CARGO AIRCRAFT, YPSILANTI, MICHIGAN

A man in the process of hijacking a Lear 25 aircraft, owned by an Air Cargo Service, at Willow Run Airport, Ypsilanti, Michigan, was apprehended by police. The hijacker was attempting to board the aircraft with a hostage when he was apprehended.

6 October

HIJACKING OF MYANMAR AIRWAYS FLIGHT 316 FROM MERGUI, BURMA

Two Burmese students hijacked a Fokker 28 Myanmar (Burmese) Airways flight en route from Mergui to Rangoon, Burma with 85 passengers and crew aboard. The hijackers threatened to blow up the aircraft if the Burmese government did not agree to several political demands. The aircraft landed at Utapao Naval Air Station, Bangkok, Thailand and the hijacker surrendered to police. Authorities found two explosive devices in a detergent box on the aircraft.

23 November

EXPLOSIVE DEVICE FOUND ON FLIGHT 367 FROM ISLAMABAD, PAKISTAN TO RIYADH, SAUDI ARABIA

A threat coupled with an extortion demand of 1.5 million dollars against a Saudia Airlines Flight with over 200 passengers and crew on board, was received while the plane was en route from Islamabad, Pakistan, to Riyadh, Saudi Arabia. A taxi driver delivered the demand to Islamabad Airport security officers. The Boeing 747 diverted to Karachi, Pakistan where the device was discovered. The explosive device turned out to be defective.

27 November

PROVISIONAL IRISH REPUBLICAN ARMY (PIRA) CLAIM CREDIT FOR EXPLOSIONS AT HARBOR AIRPORT, BELFAST, NORTHERN IRELAND

The PIRA claimed responsibility for explosions at the Short Brothers Complex at Harbor Airport in Belfast which destroyed a prototype Shorts 360 series aircraft. Incomplete work on a new security fence allowed the group to access the Short Brothers Complex at the airport.

27 November

AVIANCA FLIGHT 203 CRASHED EN ROUTE FROM BOGOTATO CALI, COLOMBIA

Avianca Flight 203 with 107 passengers and crew crashed four minutes after take off from Bogota en route to Cali, Colombia. Technical analysis to date suggests that the detonation of an improvised explosive device in the cabin was the cause. A group associated with a Colombian drug cartel claimed responsibility for the crash. There were no survivors.

15 December

SUSPICIOUS DEVICE FOUND AT ORLY AIRPORT, PARIS FRANCE

A suspicious box containing electronic wires and batteries was found in a duty free jewelry store at Orly Airport, in Paris, France. There was no claim of responsibility for the incident.

16 December

HIJACKING OF CIVIL AVIATION ADMINISTRATION OF CHINA (CAAC) AIRCRAFT BETWEEN BEIJING, CHINA AND NEW YORK

A CAAC Air China flight 981 with 223 passengers and crew was hijacked to Fukuoka, Japan while en route from Beijing to New York via Shanghai and San Francisco. The hijacker who threatened to blow up the aircraft, was pushed out of the aircraft by a flight attendant after the aircraft landed at Fukuoka Airport. The hijacker was injured in his fall out of the aircraft. No explosive devices were found on the aircraft.

December 21

MEDECINS SANS FRONTIERS AIRCRAFT SHOT DOWN IN SUDAN

A Medecins Sans Frontiers (Doctors Without Borders) French relief aid aircraft with four passengers and crew was shot down by a missile after departing from Aweil en route to Khartoum. The Sudanese People's Liberation Army (SPLA), which was fighting with the Sudanese government, is allegedly responsible for the incident. There were no survivors from the incident.

December 21

MEDECINS SANS FRONTIERS (MSF) TRUCK EXPLODES AT KHARTOUM AIRPORT, SUDAN

A Medecins Sans Frontiers (Doctors Without Borders) relief aid truck carrying two of the four bodies of passengers and crew killed earlier in the day in a MSF air crash, exploded and caught fire at Khartoum Airport, Sudan. The Sudanese People's Liberation Army was reportedly responsible for the earlier MSF aircraft explosion which killed the four passengers and crew. The truck driver was injured when he jumped from the truck upon its explosion.

December 31

HIJACKING OF SAUDIA AIRLINER BETWEEN JEDDAH AND RIYADH, SAUDI ARABIA

A Saudi national threatened to blow up a Saudia Airliner which was en route from Jeddah to Riyadh, Saudi Arabia if the flight was not diverted to Cyprus. The pilot returned to Jeddah where the hijacker was overpowered by security guards.