



**INITIAL
SECURITY TRAINING**

for

Pan Am Crewmembers

PAN AM

SECURITY TRAINING
HOME STUDY

The Terrorist
The Hijacker
The Criminal
and
YOU

“The revolutionary is a dedicated man. He has no personal inclinations, no business affairs, no property, and no name. Everything in his life is subordinated towards a single exclusive attachment, a single thought, and a single passion—the revolution. He has torn himself away from the bonds which tie him to the social order and to the cultivated world, with all its laws, moralities, and customs. The revolutionary despises public opinion. Morality is everything which contributes to the triumph of the revolution. Immoral and criminal is everything that stands in his way. Night and day he must have but one thought, one aim—merciless destruction. He must be ready to destroy himself and destroy with his own hands everyone who stands in his way.” Sergei Nechayev’s Revolutionary Catechism.

*"We are revolutionaries, not criminals. We work for the Arab revolution all over the world."
Carlos, Vienna, Austria. December 21, 1975*

INTRODUCTION

On July 11, 1985, the United States Department of Transportation revised Federal Aviation Regulation Part 108. As a result of that change, all United States air carriers are required to provide to their crewmembers security training.

After receiving Initial Security training, recurrent security training is a requirement every twelve calendar months. This training will be included in your regular recurrent training cycle.

This required training will consist of both a formalized training program and home study. This booklet constitutes the home study portion.

You are required to read the contents of this booklet and then sign off both items on the Certificate of Completion.

You are also required to bring the Certificate of Completion with you when you report for your recurrent training.

The formalized portion will consist of an audio-visual program which you will see during recurrent training. You will be scheduled for this program through your normal scheduling channel.

All parts of this training are FAA required and failure to complete any portion of it will be grounds for removal from schedule.

*"We must be clear about this, that in such actions our humanism will be transformed. . . . In such situations we must, I must simply liquidate human feelings."
George von Rausch, Baader-Meinhof gang. West Germany.*

THREAT ASSESSMENT

(April 1, 1985)

EXECUTIVE SUMMARY

Aircraft hijackings and sabotage continue to threaten the lives and property of persons traveling in civil air commerce. The high number of hijackings over the years indicate that the hijack threat persists and that continuing civil aviation security measures remain necessary.

A total of 25 air carrier hijackings, 20 of which were successful (4 US - 16 foreign), occurred worldwide during 1984. This total number of hijackings is the lowest number of hijackings committed since 1976. However, a real concern is the number of foreign air carrier hijackings committed by groups of politically motivated hijackers. From June through December 1984, there were 13 foreign air carrier hijackings by politically motivated groups, all of which could be labeled as terrorists. This trend increased world concerns when the December 4 hijackings of a Kuwait Airlines flight to Tehran, Iran resulted in the torturing and beating of passengers and the death of two U.S. citizens.

Acts of terrorism continue to pose a threat to civil aviation throughout the world. The greatest potential danger remains in Europe, and the Middle East. Various groups in these areas such as Black June Organization (BJO), the 15th May Organization and Islamic Muslim groups, the Japanese Red Army, the West German Red Army Faction and the Revolutionary Cells, the Italian Red Brigade, Spanish Basque Separatists and the Armenian terrorist groups continue to maintain loose connections and associations, and probably, some measure of cooperation and support. More recently, several terrorist groups—Direct Action (AD) in France, Red Army Faction (RAF) in West Germany, and the Fighting Communist Cells (CCC) in Belgium—reportedly have announced a merger to attack NATO installations, attacks against governments that are members of the International Organization and other targets. Further, ABU NIDAL, the leader of the "Black June," a dissident Palestinian terrorist group announced during a magazine interview on February 6-7 that his organization, the FATAH Revolutionary Council, has "decided to execute King Hussein of Jordan" and to attack American tourists during the coming year.

The threat of hijacking persists and sabotage and other criminal acts continue to pose a serious threat to civil aviation. A total of 78 criminal acts involving civil aviation occurred worldwide during 1984. These acts resulted in 78 deaths and 342 injuries. Of these criminal acts, 30 were hijackings; (25 air carrier, 3 general aviation, 2 cargo flights); 18 incidents consisted of explosions (3 aboard aircraft, 6 at airports and 9 at airline offices); 12 incidents involved live or hoax explosive devices discovered (8 at airports, 3 aboard aircraft and 1 altitude sensitive suitcase bomb found in Athens), and 18 other incidents involving criminal acts against civil aviation.

Between January 1974 and January 1985, worldwide criminal acts against civil aviation resulted in 1211 deaths and 1450 injuries.

FOR OFFICIAL USE ONLY

MAJOR AREAS OF THE WORLD

MIDDLE EAST

Despite the fact that most Middle Eastern terrorist groups and the Japanese Red Army have been inactive against civil aviation during the past few years, they remain a viable threat and a concern. These organizations maintain the capability to carry out hijackings, sabotage, and other terrorist acts.

An outburst of terrorism in the Middle East included a number of assassinations, hijackings, sabotage, and other acts of terrorism carried out by groups operating out of Lebanon. An Air France airliner en route from Frankfurt to Paris was hijacked and diverted to Tehran after touching down at Geneva and Larnaca, Cyprus. After a 2-day ordeal, passengers were released, the aircraft was blown up and the hijackers requested political asylum. Two organizations claimed responsibility for the incident. One additional international and two domestic Iranian Airline flights were also successfully hijacked while the hijacking of one domestic Iranian Airline flight was unsuccessful. Two successful hijackings occurred because the hijackers were unhappy with Khomeini's regime and asked for political asylum in Iraq. The third successful hijacking was committed by two males who finally surrendered in Rome where one was eventually sentenced to 7 years and the other acquitted. The unsuccessful hijacking was an attempt by four hijackers reported to be members of the anti-Khomeini Mujahedin Khal Organization. Two of the hijackers were shot and two were injured by security guards in a shoot-out but the flight landed safely in Iran. An unsuccessful hijack attempt occurred on an Iraqi Airline by three Iranian males who were believed to be members of a "fundamentalist" group. All three hijackers were killed by security guards aboard the aircraft. A Saudi Arabian Airline international flight was successfully hijacked by two men and landed in Tehran; however, the hijackers were overpowered by passengers and crew after a 2-hour ordeal. The hijackers asked for and were granted political asylum. A Kuwait Airline flight was successfully hijacked by four men and diverted to Tehran where passengers were tortured, beaten, and two U.S. citizens were killed before it ended. After a 6-day ordeal, the Iranian authorities intervened and released the remaining passengers.

Assassinations, kidnappings of diplomats, attacks on government facilities, hijackings and bombings reflect a higher level of tension in the Middle East. It may be the beginning of new developments in the area and a resurgence of past terrorist organizations such as the Black June and 15 May.

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

EUROPE

Throughout the European continent and the United Kingdom, demonstrations continued during 1984 against nuclear proliferation; U.S. involvement in Central America; U.S. military and NATO in Europe. The West German Red Army Faction (RAF) continues to target the U.S. military, diplomats, and U.S. business in West Germany. A number of new faces have appeared in the RAF, some have been active, others are sympathizers to the cause. Since July 1984, there have been 54 politically motivated bombing and sabotage attacks against NATO and diplomatic targets; 20 have occurred since December 1984, with half of them against U.S. forces. It appears that the RAF and their supporters are in a build-up phase. Information received indicates the RAF planned hardcore operations accompanied by hunger strikes of imprisoned RAF terrorists. Since December 1984, 35 imprisoned terrorists have initiated hunger strikes, resulting in some having to be force fed. In addition, RAF sympathetic supporters escalated their violent and non-violent activities in conjunction with the RAF hunger strike. It is expected RAF supporters will continue their actions, and there probably will be additional attacks by hardcore RAF. In Italy, no major operations have taken place for over a year. Despite this fact, the Red Brigade is believed capable of hit-and-run tactics and is believed to be attempting to regroup.

In Turkey, the threat to U.S. interests is believed to be moderate to low level with Turkish authorities continuing to round-up members of terrorist groups. The Armenian terrorists continued the bombing of Turkish airline offices and the assassinations of Turkish diplomats worldwide. Recently, the Armenian Secret Army for the Liberation of Armenia (ASALA) threatened to blow up a French commercial aircraft in mid-air in retaliation for the conviction and sentencing of three Armenian members for the July 1983 bombing attack against the Turkish Airline counter at Orly, France. In this attack, 8 people were killed and 54 injured. After the sentencing of 10 years, 15 years, and life in prison respectively, an anonymous caller to a French Press Bureau, claiming to represent an Armenian terrorist group, threatened "bloodshed that France and its interests will witness all over the world."

In Greece, terrorist activity has gradually increased. Bombings and assassinations of diplomats have increased, particularly in Athens where Arabs, Greek nationals, and British facilities have been targeted. Athens appears to have become a hub for transiting explosive-carrying terrorists. During May 1984, a member of the 15th May terrorist organization was arrested for his connection with an unwitting passenger who was carrying an altitude-sensitive bomb hidden in the lining of a suitcase. The suitcase had been carried on a flight from Athens to Tel Aviv and from Tel Aviv to London. The bomb failed to explode as programmed due to a malfunction. In November 1984, a Palestinian was arrested in Frankfurt attempting to board a Lufthansa flight to Athens with three kilos of plastic explosives in a false bottom of his suitcase and a false Tunisian passport. In December 1984, a Lebanese woman was arrested at the Beirut airport carrying explosives in her suitcase. The woman claimed she was scheduled to travel to Athens aboard a Middle East Airline flight. It is unknown in these two incidents if the explosives carried were meant to target the airlines involved; to be used in Athens against embassies or other facilities; or for further transfer to other areas to be used at a later time.

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

In Italy, no major operations have been mounted during the past year; however, there may be a new generation Red Brigade attempting to regroup. Reportedly, numerous subpoenas were issued to individuals suspected of connections with left wing terrorism and a number of arrests were made for illegal activities with jailed individuals, terrorists on the run and contacts with a "Revolutionary Fighting Committee." A new terrorist organization reportedly is being formed from members of the old terrorist organizations. It is to be called "Coordinating Committee against Repression."

In France, terrorist groups such as the Direct Action (AD) and the Lebanese Armed Revolutionary Faction (LARF) continued assassination of Frenchmen and bombings of French interests and facilities. The Corsican National Liberation Front (FLNC) continued their bombings and rioting, both on the Island of Corsica and French mainland for the jailing of their members and in their effort to gain autonomy for the Island.

The Spanish Basque Separatists (Fatherland and Liberty-ETA) and a terrorist group called "IRAULTZA" continued their acts of violence. Bombing of banks and commercial facilities, assassination of police and military members continued. Members of IRAULTZA continued their bombings of U.S. related firms and more bombings of U.S. commercial firms can be expected. These bombings by IRAULTZA are in protest of U.S. involvement and support in Central America and "U.S. Imperialism."

The threat to U.S. facilities, embassies, and U.S. affiliated commercial entities in Europe continued throughout 1984. Anti-U.S. and Peace demonstrations, bombings and other violent acts protesting nuclear proliferation, U.S. and NATO military presence and support in Central America occurred frequently.

Central American and Caribbean

In Central America and the Caribbean, leftist dissidents and terrorists continued their activities at a low to medium level. A general aviation Cessna aircraft was hijacked from the Dominican Republic when a passenger pulled a gun and ordered the pilot to take him to Puerto Rico. The pilot was ordered to land in a field where the hijacker jumped from the plane and ran from the aircraft. The pilot ran in the opposite direction towards a farm house, seeking help. The hijacker was never apprehended. In El Salvador, leftist elements continued to carry out attacks in an effort to disrupt the economy. In one such attack, one half million dollars worth of coffee was destroyed. Other attacks were against electrical power systems, causing extensive damage. In addition, El Salvador leftist insurgent groups were reportedly responsible for a wave of political murders which have occurred since January 1985. In Guatemala, after a period of calm, leftist elements increased their hit and run attacks against the government and its troops. In Mexico, an increased threat level is directly related to narcotics traffickers and other criminal elements using terrorist tactics. In March, Mexican police discovered the remains of a U.S. Drug Enforcement Agent who had been kidnapped in February.

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

South America

Terrorist violence in the form of demonstrations, bombings, kidnappings, killings, and hijackings continued throughout South America. In Argentina, one pound of TNT was discovered in the nose of a Aerolinas Argentinas B747, only hours before former President Isabel Peron was scheduled to depart for Spain. The bomb was connected to a sophisticated detonator which would have been activated by a change in atmospheric pressure. Police stated the bomb would have destroyed the aircraft in flight. Bombings, kidnapping, and theft of weapons/ammunition have increased and the level of threat to U.S. interests is considered at a medium level. In Chile, the wave of bombings, demonstrations, and protests continued. The State of emergency declared by the Pinochet government in November 1984, was extended to May 1985. Approximately nine car bombings have occurred in Chile since the first one in October 1984. These detonations have occurred at both non-U.S. and U.S. interest facilities such as banks, Binational-Center and Mormon churches.

In Colombia, militant, dissident groups, who opposed the truce that had been negotiated earlier, continued to attack, and threaten U.S. interests. A total of 8 bombs were detonated on February 7 in Medellin. Four U.S. corporations were the targets for the series of bombings. One person was killed and extensive damage occurred. The "CHE GUEVARA Faction" of the National Liberation Army (ELN) and the "Ricardo Franco Front," a dissident group of the Revolutionary Armed Forces of Colombia (FARC) claimed responsibility. These bombings are the largest numbers since a series of bombings rocked Bogota in May 1984. In addition, a Colombia cargo plane was successfully hijacked to Havana, Cuba, by a man accompanied by two women and two children. Threats to U.S. personnel and terrorist activity in Colombia has raised the threat level from medium to a high level. In Peru, the terrorist group called "Sendero Luminos" (SL-Shining Path) continued to carry out attacks against isolated security forces, destroyed public buildings, transmitters, and industrial facilities. The SL continued their attacks in an attempt to disrupt the National Elections scheduled for April 1985. The targets included offices of political parties in LIMA, high voltage and telephone company installations, and railroad bridges. As the political elections approached, the attacks increased with targeting of U.S. companies with multi-national interests.

Far East

In the Far East, acts of terrorism and violence continued at an increased level during the period. Four hijackings occurred - 3 successful, one unsuccessful. A lone male successfully hijacked a British Airways flight scheduled from Hong Kong to Peking and diverted it to Taiwan. The hijacker allegedly carried explosives and threatened to blow up the plane if his demands were not met.

In Japan, demonstrations and rallies were carried out during the reporting period in protest against the planned expansion of Narita Airport. More recently, rocket attacks occurred in Japan on April 9 and 12, 1985. The rockets were homemade and were launched on April 9, 1985, by radicals opposed to expansion of the New Tokyo International Airport at Narita, Japan. Of 10 rockets launched at a Construction Bureau building, three hit the target and only one exploded,

FOR OFFICIAL USE ONLY

igniting a fire in a nearby bamboo thicket. On April 12, 10 gasoline filled, homemade, rocket bombs were launched at Narita Airport, closing down the airport for one hour. Fifteen flights were diverted to the Tokyo International Airport at Haneda, Japan, despite the fact that five homemade bombs were fired at Haneda. Reportedly, the rockets were more powerful and sophisticated than those used in past similar actions. The rockets were apparently aimed at fuel tanks; however, one hit a auto near the arrival terminal and the other four did not explode. The rocket bombs were equipped with timed detonators and had a range of over 1 kilometer. Two radical, leftist groups - CHUKAKU-HA and the Battle Flag (SENKI-HA)-have claimed responsibility for the attacks. In New Caledonia, unrest and violence continued in this French Territory and reached a level of such concern that a U.S. Department of State Travel Advisory in February 1985, recommended U.S. Citizens travel to New Caledonia only when absolutely necessary.

Asian Subcontinent

Other successful hijackings involved domestic flights of Indian Airlines as follows: eight Sikhs hijacked an Airbus from Srinagar to Lahore, Pakistan. After 17 hours, the hijackers, who were armed with pistols, knives, axes and a fake bomb, surrendered to Pakistan authorities. The hijackers demanded the release of all Sikhs arrested during the June 1984 fighting at a Sikh temple; 25 million for damages to the temple and the return of their treasures they claimed were looted. The second successful hijacking involved 7 Sikh extremists who diverted a domestic flight to Lahore, Pakistan, where they threatened to kill passengers one-by-one and blow up the aircraft. Initially armed with ceremonial daggers, the hijackers reportedly obtained a pistol from an accomplice while in Lahore. After a refueling stop in Karachi, the aircraft flew to Dubai, United Arab Emirates where the hijackers demanded the release of Sikh extremists in Indian jails and enough fuel to reach the United States. The hijackers, after negotiations, released the passengers in return for political asylum and a promise of help to get to the United States. In the unsuccessful Indian Airline hijacking, a man attempted to divert the aircraft with an alleged gun. He rushed into the cockpit, warning the crew he had a gun and dynamite. The pilot talked the hijacker out of the hijacking and the flight continued on to its scheduled destination. The police found a toy pistol and a mental card on the hijacker after the plane landed in Bangalore. Other acts of terrorism include an explosion of a suitcase bomb at Madras, India International Airport; Soviet Aeroflot Airline office bombing; an explosion at Kabul, Afghanistan International Airport and an attempted shoot down of Ariana Airlines by a surface to air missile.

As many as 40 people were killed and 19 injured at the Madras International Airport when a suitcase ticketed for a flight to Sri Lanka exploded in the customs area where it had been placed because it had not been cleared during preflight security. The powerful explosion ripped apart the airport terminal and caved in the ceiling of the arrival lounge. Supporters of the Tamil Separatists movement are suspected of placing the bomb in the suitcase. In Karachi, Pakistan, two men threw an explosive device at the Soviet Aeroflot Airline office. Two policemen, on duty

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

inside the office, were injured. Afghan refugees are believed to be responsible for the attack. In Afghanistan, a powerful bomb exploded in the Kabul International Airport while passengers were checking in for an international flight. Thirteen people were killed instantly and approximately 200 were injured. Fourteen others later died from their wounds. Ten members of the organization "Islamic Party of Afghanistan" were arrested and tried - 9 were sentenced to death with the remaining member sentenced to a long prison term. On September 21, a surface to air missile (SAM) hit a DC10 Ariana Airliner en route from Kabul to Kandahar with 308 passengers and crew aboard. The explosion tore through the left engine, damaging the hydraulic system and the wing fuel tank. The pilot managed to safely return to Kabul airport. Afghan Mujahedin are believed responsible for the attack.

United States

In the U.S., anti-Castro groups and Puerto Rican separatists continue to pose a threat to civil aviation. During December 1984, a series of bombings occurred, primarily against the recruiting of Puerto Ricans by the U.S. Armed Services. A communique published by a group called "Organization of Volunteers for the Puerto Rican Revolution (OVRP)", claimed responsibility for the bombings. The OVRP claims that violence against the U.S. establishment is the only answer and that it will continue violent activity until recruiting of Puerto Rican youth stops and the Puerto Rican National Guard is prohibited from taking part in any acts of aggression i.e., U.S. invasion of Grenada. The last reported activity of the OVRP occurred in 1979. This group is believed to have been involved in a Naval bus ambush where two Naval personnel were killed and the \$45 million dollars destruction of Puerto Rican Air National Guard aircraft. In January 1984, a light, anti-tank weapon was fired into the wall of the Federal building in San Juan. A group called Los Macheteros and the OVRP claimed responsibility for that attack. According to a UPI press release, the series of bomb attacks in December 1984, is the first joint action by OVRP and Los Macheteros since the 1979 attack against a Navy work shuttle bus.

The Cuban refugees who came to the United States during the mass exodus in 1980 continue to pose a threat to civil aviation. There were three of four successful U.S. air carrier hijackings diverted to Cuba in 1984, none of which were committed by Cuban refugees. Nevertheless, the mere presence of Cuban refugees physically located in Miami, New York, and other concentrated areas in the U.S. constitutes a potential threat.

The Armenian terrorists are also considered to be a continuing threat to civil aviation despite the fact that their activity in the U.S. has been at a low level during 1984. No bombings occurred against any airline offices nor had any airports been attacked. More recently, terrorists claiming to be members of the Armenian Revolutionary Army, seized the Turkish Embassy in Ottawa, Canada, during March 12, 1985, took hostages, killed a Canadian guard and injured the Turkish Ambassador in the takeover. The terrorists said they wanted to avenge the mass killing of Armenians by the Turks in 1915. Shortly after the Embassy takeover, Toronto police received a threat to bomb a subway station, allegedly from ASALA, unless

FOR OFFICIAL USE ONLY

the 3 Armenians arrested were released. April 24, 1985, marked the 70th anniversary of the alleged Armenian genocide. No terrorist activity took place to celebrate the 24th but the Armenian terrorists are known to threaten and/or take action against countries holding Armenian terrorists. In addition to Canada, terrorists are held in the U.S., France, Switzerland, Netherlands, U.K. and Yugoslavia.

Other organizations of concern in the U.S. are the United Freedom Front (UFF) which has been bombing buildings in the New York City area and the Armed Resistance Unit (ARU) and the Red Guerrilla Resistance (RGR) which have claimed responsibility for bombings in the Washington, D.C. area. All in all, these so-called "anti-imperialist" groups have been responsible for 17 bombings in the New York City and Washington, D.C., areas. It is unknown if the UFF and the group involved in Washington, D.C., are connected.

Summary

In sum, significant accomplishments against terrorism in the U.S. by the Federal Bureau of Investigation (FBI), particularly in the recent past, have been achieved against all major terrorist groups, both international and domestic. As a result, the number of terrorist incidents has declined in the past two years from 51 in 1982, to 31 in 1983, to 13 in 1984.

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

HIJACK SUMMARY
EASTERN AIRLINES FLIGHT 1962

November 29, 1984

Following is the text of UPI summary of the hijacking:

HIJACK
UPDATE UP069
BY JUNE PRESTON

ATLANTA (UPI) -- A MALE PASSENGER WHO CLAIMED TO BE CARRYING EXPLOSIVES HIJACKED A COMMUTER PLANE THURSDAY AT HARTSFIELD INTERNATIONAL AIRPORT, HELD THE PILOT HOSTAGE AND THREATENED TO BLOW UP THE AIRCRAFT.

THE HIJACKING OCCURRED AS THE 19-PASSENGER EASTERN METRO EXPRESS PLANE LANDED AT 11:46 A.M. EST ON A FLIGHT FROM AUGUSTA, GA.

THE HIJACKER, WHO IDENTIFIED HIMSELF TO FBI AGENTS AS JENSEN B. TALLEY, RELEASED THE OTHER 18 PASSENGERS IMMEDIATELY AND LET CO-PILOT TIA WEAVER LEAVE THE PLANE ABOUT THREE HOURS LATER.

HE KEPT THE PILOT ABOARD THE TWIN-ENGINE TURBOPROP JETSTREAM 31, HOWEVER, WHICH WAS PARKED AT THE END OF CONCOURSE C AT THE BUSTLING AIRPORT. HEAVILY ARMED FBI AGENTS AND ATLANTA POLICE SWAT TEAM MEMBERS SURROUNDED THE PLANE.

"THE MAN WAS UNUSUAL. HE WAS THREATENING TO BOMB US," A PASSENGER SAID.

THE HIJACKER'S DEMANDS WERE NOT IMMEDIATELY CLEAR, ALTHOUGH HE REQUESTED FOOD BE BROUGHT ABOARD THE PLANE. EASTERN AIRLINES SPOKESWOMAN CAROLYN WILLS SAID THREE TRAYS OF APPLES AND MILK WERE DELIVERED.

EASTERN SPOKESMAN GLENN PARSONS, CONTACTED AT THE AIRLINE HEADQUARTERS IN MIAMI, SAID THE HIJACKER "INDICATED HE HAD SOME SORT OF DETONABLE DEVICE AND DEMANDED TO SEE SOMEONE FROM THE GOVERNOR'S OFFICE."

HOWEVER, EASTERN OFFICIALS IN ATLANTA SAID HE WANTED TO TALK TO A SPECIFIC WOMAN WHO WORKS FOR THE STATE AND DELTA AIR LINES TICKET AGENT LARRY WRIGHT SAID THE HIJACKER "ASKED SPECIFICALLY TO GO TO BOGOTA (COLOMBIA)."

11/29/84

Eastern Flight 1962
(Continued)

"THERE HAS BEEN NOTHING SAID TO US ABOUT TAKING IT (THE PLANE) ANYPLACE," SAID FEDERAL AVIATION ADMINISTRATION SPOKESMAN JACK BARKER.

A SPOKESWOMAN IN GEORGIA GOV. JOE FRANK HARRIS' OFFICE SAID THE GOVERNOR HAD BEEN IN CONTACT WITH THE AIRPORT, BUT AN AIDE SAID THE GOVERNOR "IS NOT INVOLVED" IN THE INCIDENT.

THE HIJACKER HAD REGISTERED ON THE FLIGHT AS MR. SMITH. PASSENGER WALLY SCHMIDT, OF WARREN TOWNSHIP, N. J., DESCRIBED HIM AS A YOUNG MAN WITH BLOND, CURLY HAIR. SCHMIDT, LEAVING A LOUNGE WHERE PASSENGERS WERE SECLUDED, SAID THE HIJACKER APPROACHED THE COCKPIT CARRYING A DUFFLE BAG.

"HE PULLED ON THE HANDLE OF THE DOOR LEADING TO THE COCKPIT AND IT CAME OFF IN HIS HAND. THEN THE PILOT OPENED THE DOOR AND HE SAID SOMETHING TO THE PILOT," SCHMIDT SAID. "~~THE PILOT HANDED HIM A~~ CLIPBOARD. HE WROTE SOMETHING ON THE CLIPBOARD. THE PILOT ASKED HIM SOMETHING AND HE TOLD THE PILOT A LONG NUMBER -- IT SOUNDED LIKE A MILITARY SERIAL NUMBER.

"THEN THE PILOT SAID WE WERE LANDING IN ATLANTA AND I THOUGHT EVERYTHING WAS OK BECAUSE WE WERE SUPPOSED TO LAND HERE."

FBI AGENTS REFUSED COMMENT, BUT AGENTS WERE QUESTIONING ALL PASSENGERS WHO WERE ABOARD THE PLANE AND EXAMINING AN IDENTICAL PLANE TO GET A FEEL FOR THE LAYOUT OF THE HIJACKED PLANE.

OFFICIALS SEARCHED ALL LUGGAGE ABOARD THE PLANE, AS WELL AS THAT WHICH HAD BEEN CHECKED FOR THE PLANE'S NEXT STOP TO ALBANY, GA.

BARKER SAID OFFICIALS BECAME AWARE OF THE HIJACKER AS THE PLANE LANDED.

UPI 11-29-64 24 05 PEE

HIJACK SUMMARY
AMERICAN AIRLINES FLIGHT 626
December 31, 1984

HIJACK SUMMARY

AMERICAN AIRLINES FLIGHT 626

December 31, 1984

Following is the text of FAA Security Summary ACS-85-01:

THE FOLLOWING SUMMARY OF SUBJECT INCIDENT IS A COMPILATION OF AVAILABLE DATA. DISSEMINATION IS TO BE MADE ON A NEED-TO-KNOW BASIS. TIME REFERENCES ARE IN EASTERN STANDARD TIME.

ON DECEMBER 31, 1984, AMERICAN AIRLINES FLIGHT #626, A DC-10 AIRCRAFT EN ROUTE FROM ST. CROIX, VIRGIN ISLANDS, TO NEW YORK, NEW YORK (JFK), WAS HIJACKED BY A LONE MALE, IDENTIFIED AS ISHMAEL MUSLIM ALI AT 6:15 P.M., THE AIRCRAFT CARRIED 185 PASSENGERS AND 13 CREWMEMBERS.

THE HIJACKER, DESCRIBED AS BLACK MALE, 37 YEARS OLD, 6'2", 175 LBS. WAS A PRISONER (CONVICTED MURDERER) UNDER ESCORT OF THREE ARMED LAW ENFORCEMENT OFFICERS FROM THE ST. CROIX BUREAU OF CORRECTIONS BEING RETURNED TO MAINLAND FOR INCARCERATION. THE PRISONER HAD TESTIFIED AT A LAW SUIT HE HAD FILED AGAINST CORRECTION OFFICIALS AT ST. CROIX FOR VIOLATION OF HIS RIGHTS. FEIGNING ILLNESS AND AFTER THE LAST OF SEVERAL TRIPS TO THE AFT LAVATORY, ESCORTED BY A LAW ENFORCEMENT OFFICER AND FREED FROM HIS HANDCUFFS, THE HIJACKER BRANDISHED A GUN AND DISARMED THE THREE ESCORTS. HE THEN COMMANDEERED THE FLIGHT TO JOSE MARTI AIRPORT IN HAVANA, CUBA. PRELIMINARY REPORTS INDICATE THAT THE WEAPON USED BY THE HIJACKER MAY HAVE BEEN HIDDEN IN THE LAVATORY IN ST. CROIX.

CUBAN AUTHORITIES BOARDED THE AIRCRAFT AND TOOK THE HIJACKER INTO CUSTODY WITHOUT FURTHER INCIDENT. THE LAW ENFORCEMENT FIREARMS WERE RETURNED TO THE LAW ENFORCEMENT OFFICERS IN CUBA, BUT THE FIREARM USED BY THE HIJACKER REMAINS IN CUBA. THE FLIGHT WITH ALL CREWMEMBERS AND PASSENGERS EXCEPT THE HIJACKER DEPARTED HAVANA AT APPROXIMATELY 2313 ON DECEMBER 31, 1984, AND ARRIVED NEW YORK AT APPROXIMATELY 0159, JANUARY 1, 1985.

* * *

HIJACK SUMMARY
PAN AMERICAN AIRLINES FLIGHT 558
January 4, 1985

HIJACK SUMMARY

PAN AMERICAN AIRLINES FLIGHT 558

January 4, 1985

Following is the text of FAA Security Summary ACS-85-02:

THE FOLLOWING SUMMARY OF SUBJECT INCIDENT IS A COMPILATION OF AVAILABLE DATA. DISSEMINATION IS TO BE MADE ON A NEED-TO-KNOW BASIS. TIME REFERENCES ARE IN EASTERN STANDARD TIME.

ON JANUARY 4, 1985, A LONE FEMALE ATTEMPTED TO HIJACK A PAN AM B-727 AT APPROXIMATELY 3:00 P.M. AT HOPKINS INTERNATIONAL AIRPORT, CLEVELAND, OHIO. THE HIJACKER, IDENTIFIED AS ORANETTA MAYS, WAS DESCRIBED AS A BLACK FEMALE, 42 YEARS OLD, 5'9", 150 LBS. AS AN UNTICKETED PASSENGER, SHE PROCEEDED THROUGH THE DEPLANING LANE AT THE SECURITY CHECKPOINT AT THE AIRPORT. WHEN A SECURITY AGENT ATTEMPTED TO STOP HER, MAYS POINTED A GUN AT HER AND CONTINUED DOWN THE CONCOURSE. THERE WAS A USAIR (BAC-111) AND A MID-WAY DC-9 AIRCRAFT PARKED AT THE GATES OF THE CONCOURSE. SUBJECT ENTERED THE JETWAY TO THE PAA AIRCRAFT WHICH HAD JUST ARRIVED FROM CINCINNATI AND WAS IN THE PROCESS OF DEPLANING WHEN THE INCIDENT OCCURRED. WHEN MAYS REACHED THE AIRCRAFT DOOR, SHE STRUGGLED WITH A TICKET AGENT WHO WAS ESCORTING A MOTHER WITH CHILD, THREE SHOTS WERE FIRED, ONE WOUNDING THE AGENT. WHEN TWO POLICE OFFICERS ARRIVED AT THE JETWAY AND ATTEMPTED TO BOARD THE AIRCRAFT TWO SHOTS WERE FIRED AT THEM.

THE HIJACKER'S INITIAL DEMAND WAS TO GO TO SOUTH AMERICA, WITH BRAZIL A POSSIBLE DESTINATION. AFTER ONE HOUR OF NEGOTIATIONS, NEGOTIATORS WERE ABLE TO OBTAIN THE RELEASE OF FOUR HOSTAGES. MEANWHILE, THE HIJACKER DEMANDED A LETTER FROM THE PRESIDENT OF PAN AM TO THE FBI, AUTHORIZING THE AIRCRAFT TO FLY TO BRAZIL. THE LETTER WAS PRODUCED, HOWEVER, IT HAD NO EFFECT ON THE SUBJECT.

WHILE NEGOTIATIONS WERE GOING ON, SWAT TEAMS WERE POSITIONED AT THE FORWARD AND REAR OF THE AIRCRAFT. AFTER APPROXIMATELY 5 1/2 HOURS, THE HIJACKER STATED OVER THE PHONE, "WHEN I GET FIRED, THAT'S IT." AS A RESULT OF THIS REMARK BY THE HIJACKER, AN ASSAULT WAS PLANNED BY THE FBI AND POLICE DEPARTMENT. SWAT TEAM MEMBERS CREATED A DIVERSION AND AN ASSAULT WAS MADE AT THE FRONT OF THE AIRCRAFT. THE HIJACKER FIRED ONCE AT A SWAT OFFICER, STRIKING HIM IN THE CHEST WHICH RICOCHETED OFF HIS BULLET-PROOF VEST. ANOTHER ASSAULT TEAM MEMBER SHOT THE HIJACKER IN THE CHEST. THERE WERE NO INJURIES TO ANY OF THE HOSTAGES. THE HIJACKER WAS TRANSPORTED TO A LOCAL HOSPITAL WHERE SHE WAS LISTED IN CRITICAL CONDITION. THE U.S. ATTORNEY HAS AUTHORIZED PROSECUTION UNDER AIRCRAFT PIRACY PROVISIONS OF THE U.S. CODE.

HIJACK SUMMARY
EASTERN AIRLINES FLIGHT 626
January 18, 1985

HIJACK SUMMARY
EASTERN AIRLINES FLIGHT 626
January 18, 1985

Following is the text of FAA Security Summary ACS-85-03:

THE FOLLOWING SUMMARY OF SUBJECT INCIDENT IS A COMPILATION OF AVAILABLE DATA. DISSEMINATION IS TO BE MADE ON A NEED-TO-KNOW BASIS. TIME REFERENCES ARE IN EASTERN STANDARD TIME.

AN EASTERN AIR LINES A-300 EN ROUTE FROM NEWARK N.J. TO MIAMI FLORIDA WITH 124 PASSENGERS AND 9 CREW MEMBERS WAS HIJACKED ON JANUARY 18, 1985 BY A LONE CUBAN MALE IDENTIFIED AS LAZARO JESUS HERNANDEZ. THE HIJACKER, DESCRIBED AS A WHITE MALE, 30 YEARS OLD, 5 FT 8 IN, 140 LBS., EMERGED FROM THE LAVATORY AT APPROXIMATELY 12:30 A.M. SHOUTING IN SPANISH THAT HE WANTED TO GO TO CUBA. THE HIJACKER WAS HOLDING A BIG-TYPE CIGARETTE LIGHTER IN ONE HAND AND A BAG IN THE OTHER. THE HIJCKER TOLD PASSENGERS AND CREW HE HAD POURED GASOLINE ON HIMSELF AND ON THE FLOOR OF THE AIRCRAFT. HE ALSO MENACED THE CREW AND PASSENGERS BY THREATENING TO IGNITE EXPLOSIVES HE STATED WERE CONTAINED IN THE BAG HE HELD IN HIS HAND.

THE AIRCRAFT WAS DIVERTED TO ORLANDO, FLORIDA, INTERNATIONAL AIRPORT AND LANDED AT APPROXIMATELY 1:14 A.M. THE PASSENGERS WHO HAD BEEN MOVED TO THE FORWARD COMPARTMENT WERE DEPLANED THROUGH THE FORWARD DOOR OF THE AIRCRAFT WITHOUT THE HIJACKERS/S KNOWLEDGE. THE CREW ADVISED THE HIJACKER THAT THEY WERE IN CUBA AND AT THIS TIME THE HIJACKER DROPPED HIS BAG AND LIGHTER. MEMBERS OF THE FLIGHT CREW OVERPOWERED THE HIJACKER AND RESTRAINED HIM IN A REAR SEAT UNTIL LOCAL AUTHORITIES BOARDED THE AIRCRAFT AND TOOK CUSTODY OF THE HIJACKER.

INVESTIGATION REVEALED THAT HERNANDEZ HAD A BROWN PLASTIC BAG CONTAINING A FOLDED NEWSPAPER SIMULATING A PACKAGE THE SIZE OF TWO STICKS OF DYNAMITE. THERE WAS NO EVIDENCE OF ANY FLAMMABLE LIQUID FOUND ON THE AIRCRAFT OR ON HIJACKERS/S PERSON.

(more)

Eastern Flight 626
(Continued)

FAA COMMENT/ THE HIJACKER REPORTEDLY TOLD SEVERAL SPANISH SPEAKING PASSENGERS THAT HE HAD COME TO THE U.S. IN THE 1980 MARIEL BOAT LIFT AND HE WANTED TO RETURN TO CUBA TO SEE HIS WIFE, MOTHER, AND DAUGHTER. IN ADDTION, THE HIJACKER HAD BEEN RELEASED FROM JAIL IN PATTERSON CMA N.J. ON JANUARY 17 CMA APPARENTLY ONLY HOURS BEFORE THE FLIGHT DEPARTURE. HE HAD SPENT A WEEK IN JAIL AFTER BEING CONVICTED OF THREATENING TO KILL A WOMAN DESCRIBED AS HIS FORMER LOVER.

* * *

HIJACK SUMMARY
TRANS WORLD AIRLINES FLIGHT 847
June 14, 1985

HIJACK SUMMARY

TRANS WORLD AIRLINES FLIGHT 847

June 14, 1985

Following is the text of FAA Security Summary ACS-85-04:

THE FOLLOWING SUMMARY OF SUBJECT INCIDENT IS A COMPILATION OF AVAILABLE UNCLASSIFIED DATA. DISSEMINATION IS TO BE MADE ON A NEED-TO-KNOW BASIS. TIME REFERENCES ARE EDT.

ON JUNE 14, 1985, TWO MALES, ARMED WITH A PISTOL AND TWO HAND GRENADES, HIJACKED TWA FLIGHT 847/A B/727/ SHORTLY AFTER ITS 0445 EDT TAKEOFF FROM INTERNATIONAL AIRPORT, ATHENS, GREECE WITH 143 OTHER PASSENGERS AND 8 CREW ABOARD. THE HIJACKERS WERE SUBSEQUENTLY IDENTIFIED AS AHMED GARBIVAH (VARIOUS SPELLINGS) AND ALI YOUNES (VARIOUS SPELLINGS), BOTH SHIITE LEBANESE IN THEIR EARLY TWENTIES. A THIRD MEMBER OF THE TEAM, ALI ATWA (VARIOUS SPELLINGS), WAS UNABLE TO OBTAIN A SEAT ON THE FLIGHT AND WAS SUBSEQUENTLY ARRESTED AT THE ATHENS AIRPORT BY GREEK AUTHORITIES.

THE HIJACKERS FORCED THEIR WAY INTO THE COCKPIT, BEAT THE FIRST OFFICER AND ENGINEER AND ORDERED THE FLIGHT TO ALGIERS, ALGERIA. HOWEVER, THE CAPTAIN TOLD THEM HE DID NOT HAVE SUFFICIENT FUEL TO GO TO ALGIERS AND SUGGESTED CAIRO, EGYPT. THE HIJACKERS AGREED AT FIRST BUT THEN CHANGED THE DESTINATION TO BEIRUT. THEY DEMANDED THE RELEASE OF OVER 700 SHIITE PRISONERS HELD BY ISRAEL, AS WELL AS OTHERS HELD BY KUWAIT, CYPRUS AND SPAIN.

PASSENGERS IN FIRST CLASS WERE MOVED TO COACH AND ALL PASSENGERS WERE ORDERED TO PUT THEIR HEADS ON THEIR KNEES AND THEIR HANDS BEHIND THEIR HEADS. THE HIJACKERS STRUCK A NUMBER OF PASSENGERS ON THE BACKS OF THEIR HEADS TO ENFORCE THEIR HEADS-DOWN ORDER. THE HIJACKERS ORDERED A STEWARDESS TO COLLECT ALL PASSPORTS AND DEMANDED THAT SHE IDENTIFY JEWISH PASSENGERS. SHE REFUSED. MILITARY PASSENGERS WERE ORDERED TO IDENTIFY THEMSELVES.

THE FLIGHT ARRIVED AT BEIRUT AT 140454 JUNE 1985. AFTER REFUELING, THE HIJACKERS RELEASED 20 PASSENGERS (FEMALES AND THEIR YOUNG CHILDREN). THE FLIGHT DEPARTED BEIRUT AT 140633 JUNE 1985. THE HIJACKERS SHOT AND KILLED ONE U.S. MILITARY PASSENGER AND DUMPED HIM ON THE TARMAC IN AN APPARENT EFFORT TO GAIN MANPOWER AND ADDITIONAL HELP FROM ANOTHER SHIITE FACTION. EIGHT TO TEN PARAMILITARY SHIITE PERSONNEL BOARDED THE AIRCRAFT. THE ORIGINAL HIJACKERS DEMANDED THE RELEASE OF ALI ATWA BY THE GREEK AUTHORITIES AND THAT HE BE FLOWN TO ALGIERS. THE GREEKS ACCEDED TO THIS DEMAND. THE FLIGHT DEPARTED BEIRUT

Trans World Airlines Flight 847
(Continued)

AT 142042 JUNE 1985 AND HEADED BACK TO ALGIERS. EN ROUTE, THE NEW GROUP HARASSED, THREATENED AND RELIEVED THE REMAINING PASSENGERS OF ALL VALUABLES. THE FLIGHT LANDED FOR THE SECOND TIME AT ALGIERS AT 150254 JUNE 1985. ALI ATWA JOINED THE HIJACKERS ON BOARD. OVER A PERIOD OF SOME 20 HOURS OF NEGOTIATIONS BETWEEN THE ALGERIAN AUTHORITIES AND THE HIJACKERS, 60 ADDITIONAL PASSENGERS AND THE 5 STEWARDESSES WERE RELEASED.

THE FLIGHT DEPARTED ALGIERS AT 160352 JUNE 1985 AND RETURNED TO BEIRUT FOR THE THIRD AND LAST TIME, ARRIVING AT 160740 JUNE 1985. ONE ADDITIONAL PASSENGER WAS RELEASED ON THAT DATE. ON JUNE 17 THE REMAINING 40 PASSENGERS, ALL AMERICAN MALES, WERE TAKEN OFF THE AIRCRAFT AND SEQUESTERED IN VARIOUS BUILDINGS IN BEIRUT. THE COCKPIT CREW REMAINED ON THE AIRCRAFT. ONE JUNE 18, THREE HOSTAGES WERE RELEASED AND ON JUNE 26, AN AILING HOSTAGE WAS RELEASED. THE COCKPIT CREW AND REMAINING 36 HOSTAGES WERE MOVED TO AND RELEASED IN DAMASCUS ON 30 JUNE. THE AIRCRAFT REMAINS AT BEIRUT AIRPORT AS OF THIS DATE.

* * *

CIVIL AVIATION
SIGNIFICANT INCIDENTS
EUROPE AND MIDDLE EAST

8/11/82 Explosion Aboard Pan Am Aircraft

At approximately 0855 hours when about 140 miles from Honolulu, Hawaii, en route from Tokyo, Japan, a bomb exploded under a passenger seat cushion in the rear cabin area of Pan American World Airways Flight 830. The explosion in the B-747 aircraft, which was carrying 271 passengers and 16 crew, caused considerable cosmetic damage in the area of the seat, and parts of the ceiling and overhead racks were torn. Fortunately, however, no serious structural or systems damage occurred. A hole about 1 foot by 3 feet was ripped in the floor and rivets in the fuselage skin were popped, causing a slight bulge in the fuselage. The aircraft filled with smoke, and some of the emergency oxygen masks were deployed, but the aircraft did not depressurize. The damaged aircraft made a safe landing at Honolulu on schedule about 17 minutes after the explosion. One person was killed and 20 others were injured. No individual or group claimed responsibility for the blast.

Comment:

In June 1982, a Security Bulletin (ACS-82-12 - see Tab 1) was issued warning of possible increased terrorism aimed at U.S. Civil Aviation. No specific timeframe or airline indicated. Threat was primary for the Middle East and European areas because of the Israeli incursion into Lebanon.

8/25/82 Explosive Device Found on Pan Am Aircraft

Pan American World Airways Flight 441 landed at Rio de Janeiro, Brazil, at 0805 hours, completing a flight from Miami, Florida. About 2 hours later, during the cleaning of the interior of the B-747 aircraft, a bomb was found in the passenger cabin area by a member of the maintenance crew. The bomb was described as an improvised type, wrapped in plastic, and about the size of a large breast pocket wallet. Reportedly, it could have caused damage comparable to the device on the Pan American Airlines Flight #830 aircraft if it had exploded while inflight. The bomb was safely removed from the aircraft and taken into custody by Brazilian authorities.

Comment:

A Security Bulletin (ACS-82-14 - see Tab 2) issued on August 31, 1982, reporting the discovery of an explosive device on a U.S. Flag carrier in a foreign country. The device described as small, compact, and easily concealable and difficult to detect through x-ray or metal detector screening and may not be detectable by K-9 search. Extraordinary security procedures were initiated.

FOR OFFICIAL USE ONLY

On September 9, 1982, a Security Bulletin (ACS-82-15 - see Tab 3) was issued on the carriage of a suitcase bomb across international boundaries in Western Europe. On September 13, 1982, an FAA message (DTG 13 1929Z Sept 82 - see Tab 4) was issued providing additional details on the luggage, the explosive and the timing/firing device mechanism to include an "E" cell.

On September 20, 1982, an FAA message (DTG 201517Z Sept 82 - see Tab 5) was issued to those airline security officers only who needed to know to institute special security control measures. The FAA message revealed that the material/devices of interest originated in the Middle East resulting in revised preventative/reactive measures superseding those previously recommended.

1/5/83

American Secret Army for the Liberation of Armenia (ASALA)
Threat

A Security Bulletin (ACS-83-01 - see Tab 6) was issued covering a Communique ASALA had sent to an Athens newspaper. The Communique threatened Turkish institutions and offices throughout the world as military targets to include airline offices. Although ASALA aimed this threat at Turkish targets, ASALA is known to take advantage of targets of opportunity, and airline offices, in particular, are favorite targets. ASALA also known to target the activities of those countries that have arrested and attempted to prosecute arrested Armenians. Empirical data is significant evidence of ASALA's bombing and assassination capabilities and their terrorist inclinations.

2/19/83

Explosions at Air France Administrative and Cargo Offices,
Karachi, Pakistan

Explosions reportedly hit the Air France booking office in the Holiday Inn hotel and an Air France cargo office in Karachi, Pakistan, almost simultaneously. The booking office was razed and the windows of the cargo office were shattered. No casualties were reported. The offices are located approximately 1/2 mile apart.

Comment:

No group claimed responsibility; however, reportedly the French arrested a number of Iranian nationals--mostly students--which prompted media speculation that the blasts were in retaliation for French military assistance to Iraq.

4/11/83

Possible Increase in Armenian Terrorist Activity in April

A report indicating that the Armenians had declared the month of April as a "Month of Vengeance." Two-man teams were sent to several countries.

FOR OFFICIAL USE ONLY

Comment:

A Security Bulletin (ACS-83-05 - see Tab 7) was issued. The Armenian as well as other members of terrorist organizations are known to prefer "Anniversary" dates of past significant activities for operations. No specific plans or targets indicated, but Armenians have taken actions against countries that hold Armenian terrorists, i.e., assassinations, bombings of airline offices, and suicide attacks on airports. Armenian terrorists are held in U.S., Canada, France, Switzerland, Netherlands, U.K., and Yugoslavia.

7/15/83

Explosion at Orly Airport, Paris, France

A suitcase bomb exploded at a crowded Turkish Airlines counter at Orly Airport, killing seven people and injuring 56 others. The blast hurled tourists to the ground, smashed plate glass windows, and set counters ablaze. It triggered pandemonium in Orly's South Terminal, where bits of clothing and baggage were thrown across the huge reception area by the explosion. The Armenian Secret Army for the Liberation of Armenia (ASALA) reportedly called a French news agency and claimed responsibility for the blast.

Comment:

Two days after the attack, the French arrested an Armenian who admitted being the person who had placed the bomb.

9/23/83

Explosion Aboard Gulf Air Flight

A Gulf Air flight from Karachi to Bahrain via Abu Dhabi. The plane crashed 20 minutes before it was due to land at Abu Dhabi. The plane burned after crashing, killing all 112 people aboard. No final report has been received but evidence available indicates it was a bomb explosion and subsequent inflight fire that destroyed the aircraft. No claim of responsibility was made. On July 18, 1984, the Arab Revolutionary Brigade, an Arab group that claimed responsibility for several past terrorist acts, claimed responsibility for the bomb blast which "destroyed a Gulf Air Airlines over Abu Dhabi;" however, reportedly, an Arabic language newspaper in London, on October 3, 1983, reported the Black June Organization taking responsibility for the explosion.

12/29/83

Explosive Device Found at Yesilkoy Airport in Istanbul, Turkey

A suitcase containing an explosive device was discovered at Yesilkoy Airport, Istanbul, Turkey. The suitcase was scheduled to be loaded aboard an Alitalia Airline flight departing for Rome. The bomb was detected when one passenger booked on the flight failed to show up at the airport. Passengers were asked to identify their luggage before boarding the flight, leaving one bag unclaimed. A search of the bag revealed an explosive device which was disarmed by bomb experts. No individual or organization has claimed responsibility for attempting to plant the bomb aboard the aircraft.

FOR OFFICIAL USE ONLY

Comment:

Emergency Security Guidelines issued for all U.S. carriers serving cities in Europe and Middle East countries or connecting with flights originating from these cities in the form of an SSP section XV Amendment. The amendment required extraordinary procedures to prevent the introduction of explosives or explosive devices into checked baggage including interline baggage at nine airports plus other procedures.

1/18/84

Explosion Aboard an Air France Jumbo Aircraft

An Air France leased B-747 departed Karachi, Pakistan for Dharan en route to Paris. When 70 nautical miles from Karachi at 18000 feet, the pilot heard a noise, then experienced a loss in pressurization. The aircraft returned to the airport and landed safely with 249 passengers and crew of 15 uninjured. An inspection revealed a two-by-two meter hole external to the aft container cargo hold. No claims for responsibility has been made.

Comment:

There were no transfer baggage or no-show passengers. There were no threats before the flight. The flight had been delayed in Manila/Bangkok.

4/20/84

Bomb Explodes at London's Heathrow Airport

A bomb exploded at London's Heathrow Airport, injuring 25 people and causing extensive damage. The explosion occurred in the unclaimed baggage area of Terminal II, the terminal generally used for flights to and from the Continent and North Africa. The explosive device had apparently been placed in a suitcase and left at the terminal. Following the bombing, a group calling itself the "Angry Brigade" claimed responsibility for the incident in a telephone call to the London Press Association.

Comment:

The Angry Brigade was involved in a series of bombings between 1968 and 1971. The targets were homes of conservative Ministers at the time. A number of members were jailed for 10 years in 1972, but have now been released. In the past 3 years the anarchists have claimed responsibility for bomb blasts and attacks ranging from Yorkshire to London.

5/84

Suitcase Bomb Found in Athens, Greece

During May 1984, a Jordanian national was arrested in Athens, Greece, in possession of a suitcase bomb. As a result of the arrest, a warning was issued (FAA MSG DTG 041326Z May 84 - see Tab 8) to the effect that an Arab terrorist group may be targeting international civil aviation activities in Europe and the Middle East. The U.S. and Israeli Airlines and airlines

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE

© Pan American Historical Foundation 552

serving Athens were described as likely targets. The warning was based on the fact that an altitude-sensitive bomb hidden in the lining of a suitcase had been carried in a flight from Athens to Tel Aviv and from Tel Aviv to London by an unwitting passenger. The bomb failed to explode as programmed.

Comment:

On May 8 another bag was reported being couriered into Eastern Europe for further transfer to West Germany (FAA MSG DTG 081548Z May 84 - see Tab 9). All carriers were advised of the discovery of the suitcase bomb, particularly those carriers serving Europe and the Middle East. Several FAA MSGS (DTG 101437Z, 142014Z, 172000Z, all May 84 - see Tabs 10, 11, 12 respectively) were issued providing further description of the luggage and the alleged courier.

5/18/84

Explosives Discovered at Leonardo Da Vinci Airport, Rome

Two Arab men were arrested at Rome's Leonardo Da Vinci Airport when 2.8 kilos of plastic explosives were found in false bottoms of their transit hold luggage. No initiators were found; however, a search of carryon luggage revealed initiators and Saudi Arabian passports in false names. The two men arrived in Rome via Syrian Arab Airlines from Damascus and were attempting a connection with an Iberian Airline flight to Madrid, Spain.

Comment:

It is believed the explosives were being transported to Spain for use in Madrid.

6/25/84

Two Suitcase Bombs Discovered in Berlin

The West Berlin Police searched an apartment on June 25 and found two suitcases, each with two pounds of explosives. The explosives were concealed in the lining with electrical initiators but no power source. The suitcases were brown in color, measuring 28" x 20" x 8" and carrying the brand name "STRATIC."

Comment:

The suitcase bombs found in West Berlin are approximately the same size and color as the suitcase found in Athens (FAA MSG DTG 041362Z May 84 - see Tab 8) but with the same brand name, "STRATIC," as those reported to be couriered into West Berlin in May 84 (FAA MSG DTG 081548Z and 101437Z both May 84 - see Tabs 9, 10 respectively).

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE

DETERMINED UNDER 5 U.S.C. 552
© Pan Am Historical Foundation

10/11/84

Potential Sabotage Threat Against Flights, Paris - New York

Information received from a reliable source indicated that an Arab terrorist organization intended to place a suitcase bomb on a flight in Western Europe, possibly for a flight from Paris to New York. It is thought this group may have already sent one bomb that did not explode.

Comment:

FAA MSG DTG 111937Z Oct 84 (see Tab 13) was issued. There was no indication as to type of bomb, method of detonation, or method of concealment; however, the possibility existed that it could be the same type suitcase bomb previously reported in a series of FAA messages during the early part of 1984. It was recommended in FAA MSG DTG 111937Z Oct 84 (see Tab 13) that airlines serving Western Europe tighten security and consider extraordinary security measures, i.e., physical inspection of checked baggage with appropriate questioning of each passenger and a positive passenger-baggage match for flights from Western Europe, particularly Paris.

On October 30, 1984, FAA MSG DTG 302111Z Oct 84 (see Tab 14) was issued providing a current assessment in Europe and the Middle East. The message described the numerous type of threats received over the past few months and indicated, based on close consultation with the Government/Industry Middle East/Europe Working Group Representatives, that the level of threat against U.S. carriers serving Europe was not considered high at that time, with the possible exception of Greece. The threat expressed in FAA MSG DTG 111937Z Oct 84 (see Tab 13) had passed or had not been directed against U.S. aviation. It was agreed that standard security measures applied diligently and conscientiously throughout Europe coupled with heightened awareness would adequately meet the general threat. A high level of vigilance and awareness was recommended for Greece and the Middle East and special security measures in effect in these areas were recommended to be continued.

11/7/84

Two Suitcase Bombs Discovered in Frankfurt, West Germany

During a Customs search of passengers for drugs arriving on a Lufthansa flight from Damascus, Syria, 3.1 kilos of HEXOGEN (Cyclonite - US) military-type explosives (1cm x 3cm x 4cm) was found concealed in the lining of two checked bags. The bags contained children's toys made in Italy with price tags from Frankfurt, West Germany. The Palestinian passenger disclaimed any knowledge of the explosives in the bag, claiming he had bought one bag and the other belonged to a friend (NFI). The passenger, traveling on a false Tunisian passport, was scheduled to depart Frankfurt for Athens on November 8 via a Lufthansa flight.

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552

© Pan Am Historical Foundation

12/29/84

Suitcase Bomb Discovered at Beirut International Airport

On December 29, 1984, a Lebanese woman was arrested at Beirut International Airport after a security official discovered explosives in her luggage. The suitcase contained one kilo of explosives and two undetached detonators. The woman, who was scheduled to travel to Athens, Greece, on Middle East Airlines, claimed that she bought the suitcase en route to the airport and that she had no idea that the suitcase contained explosives. Reportedly, the woman was carrying a false passport.

Comment:

This was the second attempt to transport explosives to Athens, Greece. On November 7, 1984, Security Authorities in Frankfurt, West Germany, discovered two suitcases containing explosives on a flight to Athens that originated in Damascus, Syria.

2/19/85

Explosives Found at Frankfurt International Airport

On February 19, 1984, Authorities at Frankfurt International Airport discovered a suitcase and carton containing bomb components and apprehended a passenger who was transporting these items from Damascus to Madrid. The 10 1/2 kilos of explosives was concealed in the suitcase and detected by a security dog searching for drugs in the baggage area. The passenger had in his possession two passports, both appeared to be false passports. The passenger claimed that someone had given him \$1,500 to carry the baggage to Spain and that one of the passports belonged to the man who paid him to transport the baggage.

Comment:

The primer found was identified as a primitive device which in the past had been used by followers of the "ABU NIDAL" group, better known as the "Black June" organization. No responsibility has been claimed.

3/9/85

Explosion on Royal Jordanian Airline

A young (18 years old) Arab was arrested at Dubai, United Arab Emirate, Airport on March 9, 1985, after a explosion occurred on a Royal Jordanian Airline Tristar aircraft. The explosion occurred as airport workers were unloading cargo. The aircraft had stopped in Dubai on a flight from Karachi, Pakistan, to Amman, Jordan. The youth stated he had been recruited by an Arab country and supplied with a forged passport after a month's training for the attack. He also stated he had been handed the explosives by a man in Karachi.

FOR OFFICIAL USE ONLY

Comment:

The aircraft landed 30 minutes ahead of schedule, thus, avoiding a potential disaster. It is unknown if the explosion was accidental or part of an attempt on the aircraft. The explosives may have been for onward transportation for use elsewhere. No claims of responsibility has been made.

Bazooka Fired at Jordanian Airliner

A attacker fired a rocket at a Jordanian B-727 in Athens, Greece, on April 4, 1985. The rocket hit the aircraft which was preparing to take off with 62 passengers and a crew of 13. The rocket made a 8 inch long by 1/2 inch deep gash aft of the forward entry door, but failed to explode and caused no injuries. The aircraft returned to the terminal. The attacker, who fired at the plane from near the runway, dropped the rocket launcher and ran to a waiting car. The Palestinian organization "Black September" claimed responsibility for the attack.

Comment:

The rocket attacker was described as dark complexioned, medium height and 25-30 years old. The attack was made from the east side of the airport perimeter where workers were laying pipe. The Black September also claimed responsibility for three explosions at the offices of the Royal Jordanian Airline in Rome, Athens, and Nicosia on March 21, 1985. These explosions occurred within a 90-minute period.

6/19/85

Explosion at Frankfurt International Airport, West Germany

A bomb exploded at the Frankfurt International Airport in a crowded departure lounge. Three people were killed and 42 people were injured. The bomb was placed in the vicinity of several foreign airline ticket counters but close to the counter of Alitalia Airline, making it difficult to determine which airline may have been the target. The explosion took place beyond the security zone where baggage is inspected. The blast tore a 3 foot hold in the concrete floor and destroyed many airline counters. The "Arab Revolutionary Organization" claimed responsibility for the explosion.

FOR OFFICIAL USE ONLY

PUBLIC AVAILABILITY TO BE
DETERMINED UNDER 5 U.S.C. 552