Department
of Transportation

Federal Aviation
Administration

Office of Civil Aviation Security

CRIMINAL ACTS AGAINST
CIVIL AVIATION
1987

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INTRODUCTION

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

Hijacking incidents are viewed within the context of the Federal criminal statute(49 USC 1472(b)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any 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 the significant criminal acts against civil aviation during 1987 and places the events in perspective within a 5-year timeframe.

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EXECUTIVE HIGHLIGHTS

During 1987, civil aviation continued to be a target for terrorists and other criminals. Many governments have increased security measures at airports to ensure the safety of air transportation worldwide. These efforts may have contributed to an overall decline in the number of attacks against civil aviation in 1987.

Criminal acts against civil aviation during 1987 resulted in 316 casualties (192 deaths and 124 injuries). Explosions aboard aircraft accounted for 60 percent of the fatalities. Deaths from other criminal acts, which included bombings at airports and airline ticket offices, accounted for 38 percent of the deaths. Hijackings accounted for 2 percent of the deaths.

The most devastating criminal act against civil aviation in 1987 was the destruction of Korean Air Flight 858 by a bomb left onboard the plane. All passengers and crew (115 persons) perished. Since 1983, explosions on civil aircraft have resulted in 577 deaths. Most of these were due to terrorist bombings.

In 1987, there were 13 hijackings of scheduled air carrier aircraft worldwide; four U.S. and nine foreign. The same number of worldwide hijackings were reported during 1986; therefore, 1987 is the second consecutive year in which the number of hijackings has been at the lowest level over a 10-year period. There were no hijackings by terrorist groups of U.S. air carriers in 1987. The hijacking of Air Afrique Flight 056, may have been the only hijacking which was terrorist related.

In addition, 23 other incidents occurred, ranging from attacks on airline ticket offices to the shootdown of two civilian airliners in Africa. Seventy-three deaths and 80 injuries resulted from these incidents. In one instance, 43 people were killed when Pacific Southwest Airlines Flight 1771 crashed after a gunman onboard apparently shot the pilot and co-pilot.

AIR CARRIER HIJACKINGS - WORLDWIDE

In 1987, there were 13 hijackings of scheduled air carrier aircraft worldwide. Of the 13, four were U.S.-registered aircraft and nine were foreign-registered aircraft. This worldwide total is the same as the total for 1986, which was the lowest number of hijackings worldwide in the previous 10 years.

The hijacking of Air Afrique Flight 056 between Rome and Paris on July 24 may have been the only terrorist related hijacking in 1987. None of the other 12 hijackings appeared to be the work of known terrorist groups. Details of these 13 hijacking incidents are provided in Appendix D.
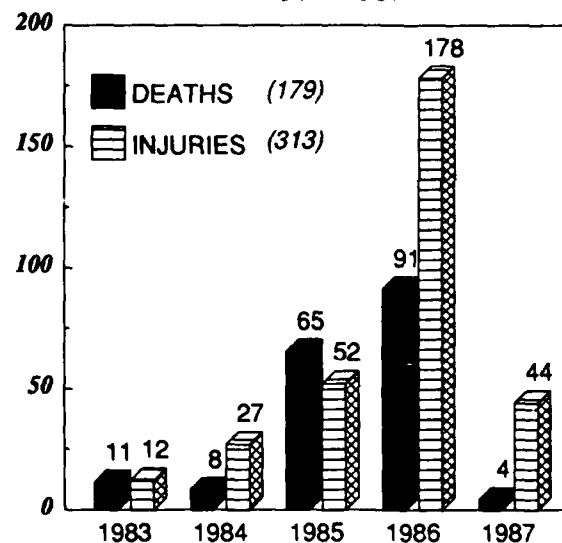
The significant decrease in the number of hijackings worldwide in 1986 and its continuation into 1987 could be attributed to a number of factors. Increased world attention to airport and aircraft security in the last few years, as well as increased worldwide emphasis on antiterrorist measures, likely contributed to this decline. The measures taken by many governments against state sponsors of terrorism and the resultant diplomatic initiatives may also have been pertinent.

As in previous years, most hijackings were not committed by terrorist groups but by individuals seeking political asylum or repatriation, fleeing from criminal prosecution, or who were mentally disturbed. These types of hijackers, with personal, criminal, obscure, or delusional motives, have been extremely difficult to counter as they do not follow established patterns of behavior nor is there usually any type of warning. A byproduct of the international antiterrorism effort appears to have been a reduction in hijacking attempts by these types of individuals due to the increased and obvious security measures.

HIJACK RELATED CASUALTIES
1983-1987

AIR CARRIER HIJACKINGS - WORLDWIDE

YEAR	U.S. REGISTERED	FOREIGN REGISTERED	TOTAL
1983	18	15	33
1984	5	21	26
1985	4	22	26
1986	4	9	13
1987	4	9	13
TOTAL	35	76	111

During 1987, deaths and injuries due to hijackings were considerably lower than in 1986. Four people were killed and 44 injured worldwide in 1987 during hijackings or attempted hijackings. Of this total, one death and 29 injuries were the result of the hijacking of Air Afrique Flight 056 on July 24. The other incident that resulted in significant numbers of deaths and injuries was the attempted hijacking of Cubana Airlines Flight 706 on March 10 in which one hijacker was killed and 13 passengers were injured.

During 1986, deaths and injuries due to hijackings reached a 9-year high. Ninety-one people were killed and 178 were injured worldwide as a result of hijacking incidents. Of this total, 22 deaths and 125 injuries were the result of the hijacking of Pan Am Flight 73 in Karachi on September 5. The other significant hijacking in 1986 was the December 25 Iraqi Airways Flight 163 incident in which 65 people died and 42 were injured. During 1985, 65 people died in hijackings of which 60 died in the hijacking and subsequent ill-fated rescue operation of Egyptair Flight 648 on November 23 in Malta.

U.S. AIR CARRIER HIJACKINGS

The four hijacking incidents involving U.S.-registered air carrier[1] aircraft in 1987 are consistent with the figures for 1986 (4), 1985 (4), and 1984 (5). Between 1983 and 1987 there were 35 hijacking incidents involving U.S. air carriers, 32 from within the United States and its territories and 3 from foreign locations.

In the previous 10-year period, 57 percent of all hijackings of U.S.-registered air carriers were to Cuba. In this 5-year period, 20 of the 35 hijacking incidents (again, 57 percent) had Cuba as a goal of the hijacker, and in 1987 the hijackers in two of the four incidents wanted to go to Cuba.

There were no hijackings or attempted hijackings by terrorist groups of U.S. air carriers in 1987. The only terrorist hijacking of a U.S. aircraft in 1986, Pan Am Flight 73 at Karachi on September 5, was committed by four heavily armed men, three of whom were disguised as airport security personnel. During the incident, 22 people were killed and over 125 injured. In 1985, the only terrorist hijacking of a U.S. air carrier was the June 14 hijacking of TWA Flight 847 from Athens to Rome. There were no terrorist hijackings of U.S. aircraft in 1983 or 1984.

Of the four U.S. air carrier hijacking incidents during 1987, none involved defeating the preboard passenger screening process. In one incident an armed hijacker forced his way through the preboard passenger screening point and took a hostage in an unsuccessful attempt to commandeer an aircraft. In one of the incidents, the hijacker used an improvised explosive device when he hijacked a commuter aircraft in an attempt to go to Cuba. No preboard passenger

screening was required for this flight. In the other two incidents the hijacker did not have an actual weapon. Of the four incidents in 1987, one involved the hijacker circumventing the preboard screening process and assaulting the aircraft. This method of attack occurred in three of the four U.S. air carrier hijackings in 1986 and seven of the 35 hijackings of U.S. aircraft from 1983-1987.

WEAPONS USED BY HIJACKERS OF U.S. AIR CARRIERS
1983 - 1987

TYPE OF WEAPON	ACTUAL WEAPONS	ALLEGED OR FAKE[2]	TOTAL	TOTAL HIJACKINGS (35) IN WHICH WEAPON USED OR ALLEGED
Explosives	2	15	17	49%
Incendiaries	5	5	10	29%
Firearms	9	5	14	40%
Knives	3	0	3	9%
Total	**19**	**25**	****3**	****4**

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[2]When no weapon was actually seen or its authenticity could not be established, the weapon was categorized as "alleged".
[3]The total number of times each weapon was used does not correspond to the total number of hijackings (35) as multiple weapons were claimed in some incidents.
[4]The percentages do not add up to 100% as multiple weapons were used or alleged in some hijackings.

From 1983 through 1987, 25 of the 35 hijackings of U.S. air carriers (71 percent) were done by individuals who had gone through preboard screening. Actual weapons (explosives, incendiaries, firearms, knives, or any combination of these) were used in only eight of these 25 hijackings. Thus, 68 percent of the hijackings of U.S. air carriers from 1983 through 1987 in which the hijacker went through preboard screening did not involve an actual weapon or explosive of any type. In 34 of the 35 U.S. air carrier hijackings from 1983 through 1987 the hijacker used or claimed to have a firearm, explosive, or incendiary device. In one incident the hijacker threatened physical violence, but was quickly subdued.

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[1] The FAA issues operating certificates to U.S. citizens or corporations which are engaged in public charter and/or scheduled passenger air operations. A person or corporation engaged in such air operations is referred to as a "certificate holder." In this report, such certificate holders are referred to as air carriers in order to differentiate them from general aviation operators and aircraft.

U.S.-REGISTERED AIR CARRIER HIJACKINGS
1983-1987

35 TOTAL

In 1987 all four hijackings of U.S. air carriers originated in the United States or its territories. Of all the hijackings of U.S. air carriers from 1983 through 1987, 91 percent originated in the United States or its territories and 9 percent were from foreign locations.

WEAPONS USED BY HIJACKERS OF U.S. AIR CARRIERS
WHO WENT THROUGH PREBOARD SCREENING
1983 - 1987

	Actual Weapons	Alleged or Fake	Total
Explosives	1	13	14
Incendiaries	3	4	7
Firearms	3	4	7
Knives	3	0	3
Total	10[5]	21	***[6]

Less than 6 percent (2 of 35) of the hijackings of U.S. air carriers from 1983 through 1987 were done by individuals or groups classified as terrorist. The largest category by far (77 percent) was hijackings committed by individuals who had other criminal motives. This includes 20 incidents in which the hijacker wanted to go to Cuba. The remaining 17 percent of the hijackings were committed by individuals determined to be mentally incompetent by judicial authority.

[5] This figure can be put in perspective when compared with the total number of persons screened at U.S. airports and weapons discovered. From 1983 through 1987, 4,628,500,000 people were screened while 15,221 firearms and 47 explosive or incendiary devices were detected.

[6] The total number of weapons exceeds the number of hijackings (25) as multiple weapons were used or claimed in some incidents.

MOTIVES OF HIJACKERS OF U.S. AIR CARRIERS
1983-1987

Other Criminal Motives *
27 (77%)

Terrorist
2 (6%)

* In 20 of these incidents, Cuba was the destination of the hijackers.

Mentally Incompetent
6 (17%)
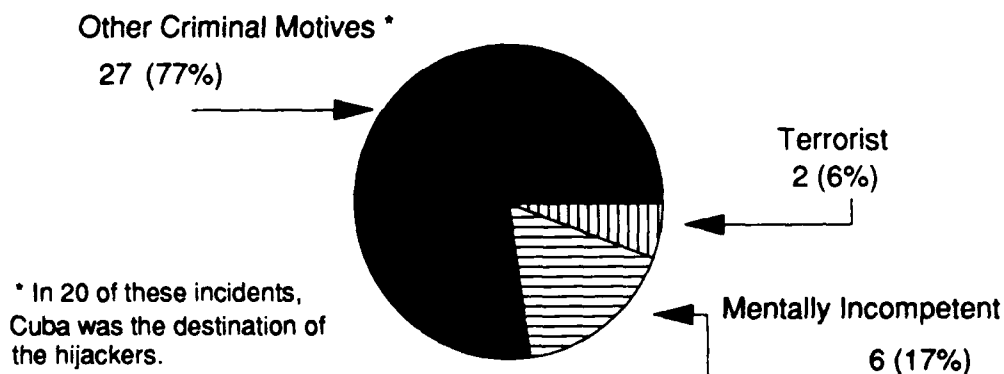
LOCATIONS WITHIN UNITED STATES AND ITS TERRITORIES OF HIJACKINGS OF U.S. AIR CARRIERS 1983—1987
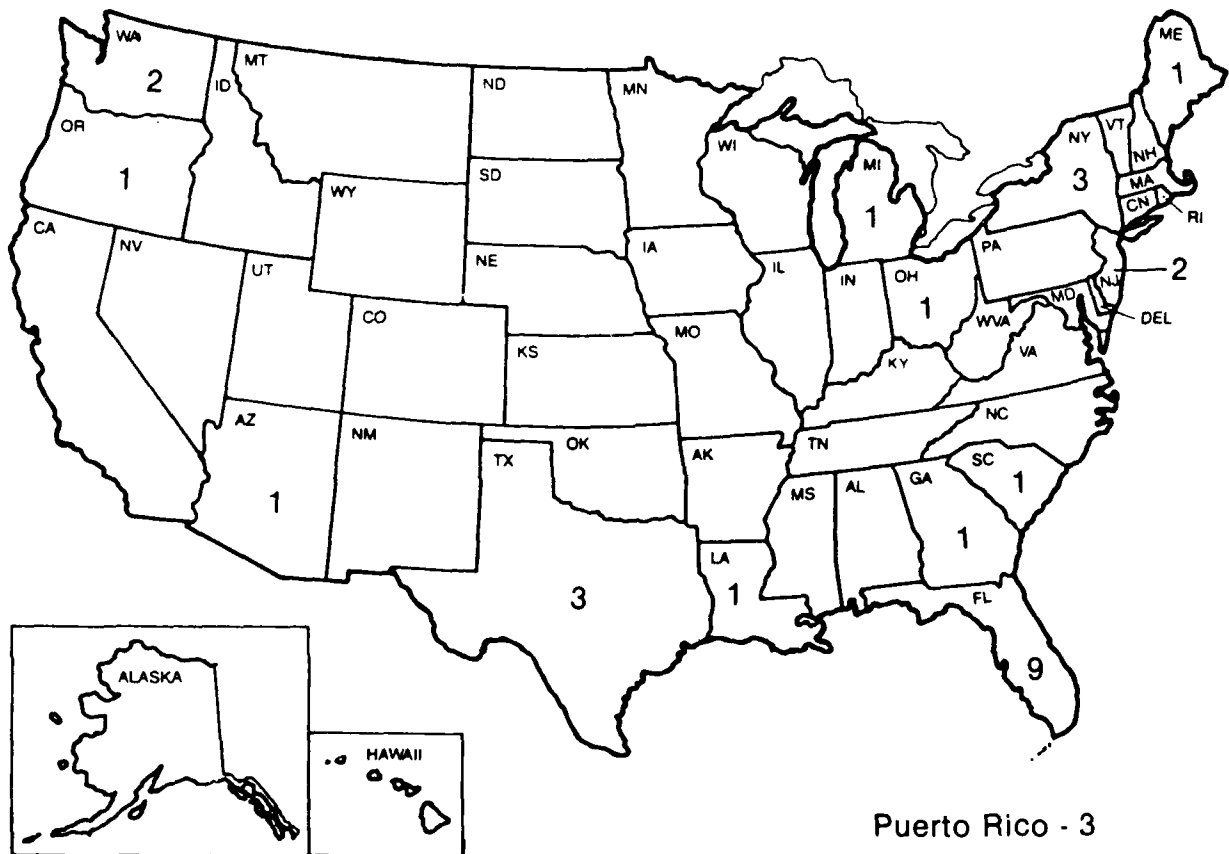
Puerto Rico - 3
St. Croix, Virgin Islands - 2

FOREIGN LOCATIONS OF HIJACKINGS OF U.S. AIR CARRIERS 1983—1987

Port-au-Prince, Haiti (1984)
Athens, Greece (1985)
Karachi, Pakistan (1986)

U.S.-Registered Air Carrier Hijackings

1968-1987

Total Hijackings
241
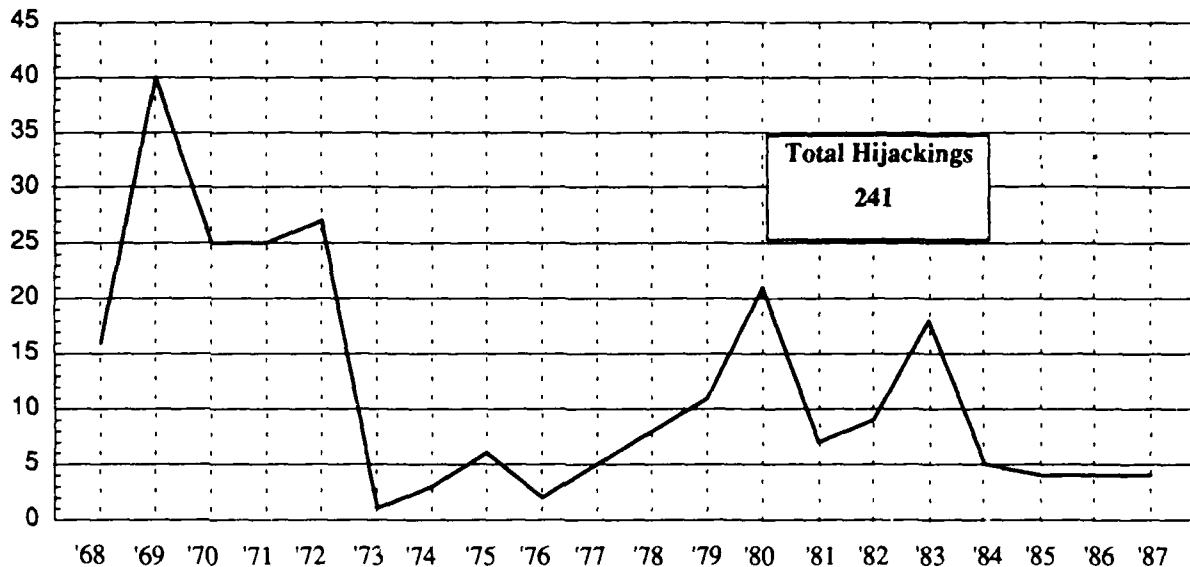
GENERAL AVIATION HIJACKINGS

There were two hijacking incidents in 1987 involving U.S.-registered general aviation aircraft.[7] In one incident a prisoner under escort freed himself from restraints and attempted to take over the aircraft from his guards. The other incident involved individuals posing as prospective aircraft buyers who hijacked the aircraft during a demonstration flight. The aircraft was eventually found abandoned in Mexico. Details of these incidents can be found in Appendix D.

GENERAL AVIATION HIJACKINGS

FIVE YEAR SUMMARY

	1983	1984	1985	1986	1987	Total
U.S.	1	2	1	1	2	7
Foreign	0	1	9	6	4	20
Totals	1	3	10	7	6	27

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[7] General aviation operators and aircraft are not subject to the same security regulations as are scheduled air carriers. Normally such aircraft operate outside the civil aviation security system regulated by the FAA. Unless the operator or passengers of a general aviation aircraft deplane into the sterile system of an airport servicing scheduled air carrier aircraft, no preboard passenger screening is required.

FOREIGN AIR CARRIER HIJACKINGS

Nine foreign-registered air carrier aircraft were known to have been hijacked in 1987, the same number as in 1986 which was the lowest annual total in this category in the previous ten years. The nine incidents each year in 1986 and 1987 represent a significant decrease from the annual average of 19 such hijackings in the previous nine years.

The most significant foreign hijacking in 1987 was the July 24 in-flight hijacking of Air Afrique Flight 056 while en route from Rome to Paris. A single Palestinian hijacker, who was not actually ticketed for that portion of the flight and who boarded the aircraft at an earlier stop in Bangui, Central African Republic, took control of the aircraft and ordered it diverted to Beirut. The aircraft landed at Geneva for fuel and maps and there the hijacker killed a French passenger. The hijacking ended when passengers initiated an escape attempt from the rear of the aircraft and the flight stewards overpowered the hijacker until security forces arrived.

Of the other eight foreign air carrier hijacking incidents in 1987, five appear to have been attempts to escape from authoritarian regimes. The remaining three incidents involved a teen-aged boy who did not want to return home, an individual protesting perceived ethnic bias during civil disturbances, and an individual later determined to be mentally incompetent.

In addition to the nine documented foreign air carrier hijackings in 1987, there were four known hijackings of foreign-registered general aviation aircraft. Details of these incidents are provided in Appendix D.

During the past five years (1983-1987), the greatest number of known hijackings of foreign-registered air carriers occurred in the Middle East (26), followed by Western Europe (14), and Eastern Europe (9). Many of the Middle Eastern hijackings, and almost all of the East European hijackings, were carried out by individuals attempting to flee from authoritarian regimes.

FOREIGN AIR CARRIER HIJACKINGS
1983-1987
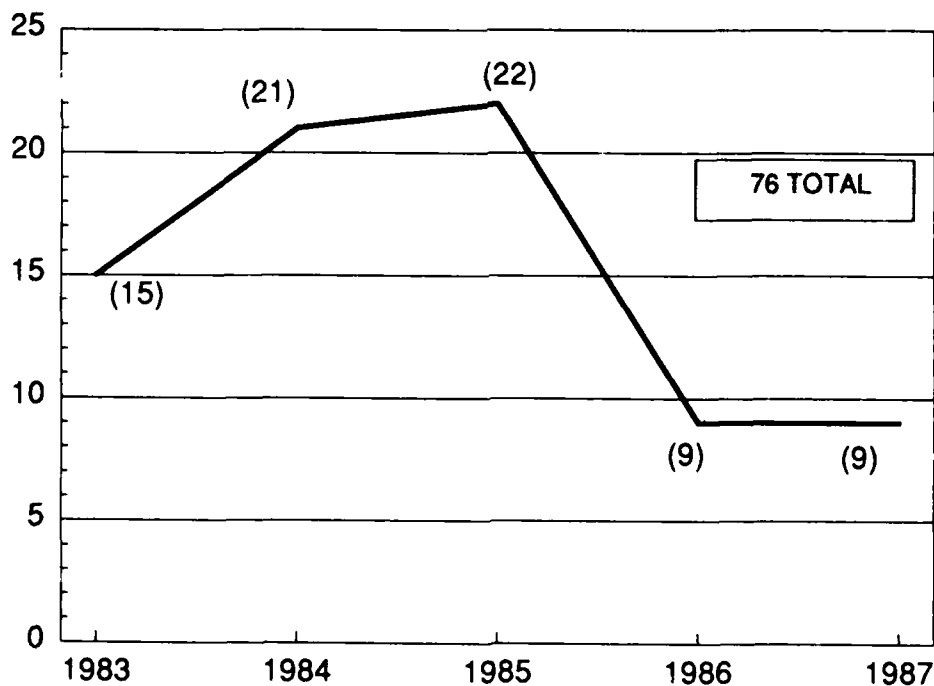
FOREIGN AIR CARRIER HIJACKINGS BY GEOGRAPHIC REGION
1983 - 1987

	83	84	85	86	87	TOTAL
Eastern Europe	4	0	1	2	2	9
Western Europe	2	3	6	1	2	14
Middle East	2	9	10	3	2	26
Central and South America	2	3	0	1	1	7
South and Southeast Asia	1	3	1	1	1	7
Far East	2	2	3	0	0	7
Africa	2	1	1	0	0	4
North America	0	0	0	1	1	2
Total	15	21	22	9	9	76

Foreign-Registered Air Carrier Hijackings

1968-1987

Total Hijackings
419
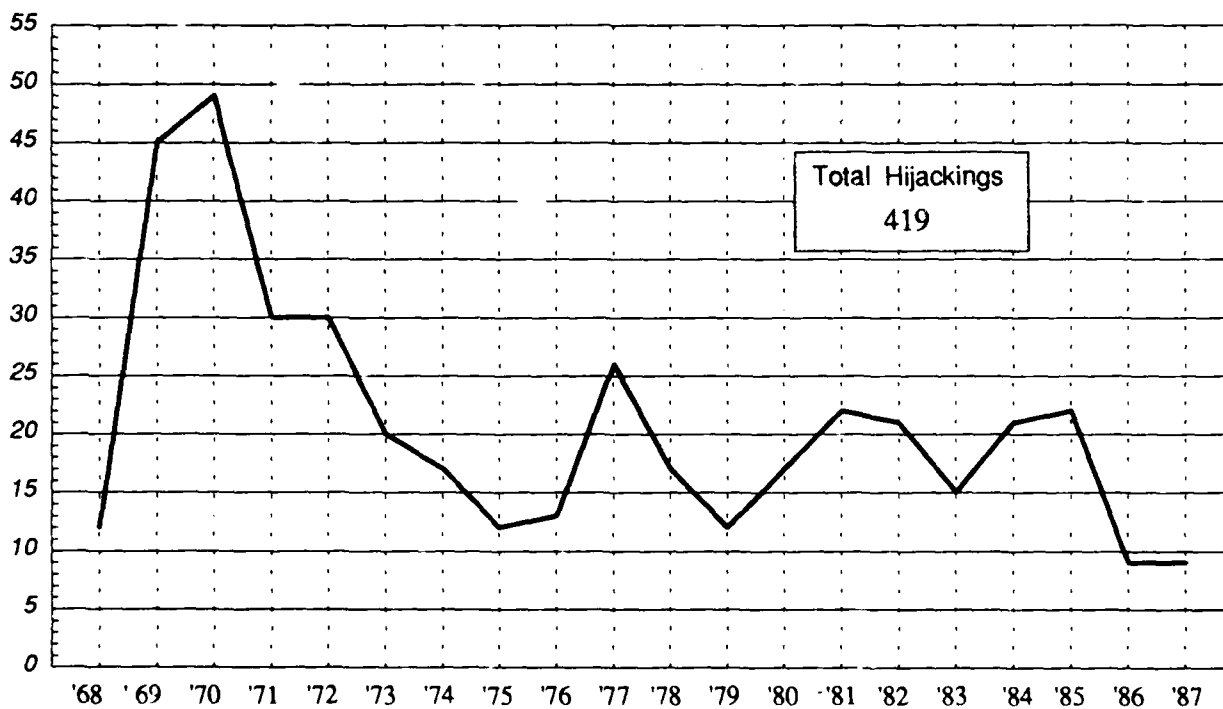
EXPLOSIVE DEVICES

During 1987 there were three incidents in which explosions occurred onboard civil aviation aircraft. The three incidents do not include the assassination of the Lebanese Prime Minister who was killed when a radio-controlled bomb exploded onboard his helicopter. That incident did not involve civil aviation, per se, but is pertinent to the evaluation of the threat to civil aviation as it may indicate that Lebanese terrorist groups, which pose a serious threat to civil aviation, have the capability to use radio-controlled explosive devices.

Of the three incidents involving explosions on civil aviation aircraft, two were bombings of parked U.S.-registered general aviation aircraft, apparently in an effort to intimidate the owner of one of the airplanes.

The third and most ominous incident was the destruction of Korean Air Flight 858 on November 29. The aircraft, a B-707, was on a scheduled flight from Baghdad, Iraq, to Seoul, South Korea. The highly sophisticated explosive device consisted of an altered portable radio and a bottle of liquid explosive. The bomb, hidden in carry-on luggage, had been left onboard the aircraft in an overhead bin by two North Korean agents who deplaned in Abu Dhabi. One hundred fifteen persons, including all passengers and crew, were killed.

The 115 persons killed in the destruction of Korean Air Flight 858 brings the 5-year total of deaths due to explosive devices on civil aircraft to 577, virtually all of which were due to terrorist bombings. The 5-year total for persons injured by onboard explosions was 136.

It is significant that the 1987 death toll, like 1983 and 1985, is mostly attributed to a single bombing incident. In 1983, a Gulf Air B-737 on a flight from Karachi, Pakistan, to Abu Dhabi, UAE, crashed killing 112 people after a bomb exploded in the baggage compartment. In 1985, an Air India B-747 crashed off the coast of Ireland killing 369 passengers and crew.

Over the 5-year period, there were 14 explosions aboard aircraft with no more than 4 in 1 year.

In addition to the destruction of Korean Air Flight 858, there was one explosion at an airport in which the device may have been intended to go off on an aircraft. This involved a suitcase device which exploded in the passenger terminal at Beirut International Airport.

EXPLOSIONS ABOARD AIRCRAFT
FIVE YEAR SUMMARY
1983-1987

14 Total

1983	1984	1985	1986	1987
2	2	4	3	3
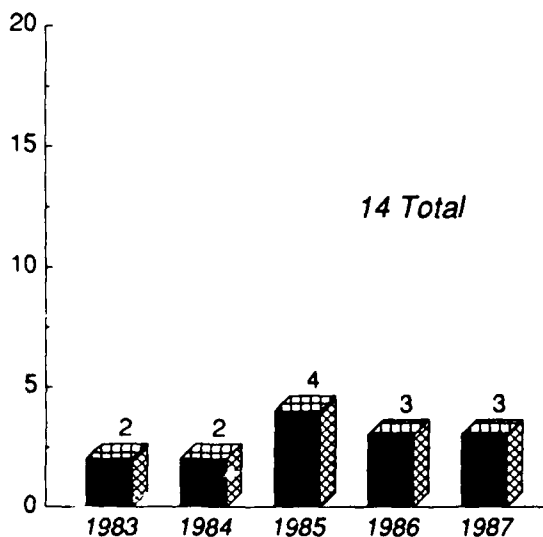
DEATH AND INJURIES
DUE TO EXPLOSIONS ONBOARD AIRCRAFT
1983-1987

Total Deaths: 577

Total injuries: 136

1983 1984 1985 1986 1987

* Incidents where the explosion aboard the aircraft occurred during a hijacking are not reflected in these summaries.
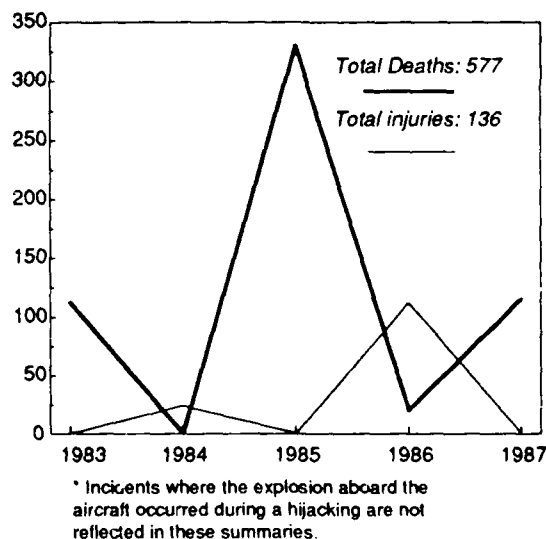
OTHER SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION

Each year there are certain other criminal acts directed at civil aviation that fall outside the categories of hijackings and bombings of airliners. In 1987, there were 23 such incidents. These include attacks against airports and airline ticket offices, the smuggling of explosives and explosive components through international airports, the shoot down of two civilian airliners, kidnappings of airline flight crews, and the murder of an airline flight crew and subsequent crash of their aircraft.

Attacks against airports and airline ticket offices were the most frequent type of incident. These attacks accounted for 15 of the 23 incidents in 1987 and 7 of 73 deaths. U.S. airlines were the target of three of these bombings, although none of these occurred within the United States. A local national employee was killed in one of the three bomb attacks against U.S. airline offices abroad.

The shoot down of two civilian airliners in Africa resulted in 23 deaths. One was an Air Malawi Skyvan-3 shot down by the Mozambique armed forces who claimed the aircraft had violated its airspace. The other was a Sudanese Aeronautical Services Cessna 404 believed shot down by the rebel Sudanese People's Liberation Army.

Two individuals were arrested entering European countries carrying explosives. Mohammed Ali Hameidi was arrested at Frankfurt International Airport and Bashir Khodr was arrested at Linate Airport in Milan, Italy. Hameidi was carrying liquor bottles containing methyl nitrate, a danger-

ous liquid explosive. Hameidi was involved in the 1985 hijacking of TWA Flight 847 and is believed to be affiliated with a group which has carried out other hijackings as well as attacks on U.S. Government facilities which resulted in mass casualties.

Khodr, who was also associated with a group which has previously targeted civil aviation, was arrested carrying a significant amount of high explosive and various explosive components hidden in a radio, chocolate eggs and pictures. Both individuals had traveled from Beirut and Khodr had also traveled on a connecting European carrier flight. The explosives had gone undetected at Beirut International Airport. Both Hameidi and Khodr were arrested by local authorities at the airports after arrival.

The most serious "other" significant criminal act against U.S. civil aviation in 1987 occurred in California. A disgruntled former employee of USAir, the parent company of Pacific Southwest Airlines (PSA), apparently shot and killed his former supervisor and the flight crew of PSA Flight 1771 while in flight. This caused the aircraft, en route from Los Angeles to San Francisco, to crash killing all 43 persons onboard.

The largest number of "other" significant criminal incidents (13) occurred in Europe and the Middle East. Four incidents occurred in the Asia/Pacific region, three in Latin America/Caribbean, two in Africa, and one in the United States. Details of these 1987 incidents are found in Appendix D.

OTHER SIGNIFICANT ACTS AGAINST CIVIL AVIATION
INCIDENTS/CASUALTIES BY GEOGRAPHIC AREA

	INCIDENTS			KILLED	INJURED	TOTALS BY REGION		
	Airline	Airport	Other			Incidents	Killed	Injured
US/Canada	0	0	1	43	0	1	43	0
Latin Am/Caribbean	2	1	0	0	0	3	0	0
Europe	3	0	2	0	1	5	0	1
Middle East	3	2	3	7	74	8	7	74
Africa	0	0	2	23	0	2	23	0
Asia/Pacific	2	2	0	0	6	4	0	6
Totals	**10**	**5**	**8**	**73**	**81**	**23**	**73**	**81**

APPENDIX A

U.S. - REGISTERED AIR CARRIER HIJACKINGS CHRONOLOGY, 1983 - 1987

DATE	CARRIER	TYPE	FLIGHT PLAN	NO. OF HIJACKERS	HOW BOARDED AIRCRAFT	WEAPONS	DESTINATION/ OBJECTIVE
01-07-83	Delta	B-727	Portland, ME/Boston	1 M	S	Alleged Explosive	Las Vegas
01-20-83	Northwest	B-727	Seattle/Portland	1 M	S	Alleged Explosive	Afghanistan
02-15-83	Rio Airways	DHC-7	Killeen/Dallas, TX	1 M	Passengers Not Screened	Incendiary & Gun	Cuba
05-01-83	Capitol	DC-8	San Juan/Miami	1 M	S	Alleged Explosive Incendiary & Gun	Cuba
05-12-83	Capitol	DC-8	San Juan/Miami	1 F	S	Gun (Flare)	Cuba
05-19-83	Eastern	B-727	Miami/New York	1 M	S	Alleged Explosive	Cuba
06-14-83	Eastern	A-300	Miami/New York	1 M	S	Alleged Incendiary	Cuba
07-02-83	Pan Am	B-727	Miami/Orlando	2 M	S	Incendiary	Cuba
07-07-83	Air Florida	B-737	Ft. Lauderdale/Tampa	1 M	S	Alleged Explosive	Cuba
07-17-83	Delta	B-727	Miami/Tampa	2 M & 1 F	S	Incendiary & Knife	Cuba
07-19-83	Eastern	L-1011	New York/Miami	1 M	S	Alleged Explosive	Cuba
07-21-83	Northwest	B-727	Tampa/Miami	1 M	S	Knife	Cuba
08-02-83	Pan Am	B-727	Miami/Houston	1 M	S	None	Cuba
08-04-83	Capitol	DC-8	San Juan/Miami	1 M	S	Fake Explosive, Gun & Incendiary	Cuba
08-18-83	Delta	B-727	Miami/Tampa	1 M	S	Incendiary	Cuba
09-22-83	American	B-727	New York/St. Thomas	1 M	S	Alleged Explosive	Cuba
10-15-83	Peoples Ex.	B-737	Buffalo/Newark	1 M	S	Alleged Gun	Atlantic City
11-21-83	Republic	DC-9	Detroit/Kalamazoo	1 M	S	Alleged Explosive	Chicago
02-11-84	American	B-727	Port Au Prince/New York	1 M	AA	Gun	United States/Pol. Asylum
03-27-84	Piedmont	B-737	Charlotte/Charleston	1 M	S	Alleged Explosive	Cuba/Extortion Prisoner Rel
03-28-84	Delta	B-727	New Orleans/Dallas	1 M	S	Alleged Incendiary	Cuba
11-29-84	Eastern	HP-13	Augusta/Atlanta	1 M	S	Alleged Explosive	Speak with Friends
12-31-84	American	DC-10	St. Croix/New York	1 M	S (weapon secreted on board)	Gun	Cuba
01-04-85	Pan Am	B-727	Cleveland/New York	1 F	AA	Gun	Brazil
01-18-85	Eastern	A-300	Newark/Miami	1 M	S	Fake Explosive	Cuba
06-14-85	TWA	B-727	Athens/Rome	2 M	S	Explosives & Gun	Beirut/Rel of Prisoners
11-19-85	America West	B-737	Phoenix/Ontario	1 M	AA	Alleged Explosive	Unknown
02-05-86	Delta	L-1011	Ft. Lauderdale/Dallas	1 M	S	Knife	Police Protection
03-14-86	Delta	DC-9	Dallas	1 M	AA	Gun	Suicide

U.S. - REGISTERED AIR CARRIER HIJACKINGS CHRONOLOGY, 1983 - 1987

DATE	CARRIER	TYPE	FLIGHT PLAN	NO. OF HIJACKERS	HOW BOARDED AIRCRAFT	WEAPONS	DESTINATION/ OBJECT'VE
05-02-86	Horizon	SA-227	Eugene/Portland	1 M	AA	Alleged Incendiary & Gun	Phoenix
09-05-86	Pan Am	B-747	Karachi/Frankfurt	4 M	AA	Explosive & Gun	Cyprus/Rel of Prisoners
01-05-87	Delta	N/A	N/A	1 M	AA	Gun	Egypt
01-10-87	New York Air	DC-9	Newark/Wash. Dulles	1 M	S	Alleged Incendiary	Speak with Officials
03-07-87	Alaska	B-727	Seattle/Anchorage	1 M	S	Alleged Gun	Cuba
06-05-87	Virgin Islands Seaplane	Grumman Mallard	St. Croix/San Juan	1 M	Passengers not screened	Explosive	Cuba

APPENDIX B

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1983 - 1987

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
01-18-83	Thai Airline	Shorts 330	Phitsanulok/Chiang Mai, Thailand	Chiang Mai, Thailand
01-20-83	Alyemda	B-707	Aden, Yemen/Kuwait, Kuwait	Djibouti
02-13-83	Trans-Australia	A-300	Perth/Melbourne, Australia	Adelaide, Australia
02-18-83	Czechoslovak Airlines	TU-134	Poprad/Prague, Czech.	Unknown
02-20-83	Libyan Arab Airlines	B-727	Sabha/Benghazi, Libya	Morocco
03-07-83	Balkan Airlines	Unknown	Sofia/Varna, Bulgaria	Turkey
04-15-83	THY	B-727	Istanbul/Izmir, Turkey	Australia
05-05-83	CAAC	Trident 2E	Shenyang/Shanghai, China	South Korea
06-22-83	Libyan Arab Airlines	B-707	Athens, Greece/Tripoli, Libya	Iran
06-24-83	Aeromexico	DC-9	Mexico City, Mexico/Miami, Florida	Cuba
07-05-83	Aeroflot	Unknown	Moscow/Tallinn, USSR	United Kingdom or Norway
07-06-83	Iran Air	B-747	Shiraz/Tehran, Iran	Iraq/Political Statement
08-27-83	Air France	B-727	Vienna, Austria/Paris, France	Tehran/Prisoner Release
09-01-83	Mexicana	B-727	Mexico City, Mexico/Miami, Florida	Tel Aviv, Israel
11-18-83	Aeroflot	TU-134	Tbilisi/Batumi, USSR	Turkey
02-03-84	Varig-Cruzeiro	A-300	San Luis/Belam, Brazil	Cuba
03-07-84	Air France	B-737	Frankfurt, FRG/Paris, France	Libya
03-22-84	British Airways	B-747	Hong Kong/Beijing, China	Taiwan
04-05-84	Saudi Arabian Airlines	DC-10	Jiddah, Saudi Arabia/Damascus, Syria	Stockholm, Sweden
06-25-84	CAAC (PRC)	Unknown	Nanchang/Fuzhou, China	Taiwan
06-26-84	Iran Air	B-727	Tehran/Bushehr, Iran	Baghdad, Iraq/Political Asylum
07-05-84	Indian Airlines	A-300	Srinagar/New Delhi, India	Lahore/Prisoner Release/Money to Repair Sikh Temple
07-21-84	MEA	B-707	Abu Dhabi, UAE/Beirut, Lebanon	Abu Dhabi, UAE
07-29-84	Aeropostal	DC-9	Caracas/Curacao, Venezuela	Curacao/Extortion
07-31-84	Air France	B-737	Frankfurt, FRG/Paris, France	Tehran/Prisoner Release
08-07-84	Iran Air	A-300	Tehran/Shiraz, Iran/Jiddah, Saudi Arabia	Paris/Political Asylum
08-10-84	Indian Airlines	Unknown	Mangalore/Bangalore, India	Unknown
08-24-84	Indian Airlines	B-737	New Delhi/Srinagar, India	Dubai, UAE/Prisoner Release
08-28-84	Iran Air	A-300	Tehran/Shiraz, Iran	Kuwait/Political Asylum
09-08-84	Iran Air	B-727	Bandar Abbas/Tehran, Iran	Abu Dhabi, UAE/Political Asylum
09-12-84	Iran Air	A-300	Tehran/Shiraz, Iran	Unknown
09-16-84	Iraqi Airways	B-737	Larnaca, Cyprus/Baghdad, Iraq	Unknown
10-02-84	LAC	DC-8	Cartagena/Bogota, Colombia	Cuba
11-05-84	Saudi Arabian Airlines	L-1011	London, U.K., Jiddah/Riyadh, Saudi Arabia	Tehran/Government Reform/ Political Asylum
11-24-84	Somali Airlines	B-707	Mogadishu, Somalia/Jiddah, Saudi Arabia	Addis Ababa, Ethiopia/Prisoner Release/Political Asylum

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1983 - 1987

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
12-04-84	Kuwait Airways	A-310	Dubai, UAE/Karachi, Pakistan	Tehran/Prisoner Release
02-07-85	Cyprus Air	B-707	Beirut, Lebanon/Larnaca, Cyprus	Prisoner Release
02-23-85	MEA	B-707	Beirut, Lebanon/Paris, France	Cyprus/Government Reform
02-27-85	Lufthansa	B-727	Frankfurt, FRG/Damascus, Syria	Vienna, Austria/Political Asylum
03-17-85	Saudi Arabian Airlines	B-737	Jiddah/Riyadh, Saudi Arabia	Unknown
03-27-85	Lufthansa	B-727	Munich, FRG/Athens, Greece	Libya
03-29-85	Lufthansa	B-737	Hamburg, FRG/London, U.K.	Hawaii
04-01-85	MEA	B-707	Beirut, Lebanon/Jiddah, Saudi Arabia	Extortion
04-26-85	China Airlines (Taiwan)	B-737	Taiwan/Kaohsiung, Thailand	Hong Kong
05-18-85	Korean Air	B-727	Seoul/Cheju, South Korea	North Korea
06-11-85	Alia (Jordan)	B-727	Beirut, Lebanon/Amman, Jordan	Tunis/Departure of Palestinian Guerillas from Beirut
06-12-85	MEA	B-707	Beirut, Lebanon/Larnaca, Cyprus	In Retaliation for 6/11/85 Alia Aircraft Hijacking
06-21-85	Braathens S.A.F.E. (Norway)	B-737	Trondheim/Oslo, Norway	Government Reform
06-28-85	THY	B-727	Frankfurt, FRG/Istanbul, Turkey	Unknown
07-04-85	Air Niuguini	A-300	Port Moresby, New Guinea/Brisbane	Sydney, Australia
08-05-85	Iran Air	B-727	Tehran/Bandar Abbas, Iran	Unknown
11-02-85	Iran Air	B-707	Bandar Abbas/Tehran, Iran	Unknown
11-10-85	Uganda	F-27	Kampala/Arwa, Uganda	Kasese, Uganda
11-23-85	Egyptair	B-737	Athens, Greece/Cairo, Egypt	Libya/Tunisia
11-25-85	Iran Asseman	Comm-500	(Unk)/Bandar Abbas, Iran	Dubai, UAE
12-19-85	Aeroflot	AN-24	Nerchinskiy Zavod/Irkutsk, USSR	Another Country
12-23-85	Iran Air	Unknown	Sirri Island/Shiraz, Iran	Unknown
12-27-85	Saudi Arabian Airlines	B-747	Karachi, Pakistan/Riyadh, Saudi Arabia	Unknown
05-03-86	China Airlines	B-747	Bangkok, Thailand/Hong Kong	Peoples Republic of China/Political Asylum
05-20-86	Finn Air	DC-9	Oulu/Helsinki, Finland	Public Statement
05-23-86	Swiss Air	DC-10	Chicago, IL/Zurich, Switzerland	Switzerland/Produce Movies
06-07-86	Aeronica	B-727	Managua, Nicaragua/San Salvador, El Salvador	El Salvador/United States
07-05-86	Sudan Airways	B-707	Baghdad, Iraq/Khartoum, Sudan	Israel
08-28-86	LOT	TU-134	Wroclaw/Warsaw, Poland	Unknown
09-20-86	Aeroflot	TU-134	Kiev/Ufa/Nizhnevartovsk, USSR	Escape Police Custody
11-10-86	Iran Air	A-300	Tehran/Tabriz, Iran	Unknown
12-25-86	Iraqi Airways	B-737	Baghdad, Iraq/Amman, Jordan	Unknown

APPENDIX B - Continued

FOREIGN AIR CARRIER HIJACKING CHRONOLOGY, 1983 - 1987

DATE	CARRIER	TYPE	FLIGHT PLAN	DESTINATION/OBJECTIVE
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
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

APPENDIX C

EXPLOSIONS ABOARD AIRCRAFT CHRONOLOGY, 1983 - 1987

DATE	CARRIER	TYPE	FLIGHT PLAN	LOCATION ON AIRCRAFT	RESULT
08-19-83	Syrian Arab Airlines	B-727	Rome, Italy/ Damascus, Syria	Beneath seat in cabin area	On ground in Rome/ Gutted by fire; No injuries
09-23-83	Gulf Air	B-737	Karachi, Pakistan/ Abu Dhabi, UAE	Baggage compartment	Crashed; 112 killed
01-18-84	Air France	B-747	Karachi, Pakistan/Dharan, Saudi Arabia	Cargo hold	Major damage/ Landed safely; No injuries
03-10-84	Union Des Transport	DC-8	Brazzaville, Congo/N'Djamena, Chad/Paris, France	Baggage compartment	On ground in Chad/ Aircraft destroyed; 24 injured
01-23-85	Lloyd Aereo Boliviano	B-727	La Paz/Santa Cruz, Bolivia	Forward lavatory	Landed safely; 1 killed
03-09-85	Royal Jordanian Airlines	L-1011	Karachi, Pakistan/ Dubai, Uae	Baggage compartment	On ground at Dubai; No injuries
06-23-85	Air India	B-747	Montreal, Quebec/London, England	Cargo hold	Crashed in ocean near Ireland; 329 killed
10-30-85	American Airlines	B-727	Austin/Dallas, TX	Baggage compartment	On ground at Dallas No injuries
04-02-86	TWA	B-727	Rome, Italy/ Athens, Greece/ Cairo, Egypt	Cabin area	Near Athens/ Landed safely; 4 killed, 9 injured
05-03-86	Air Lanka	L-1011	Colombo, Sri Lanka	Cargo hold	On ground at Colombo; 16 killed, 41 injured
10-26-86	Thai Airways	A-300	Bangkok, Thailand/Manila, Philippines/ Osaka, Japan	Rear lavatory	Landed in Osaka; 62 injured
01-13-87	General Aviation	Beechcraft	Osceola, AR (parked)	Cabin area	Aircraft destroyed; No injuries
02-12-87	General Aviation	Beechcraft	Osceola, AR (parked)	Cabin area	Aircraft destroyed; No injuries
11-29-87	Korean Air	B-707	Baghdad, Iraq/ Seoul, Korea	Cabin area	115 Killed

APPENDIX D

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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5 January **EXPLOSION AT MEENAMAKKAM AIRPORT, MADRAS, INDIA**

A bomb exploded at the airport in Madras, causing minor damage and no injuries. There were no claims of responsibility.

5 January **ATTEMPTED HIJACKING AT DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS**

A 26-year old Syrian-born male forced his way through a passenger screening point at Dallas/Fort Worth International Airport after seizing a 10-year-old boy as hostage and firing a pistol into the air. The would-be hijacker, Solah Kassem ABOU-KASSEM, dragged the boy towards a Delta Airlines boarding gate. Delta Airlines employees sealed off the jetway entrance and prevented the hijacker's access to a Delta aircraft. He demanded an aircraft and to be flown to Egypt. Police negotiated with ABOU-KASSEM for over seven hours before he surrendered. The hostage was not harmed. ABOU-KASSEM was subsequently convicted of attempted air piracy and other felony charges.

6 January **EXPLOSION AT EASTERN AIRLINES OFFICE, LIMA, PERU**

A powerful bomb exploded outside the building housing the offices of Eastern Airlines in downtown Lima. There was moderate damage but no injuries. A Peruvian urban terrorist group is believed responsible and the act was apparently carried out to protest a recently signed commercial air agreement between the United States and Peru.

8 January **SHELLING OF BEIRUT INTERNATIONAL AIRPORT, LEBANON**

Artillery shells fell on Beirut International Airport, destroying one Middle East Airlines aircraft and injuring a fireman. Media sources claim the shelling came from nearby Palestinian emplacements. The airport was closed for a time as a result of the shelling.

10 January **ATTEMPTED HIJACKING OF NEW YORK AIR FLIGHT 681 FROM NEWARK, NEW JERSEY, TO WASHINGTON, DC**

New York Air Flight 681, a DC-9, was en route from Newark to Washington Dulles International Airport when a passenger, later identified as Norwood EMANUEL, handed a note to a flight attendant which stated that the plane was being hijacked and that he would burn the plane. The aircraft, with 50 passengers and a crew of 5, landed about 30 minutes later at Dulles Airport. EMANUEL demanded to speak with the leader of the Nation of Islam. Negotiations with FBI officials continued for about three hours after which EMANUEL surrendered. He had no weapon. EMANUEL had a history of mental illness and was subsequently found not guilty by reason of insanity.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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12 January   **TERRORIST ARRESTED WITH EXPLOSIVES AT LINATE AIRPORT, MILAN, ITALY**

A Lebanese man, Bashir KHODR, was arrested at Linate Airport, Milan, Italy, when he was found to be carrying about 24 pounds of explosives hidden in picture frames and chocolate eggs. He also had several detonators concealed inside a radio he carried, however, the explosives were not armed to explode. The intended destination of the explosives is not known. KHODR had flown from Beirut to Geneva on a Middle East Airlines flight and on to Milan on an Alitalia flight before being arrested.

13 January   **TERRORIST ARRESTED WITH EXPLOSIVES AT FRANKFURT AIRPORT, WEST GERMANY**

West German authorities arrested Mohammed Ali HAMADEI at Frankfurt Airport when he was found to be carrying a powerful liquid explosive concealed in liquor bottles. HAMADEI had flown to Frankfurt from Beirut on a Middle East Airlines flight and was carrying a false passport when arrested. The intended destination of the explosive is not known. HAMADEI is linked to the 1985 hijacking of TWA Flight 847 to Beirut.

13 January   **BOMB DESTROYS GENERAL AVIATION AIRCRAFT, OSCEOLA, ARKANSAS**

A bomb placed inside a single-engine Beechcraft destroyed the airplane in a hanger at the Osceola Community Airport. No one was injured.

12 February   **BOMB DESTROYS GENERAL AVIATION AIRCRAFT OSCEOLA, ARKANSAS**

A bomb similar to the one which destroyed a private aircraft at Osceola airport on January 13 destroyed another single engine aircraft at the same airport. Four suspects were later arrested and charged with both bombings. The acts apparently were an effort to intimidate the second plane's owner. The first airplane was apparently bombed by mistake.

7 March   **ATTEMPTED HIJACKING OF ALASKA AIRLINES FLIGHT 93 FROM SEATTLE, WASHINGTON, TO ANCHORAGE, ALASKA**

Alaska Airlines Flight 93, a B-727, was en route from Seattle to Anchorage with 102 passengers and 7 crew members when a passenger, later identified as Juan TAPANES, a Cuban refugee, handed a note to a flight attendant which indicated he wanted to go to Cuba. Simulating possession of a weapon with his hand in his pocket, TAPANES started up the aisle shouting "Cuba, Cuba." He gained access to the cockpit when the door was inadvertently opened but was quickly overpowered by the crew. TAPANES was tied up while the flight continued on to Anchorage. He was taken into custody and later charged with air piracy. There were no injuries.

APPENDIX D - Continued

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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10 March   **ATTEMPTED HIJACKING OF CUBANA AIRLINES FLIGHT 706, HAVANA, CUBA**

Three passengers attempted to hijack Cubana Airlines Flight 706,an AN-24, as it prepared to depart Jose Marti Airport in Havana on a domestic flight to Nueva Gerona with 48 people aboard. The hijackers brandished hand grenades and demanded to be flown to the United States. In the ensuing struggle with passengers, one grenade exploded injuring 13 persons. One hijacker was killed by a policeman onboard the aircraft and the other two were arrested.

10 March   **ATTEMPTED HIJACKING OF GENERAL AVIATION AIRCRAFT, GAINESVILLE, FLORIDA**

A prisoner being transported from Knoxville, Tennessee, to Ft. Meyers, Florida, freed himself from his handcuffs and attempted to take over the aircraft in the vicinity of Gainesville, Florida. He was subdued by his guards and the flight continued on to Ft. Meyers.

10 March   **TURKISH AIRLINE OFFICE DESTROYED, DUESSELDORF, WEST GERMANY**

A group of at least 12 Kurds attacked the Turkish Airlines office with iron bars and clubs. They destroyed the interior of the office but caused no injuries. The attack was apparently politically motivated.

16 April   **AEROMEXICO AIRLINES OFFICE FIREBOMBED, MEXICO CITY, MEXICO**

The offices of Aeromexico Airlines were firebombed during the early morning hours. A group called Comando Internationalists Simon Bolivar claimed responsibility. There were no reported injuries.

5 May   **SUDANESE AIRCRAFT SHOT DOWN NEAR MALAKAL, SUDAN**

A Cessna 404 operated by Sudanese Aeronautical Services Ltd.(SASCO) was shot down as it left Malakal airport en route to Khartoum, Sudan. Eleven passengers and two crew were killed. A rebel group, the Sudanese People's Liberation Army, claimed responsibility.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

5 May **ATTEMPTED HIJACKING OF IRAN AIR FLIGHT FROM SHIRAZ TO TEHRAN, IRAN**

A lone male passenger attempted to hijack an Iran Air aircraft on a domestic flight from Shiraz to Tehran. He was apparently subdued by security staff onboard the plane. Further details are not known.

11 May **BOMB EXPLODES AT TWA OFFICE, KUWAIT**

A bomb exploded at the TWA representative's office in downtown Kuwait, killing one employee and causing extensive damage. There were no claims of responsibility.

14 May **ATTEMPTED HIJACKING OF A SPORTS PLANE, GDANSK, POLAND**

Two young men attempted to hijack a sports plane from an aeroclub field in Gdansk. They rushed out from nearby bushes and attacked the pilot as he was warming up the engines. The men ordered the pilot to take off but he jumped from the plane and escaped. The hijackers were later arrested.

15 May **ATTEMPTED HIJACKING, WARSAW, POLAND**

A man armed with a grenade took seven hostages when he seized a bus at Warsaw's Okecie Airport and demanded a plane to fly him to West Berlin. The bus stood on the tarmac for nearly five hours while he negotiated with police. The hijacker detonated the grenade inside the bus, apparently after realizing his efforts to obtain a plane had failed. One passenger was injured by the explosion. The hijacker was arrested.

19 May **ATTEMPTED HIJACKING OF AIR NEW ZEALAND AIRCRAFT AT NADI AIRPORT, FIJI**

Air New Zealand Flight 24, a B-747, was undergoing a pre-flight check by its crew when an airline customer services supervisor entered the cockpit and threatened the crew with explosives. He demanded the aircraft take on extra fuel and ordered that it be flown to Libya. All passengers were evacuated but he held the flight crew for nearly six hours while he negotiated with authorities. The hijacker was overpowered and taken into custody after one of the crew struck him on the head with a whiskey bottle. The hijacking attempt was apparently related to a political coup on Fiji one week earlier.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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5 June
HIJACKING OF COMMUTER AIRCRAFT FROM ST. CROIX, VIRGIN ISLANDS, TO SAN JUAN, PUERTO RICO

Virgin Island Seaplane Shuttle Flight 329, a Grumman Mallard, was en route from St. Croix to San Juan when the aircraft was hijacked as it neared San Juan. The hijacker, identified as Edwardo Ramon MENA, demanded to be flown to Cuba and threatened to blowup the aircraft if his demand was not met. He allowed the pilot to land in San Juan where he permitted the 16 passengers and 2 crew members to exit the plane, apparently believing that the pilot would return with maps and fuel for the flight to Cuba. Negotiations with authorities lasted several hours after which MENA surrendered. He was armed with an improvised explosive device, which he had brought onboard in St. Croix, and a flare pistol obtained on the aircraft. No screening of passengers was required on this flight. There were no injuries.

25 June
HOAX EXPLOSIVE DEVICE FOUND AT YUGOSLAV AIRLINES OFFICE, MELBOURNE, AUSTRALIA

An elaborately constructed hoax explosive device was discovered at the Yugoslav Airlines office in Melbourne, Australia, after a telephone threat was received. There were no claims of responsibility.

16 July
AIRLINE EMPLOYEES KIDNAPPED IN BEIRUT, LEBANON

Two Middle East Airlines employees were abducted by unidentified gunmen when the company bus the victims were riding stopped to board additional passengers en route to Beirut International Airport. The gunmen, who were wearing camouflage military uniforms, reportedly made an unsuccessful attempt to kidnap other airline employees. The fate of the victims is unknown.

19 July
HELICOPTER HIJACKED, NICE, FRANCE

An armed man hijacked a helicopter from Nice Airport and forced the pilot to fly to a nearby jail and lift a prisoner to freedom. The helicopter then flew to a nearby stadium where the two men escaped.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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24 July

HIJACKING OF AIR AFRIQUE FLIGHT 056 BETWEEN ROME, ITALY, AND PARIS, FRANCE

Air Afrique Flight 056, a DC-10 which had originated in Brazzaville, Congo, was hijacked over northern Italy while en route from Rome to Paris with 143 passengers and 15 crew members. The hijacker apparently smuggled a gun on the plane when he boarded in Bangui, Central African Republic, during a stop-over. He demanded to be flown to Beirut but allowed the pilot to land in Geneva for refueling. The hijacker, a Lebanese Shiite, demanded the release of prisoners held in West Germany. He singled out a French national, shot him to death and threatened to kill others. The aircraft was stormed by Swiss police when passengers broke open emergency doors and began escaping after the pilot announced that the aircraft was preparing to take off for Beirut. A flight attendant was wounded when he attempted to overpower the hijacker and 29 passengers were hurt fleeing from the plane.

3 August

SAUDI ARABIAN AIRLINES OFFICE BOMBED IN WEST BEIRUT, LEBANON

Unidentified gunmen threw dynamite at the Saudi Arabian Airlines office in Moslem West Beirut. There were no casualties in the attack. The blast occurred hours after a bomb exploded inside the closed Saudi Cultural Center in Beirut. No group claimed responsibility for the bombing.

31 August

AIRLINE EMPLOYEES KIDNAPPED IN BEIRUT, LEBANON

Three employees of Middle East Airlines were kidnapped by eight gunmen who intercepted an MEA bus carrying six employees en route to Beirut International Airport. The high-ranking MEA employees were released later that day. No group claimed responsibility for the kidnappings.

5 September

AIRLINE EMPLOYEES KIDNAPPED IN BEIRUT, LEBANON

Two employees of Middle East Airlines were kidnapped by gunmen who intercepted the MEA shuttle bus as it traveled along the Beirut International Airport road. The two victims were held for approximately 30 minutes and then released. No group has claimed responsibility for the kidnappings.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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8 September   **ATTEMPTED HIJACKING OF LOT AIRLINE FLIGHT, WARSAW, POLAND**

A passenger reportedly foiled a hijacking of a LOT airliner which had just taken off from Warsaw's Okecie Airport en route to Athens. The hijacker apparently tried to get into the cockpit but was subdued by the passengers. The objective of the hijacker was not known.

10 September   **IRAN AIR OFFICE WRECKED AT FRANKFURT AIRPORT, WEST GERMANY**

Nine Iranian opponents of the Khomeini regime took the Iran Air station manager hostage at Frankfurt Airport and wrecked the airlines's offices. Police later stormed the office and rescued the hostage. One person was injured.

10 September   **IRAN AIR OFFICE WRECKED IN PARIS, FRANCE**

Five men smashed windows at the Iran Air office on the Champs Elysee, raised anti-Khomeini banners, and escaped before police arrived. The incident may have been related to a similar action which occurred in Frankfurt the same day.

21 September   **BAKHTAR AIRLINES OFFICES BOMBED IN KABUL, AFGHANISTAN**

A bomb exploded in Afghanistan's domestic Bakhtar Airlines offices in downtown Kabul causing extensive damage and wounding two people. It is not known who was responsible.

24 October   **PAN AM OFFICES BOMBED IN KUWAIT**

An explosion ripped through the empty offices of Pan American World Airways in downtown Kuwait. There was extensive damage to the building but no casualties. The blast came two days after pro-Iranian Shiite Moslem extremists in Lebanon threatened to strike at U.S. targets in the region.

26 October   **HIJACKING OF GENERAL AVIATION AIRCRAFT, McALLEN, TEXAS**

A King Air 300 was hijacked near McAllen, Texas, by two armed men who forced the pilot to fly to Ciudad Mante, Mexico, about 250 miles south of McAllen. Two other men were picked up at Ciudad Mante and then the plane was flown to a remote airstrip where the pilot and one other passenger were released. The plane was later found abandoned at the Ciudad Mante airstrip.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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30 October	**HIJACKING OF GENERAL AVIATION AIRCRAFT, SURINAME**

A small single-engine Cessna, owned by a U.S. based missionary group, was hijacked from a remote airstrip in central Suriname by anti-government rebels. The pilot was held captive but released after several days.

3 November	**SUITCASE BOMB FOUND IN JORGE CHAVEZ INTERNATIONAL AIRPORT, LIMA, PERU**

Unknown persons left a suitcase bomb in the airport terminal. The device was discovered by police and disarmed. No group claimed responsibility.

6 November	**ATTEMPTED HIJACKING OF AIR CANADA FLIGHT 756, SAN FRANCISCO, CALIFORNIA**

A would-be hijacker, later identified as James Barrett DRAKE, was awaiting processing in the international passenger arrival area of San Francisco International Air⌐, rt when he suddenly abandoned his luggage and exited through a fire exit door onto the a ⌐perations area. DRAKE forced a ramp employee off a baggage tug and attempted to fie, but was unable to restart the engine. He abandoned the tug and ran up the outside stairs of a jetway servicing Air Canada Flight 756, a B-767 scheduled for a flight to Toronto. DRAKE entered the aircraft and confronted the captain and first officer in the cockpit. He grabbed the plane's fire axe and brandished it at the captain while the first officer departed the aircraft. There were no passengers onboard. During subsequent negotiations with law enforcement officials, DRAKE variously demanded to be flown to London and Ireland and made other demands before he surrendered to negotiators. There were no injuries. DRAKE was charged with air piracy but was subsequently found mentally incompetent to stand trial.

6 November	**AIR MALAWI AIRCRAFT SHOT DOWN OVER MOZAMBIQUE**

An Air Malawi Skyvan-3 was shot down by Mozambique armed forces as it passed over Ulongue while en route from Blantyre to Lilongwe, Malawi. Eight passengers and two crew members were killed in the crash. According to military officials in Mozambique, the aircraft was flying in violation of Mozambican air space.

11 November	**BOMB EXPLODES AT BEIRUT INTERNATIONAL AIRPORT, LEBANON**

A suitcase packed with explosives detonated in the Beirut International Airport passenger terminal killing six people, including the woman who carried the suitcase, and wounding 73 others. It is uncertain who was targeted in the attack but is believed the device exploded prematurely.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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29 November   **EXPLOSION ON KOREAN AIR FLIGHT 858 OVER THE ANDAMAN
SEA, NEAR BURMA**

Korean Air Flight 858, a B-707, on a scheduled flight from Baghdad to Seoul, disappeared over the Andaman Sea near Burma and is believed to have been destroyed by a bomb left onboard. Two days later Bahraini officials arrested a 70-year-old male and a 26-year-old female who were traveling on forged Japanese passports. The pair had flown on KAL 858 from Baghdad and deplaned in Abu Dhabi during a stop over. While being interrogated, they each swallowed poison concealed in cigarettes. The male died but the female survived. She later confessed to South Korean officials that she and her companion were North Korean agents and had carried an explosive device concealed in a radio, and a bottle of liquid explosive, aboard KAL 858. They had left the bomb in an overhead bin when they deplaned. One hundred fifteen people were killed. The act was an apparent effort to disrupt the 1988 Olympic Games in Seoul.

7 December   **PSA FLIGHT 1771 BROUGHT DOWN BY GUNMAN ONBOARD,
CAYUCOS, CALIFORNIA**

Pacific Southwest Airlines Flight 1771, a BAe 146-200 en route from Los Angeles to San Francisco, crashed in a rural area about 175 miles north of Los Angeles moments after the pilot reported hearing gunfire in the aircraft. David Augustus BURKE, an ex-employee of USAir, the parent company of PSA, apparently smuggled a gun onboard the aircraft. It is believed he shot his former supervisor, also a passenger on the plane, before entering the cockpit and shooting the crew. BURKE apparently carried out the act with the intention of also committing suicide. Forty-three people were killed.

8 December   **CAR BOMB EXPLODES AT MANILA AIRPORT, PHILIPPINES**

A powerful car bomb exploded outside Manila's airport injuring at least four persons and doing extensive damage to the terminal building. No one claimed responsibility but authorities believed it to be an effort to disrupt a summit conference of Southeast Asian leaders being held in Manila.

10 December   **HELICOPTER HIJACKED NEAR LEICESTERSHIRE, ENGLAND**

A helicopter was hijacked and the pilot forced to land at Gartree prison. Two prisoners were picked up and flown to the nearby countryside where the prisoners and hijacker escaped.

SIGNIFICANT CRIMINAL ACTS AGAINST CIVIL AVIATION, 1987

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23 December   **HIJACKING OF KLM FLIGHT 343 NEAR ROME, ITALY**

KLM Flight 343, a B-737, was hijacked about an hour after leaving Amsterdam en route
to Milan with 91 passengers and 6 crew members onboard. The hijacker, later identified
as 15-year-old Adalgiso SCIONI, claimed to have a bomb in his luggage which could be
detonated by a control on his wristwatch. He forced the pilot to land in Rome and demanded
$1 million and to be flown to the United States. SCIONI allowed about 60 passengers to
deplane while he negotiated with authorities. SCIONI was eventually overpowered by
police when he was apparently lured from the aircraft on the pretense of being driven to
another aircraft for a flight to New York. SCIONI had no weapon. There were no injuries
in the incident.

25 December   **ATTEMPTED HIJACKING OF IRAN AIR FLIGHT, TEHRAN, IRAN**

Members of an anti-Khomeini group known as the Mujahadeen-E-Khalq attempted to seize
control of an Iranian airliner on a domestic flight between Tehran and Mashad, according
to an Iranian news service. The hijackers, armed with a hand grenade, were overpowered
by Iranian Revolutionary Guards on the aircraft and the plane continued on to its
destination. Further details are not available.