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U.S. Department of Transportation

Federal Aviation Administration

Office of Civil Aviation Security

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Criminal Acts Against Civil Aviation

1988

Contents

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Introduction

The Federal Aviation Administration's Office of Civil Aviation Security maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil aviation worldwide. These records include actual and attempted hijackings; explosions aboard aircraft, at airports, and at airline offices; and other selected criminal acts against civil aviation. These offenses represent serious threats to the safety of civil aviation and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

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

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

This edition summarizes events which occurred during 1988 and places the events in perspective within a 5-year period.

Highlights

Over the past few years, there has been an overall decline in reported attacks against civil aviation throughout the world. Increased attention to airport and aircraft security and the implementation of antiterrorism measures by a number of countries may have contributed to this decline. Nonetheless, civil aviation continues to be an attractive target for terrorists, or individuals with other criminal motives, because of its high visibility.

The use of explosive devices by terrorists poses the most serious threat to civil aviation security. The destruction of Pan Am Flight 103 by an explosive device is a tragic example of the gravity of this threat.

During 1988, explosions occurred on two aircraft while in-flight which resulted in the destruction of the aircraft and the deaths of all passengers and crew. While the number of bombings on board aircraft has not increased significantly, the frequency of incidents in which the aircraft was destroyed by bombing has increased, as has the number of persons killed in such incidents.

Fifteen hijackings of scheduled air carrier aircraft were reported worldwide. Of the 15, two involved U.S. registered aircraft and 13 involved foreign registered aircraft. As in previous years, most hijackings were committed by individuals seeking political asylum or repatriation, fleeing from criminal prosecution or who were mentally disturbed. The most significant hijacking incident in 1988 was the terrorist-related hijacking of Kuwait Airways Flight 422.

Various criminal attacks were also directed against civil aviation personnel and facilities. Bomb threats, which can potentially paralyze civil aviation operations, occurred at about the same frequency as in 1987.

Explosive Attacks Against Civil Aviation

Overview

During 1988, as in prior years, there were a variety of incidents which involved either the use of explosives, or threatened use of explosives, in attacks upon civil aviation aircraft or facilities in several countries. These incidents range from the mid-air destruction of a wide-body passenger aircraft, and the resultant catastrophic loss of life, to the large number of bomb threats which, although seldom genuine, remain a serious problem.

FAA views attacks upon airline ticket offices and other off-airport facilities and bomb threats as fundamentally different from explosive sabotage attacks directed at aircraft operations. However, all types of explosive related criminal acts against civil aviation are presented in this section to facilitate comparison.

Explosions On Board Aircraft

During 1988, there were two incidents in which explosions occurred on board air carrier aircraft. In both cases the aircraft was destroyed while airborne, and all passengers and crew killed. While the number of bombings on board aircraft per year has not markedly changed for a number of years, the average number of persons killed in such incidents has been increasing.

- Pan Am Flight 103

The December 21, 1988, explosion on Pan Am Flight 103, a B-747-100 series aircraft, resulted in the deaths of 259 people aboard the aircraft and 11 persons on the ground in Scotland. The village of Lockerbie, into which portions of the aircraft crashed, sustained serious damage, including the destruction of some homes and commercial properties.

Although the incident is still under investigation, information made public by the United Kingdom authorities clearly indicated that the aircraft was destroyed by a high explosive device which detonated within a baggage container in the forward baggage hold of the aircraft.

- BOP Air

On March 1, 1988, an aircraft operated by BOP Air, a domestic South African air carrier, exploded as it approached Johannesburg, South Africa, killing all 17 persons on board. Reporting thus far has indicated that an explosive device was apparently concealed in a suitcase on the aircraft, and was detonated by a suicidal passenger who was heavily in debt. He had taken out a large life insurance policy just before the flight.

Explosions Aboard Air Carrier Aircraft
1984 - 1988

12 TOTAL
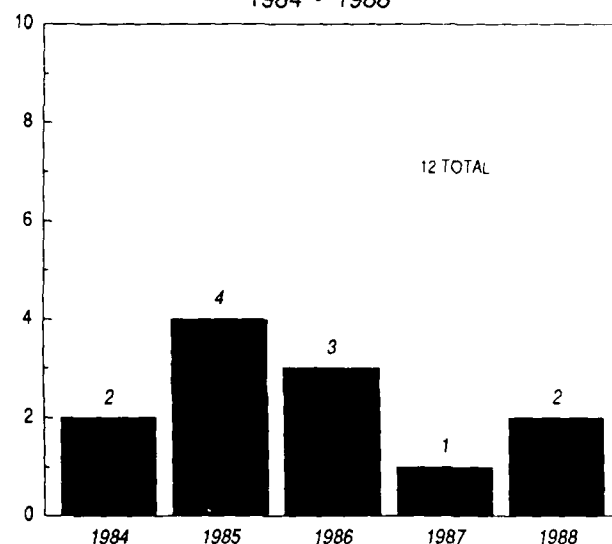
The mid-air bombing of an air carrier aircraft which resulted in its total destruction had not occurred twice in the same year since 1974. Never has there been more than two such incidents reported in a single year, and in 22 of the last 40 years no air carrier aircraft has been destroyed in-flight as a result of a bombing.

There have been 49 incidents since 1949 (including those in which the aircraft was not totally destroyed) in which an explosion occurred on board an air carrier aircraft which was the intended target of an act of sabotage. The average number of such incidents per year has not fluctuated significantly, however, the average number of persons killed in each incident has steadily increased. Although this may largely be attributed to corresponding increases in passenger aircraft seating capacity, it may also suggest that the effectiveness of the explosive devices being introduced into the aircraft has improved as well.

In-Flight Explosive Sabotage Incidents

Period	Number of Incidents	Persons Killed	Average Number Killed
1949-1958	8	97	12
1959-1968	11	254	23
1969-1978	18	624	34
1979-1988	12	849	70

Attempted Aircraft Bombings

In addition to incidents which resulted in an actual explosion aboard an aircraft, there were other incidents in which attempts were made to place an explosive device on board aircraft.

In August 1988, a bomb with a faulty timing mechanism was found in the luggage of a woman after she had flown on an Aeroflot domestic flight. This appears to have been an attempt by her husband to kill her by destroying the aircraft.

In a number of other incidents, such as the discovery of a hand grenade aboard a Middle East Airlines aircraft at Beirut, Lebanon, after arrival from Damascus, Syria, and the discovery of two limpet mines in the Johannesburg, South Africa, airport, the motives and intended targets are unclear.

In February 1988, a radio-controlled explosive device was found inside the cockpit of a Middle East Airlines aircraft in Beirut which was to have been used to carry the president of Lebanon. While this act may technically not have been a criminal act against civil aviation because the aircraft was not involved in scheduled passenger service at the time, it demonstrates that an entity with a stake in Lebanese politics had both the ability to fabricate such a device and to place it aboard an aircraft. A number of terrorist groups which pose a significant threat to civil aviation operate from Lebanon. This incident may, therefore, indicate that such capabilities are available to one or more of these groups.

Another event of considerable importance during 1988 involved the arrest in West Germany of individuals believed to be associated with a Middle Eastern terrorist group. At the time of the arrest, an improvised explosive device hidden in a radio-cassette player was confiscated. The device contained an altitude/pressure sensitive arming feature. While the intended use of the device was unknown, an altitude/pressure sensitive device would appear to be intended for use against aircraft.

Casualties Caused By Explosions Aboard Air Carrier Aircraft
1984 - 1988

Killed (752)
Injured (136)
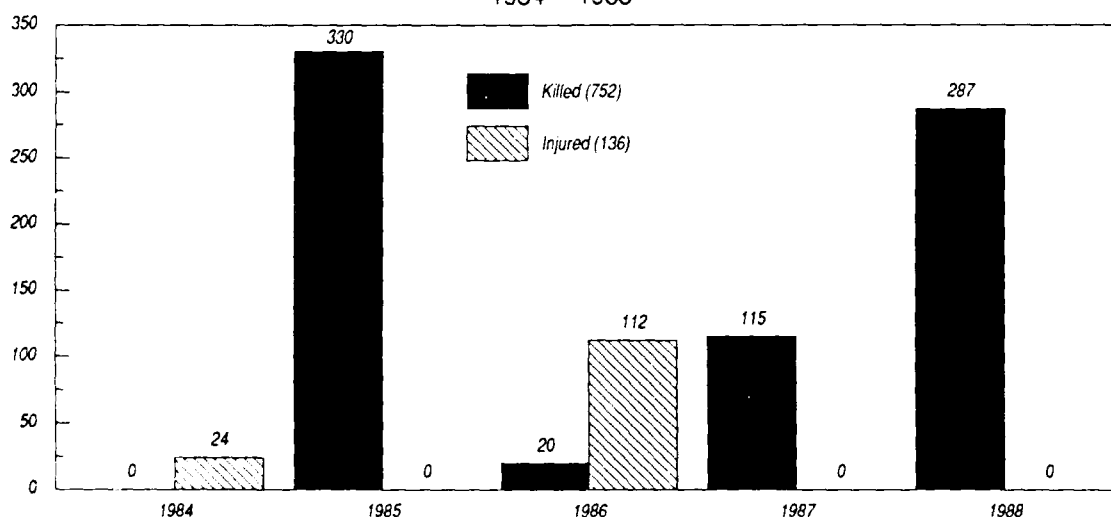
Attacks Against Aviation Related Facilities

Between March 7 and April 27, 1988, there were six explosions at Saudi Arabian Airline (Saudia) offices. Countries in which such attacks took place included: Malaysia, Japan, Singapore, Pakistan, West Germany, and Kuwait. The coincidence in targeting and timing almost certainly indicates the actions were part of a systematic campaign to either make it appear unsafe to travel on Saudia or to attack the offices as symbolic targets identifiable with the Kingdom of Saudi Arabia.

The other explosive and incendiary attacks and incidents involving aviation-related facilities do not appear to be part of any overall or systematic pattern. They included the discovery of six bombs, each containing 300 sticks of dynamite, planted alongside the runway of an airfield which had been scheduled for use by the president of Chile, and the discovery of two limpet mines at Jan Smuts Airport, Johannesburg, South Africa. These incidents, as well as the bomb placed at an El Al ticket office in Istanbul, Turkey, and the explosion of a bomb outside a Mexicana Airlines office in Guatemala City, Guatemala, appear to have been carried out for political motives.

Bombing Attacks Against Airports
and Airline Ticket Offices[1]
1988

|	Airports	Ticket Offices
U.S. and Canada	0	0
Latin Am/Caribbean	2	2
Europe/Middle East	0	4
Africa	2	0
Asia	0	1
Far East	2	2
Totals	**6**	**9**

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

Other incidents carried out for reasons which are not known included the bombing of the offices of the Nicaraguan national airline, Aeronica, in Guatemala; an incendiary device found in the airport at San Pedro Sula, Honduras; and a bomb blast at an Aeroflot office in Geneva, Switzerland.

Bomb Threats

Bomb threats are crimes often intended to disrupt civil aviation operations. FAA receives and maintains records concerning bomb threats involving U.S. air carriers and U.S. airports. No such data is maintained concerning incidents of this type involving air carriers of other countries operating outside the United States.

BOMB THREATS AGAINST U S AIRCRAFT AND AIRPORTS
1984 - 1988
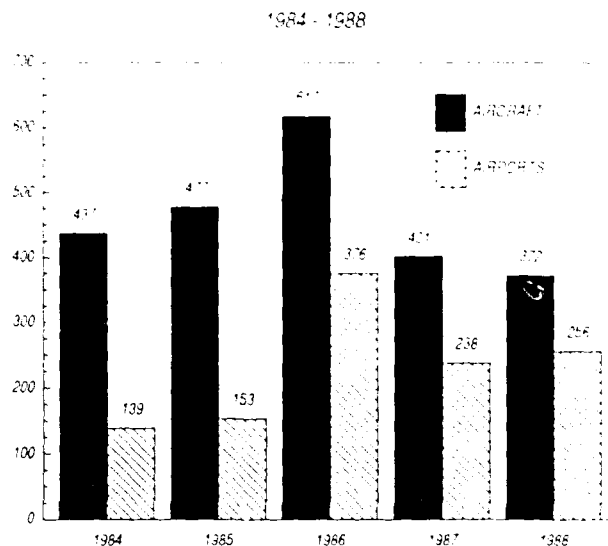
Furthermore, the U.S. Government normally will not receive information on bomb threats to a foreign airport unless a U.S. air carrier which operates from that airport, or the foreign government involved, brings the information to the attention of the United States. Many governments view the security of airports as exclusively the responsibility of the host nation and do not disseminate information of this type.

As a result, FAA does not have sufficient specific information to draw firm conclusions concerning bomb threats in foreign locations. There is, however, some evidence to suggest that patterns which have been observed with U.S. bomb threats may be applicable in other countries as well.

In the United States over the past 5 years there have been about 600 bomb threats each year against U.S. air carriers or airports except in 1986 when the number rose to 993. The increase in bomb threats during the latter part of 1985 and 1986 may be the result of extensive publicity given to aviation security incidents in 1985.

At a few minutes past 6 p.m. on Wednesday, December 21, 1988, Pan Am Flight 103 pushed back from the gate at Terminal 3 of London's Heathrow Airport. The aircraft, a Boeing 747 christened "Maid of the Seas," had 259 people aboard: 243 passengers, 13 cabin crewmembers, and a flight crew of three. The aircraft took-off at 6:25 p.m., started climbing and turned north as it began its planned flight over Scotland to New York. At 7:03 p.m., as the jumbo jet was in level flight at 31,000 feet, an explosion occurred in the front cargo compartment on the left side of the aircraft. The blast evidently immediately incapacitated the aircraft's radio system and the aircraft broke into a number of pieces within seconds.

Most of the B-747 came down in the small town of Lockerbie, Scotland, just 15 miles north of the Scottish-English border. The largest piece, the fuselage, crashed into a quiet street named Sherwood Crescent, killing 11 local residents. All 259 people aboard the B-747 were killed.

During the next few days, British authorities mounted an extensive search and recovery operation which lasted for over a month and at one point involved over 2,000 police and military personnel. Bodies of the victims from Pan Am 103 were scattered over a ten mile area and wreckage was found as far as 100 miles to the east. The actual search area encompassed almost 850 square miles.

The two initial theories as to the crash revolved around a major structural failure of the aircraft or an in-flight explosion, neither of which could be confirmed in the days immediately following the disaster. Both tracks were being pursued by the Scottish police and the U.K. Aircraft Accident Investigating Board. However, on December 28, 1988, the Scottish police

announced that their investigations to date indicated that the crash of Pan Am 103, and the subsequent loss of 270 lives, was due to an explosive device. The crash investigation then became, and still is, one of the largest murder inquiries ever conducted in Scotland.

Almost two months after the crash, on February 16, 1989, the senior investigating officer announced that the explosive device that brought down Pan Am 103 had been contained in a radio-cassette player which had been placed in a piece of checked baggage. All indications were that the baggage may have been checked through on Pan Am 103 from the feeder flight, Pan Am 103A, which originated at Frankfurt International Airport, Frankfurt, West Germany.

To date, there has been considerable speculation as to who was responsible for placing the explosive device aboard Pan Am 103, but no specific individual or terrorist group has been clearly assigned culpability. The investigation by the Scottish authorities, with assistance from the Federal Bureau of Investigation, continues as of the publication of this report.

Part of the forward fuselage in a field near Lockerbie.

8

Landing gear of the B-747 nose in the wreckage after it crashed
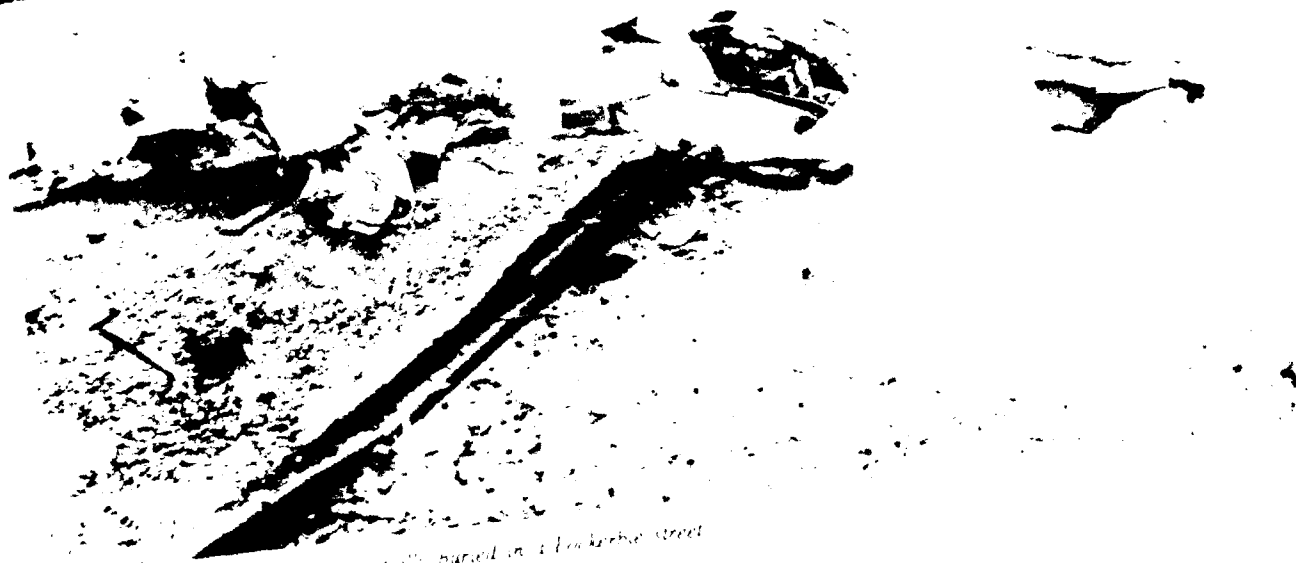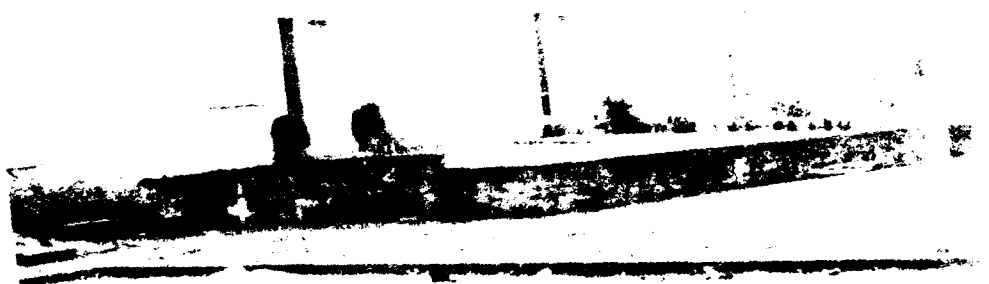
One of the aircraft's engines partially buried in a Lockerbie street

Air Carrier Hijackings Worldwide

In 1988, there were 15 hijackings of scheduled air carrier aircraft worldwide. Of the 15, two were U.S. registered aircraft and 13 were foreign-registered aircraft. While this total indicates a slight increase over the totals reported during 1986 and 1987 (13 each), it nevertheless represents a substantial decrease from the total worldwide hijackings (26) which occurred in 1984 and 1985.

The most significant hijacking incident of 1988 was the April 5, terrorist-related, hijacking of Kuwait Airways Flight 422. The other hijackings were conducted primarily by mentally unstable individuals, persons attempting to escape repressive political regimes, or other criminals.

Air Carrier Hijackings-Worldwide

Year	U.S Registered	Foreign Registered	Total
1984	5	21	26
1985	4	22	26
1986	4	9	13
1987	4	9	13
1988	2	13	15
Total	19	74	93

The relative decrease in the number of hijackings worldwide since 1985 may 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 antiterrorism measures, probably 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 any known type of warning prior to the incident occurring. A byproduct of the international antiterrorism effort appears to have been a reduction in hijacking attempts by these types of individuals due to increased and obvious security measures.

During 1988, 13 deaths and 24 casualties resulted from hijacking incidents worldwide. Nine of the deaths were connected to the hijacking of a Soviet Aeroflot flight. Two deaths occurred during the hijacking of Kuwait Airways Flight 422. From 1984 through 1988, a total of 181 deaths and 325 injuries occurred in connection with hijackings. During 1987, 4 people were killed and 44 injured worldwide. The hijacking of Air Afrique Flight 065 in 1987 resulted in 1 death and 29 injuries. Also during 1987, several casualties occurred during the attempted hijacking of Cubana Airlines Flight 706. However, the greatest number of deaths and injuries due to hijackings were reported during 1986 when 91 people were killed and 178 were injured worldwide. Of this total, 22 deaths and 125 injuries resulted from the hijacking of Pan Am Flight 73 in Karachi, Pakistan, in 1986. During the hijacking of Iraqi Airways Flight 163, also in 1986, a significant number of deaths (65) and injuries (42) occurred. In 1985, 60 people were killed during the hijacking and subsequent ill-fated rescue operation of Egyptair Flight 648 in Malta. A total of 8 deaths and 27 injuries were reported in 1984.

### Hijack-Related Casualties 1984 - 1988

11
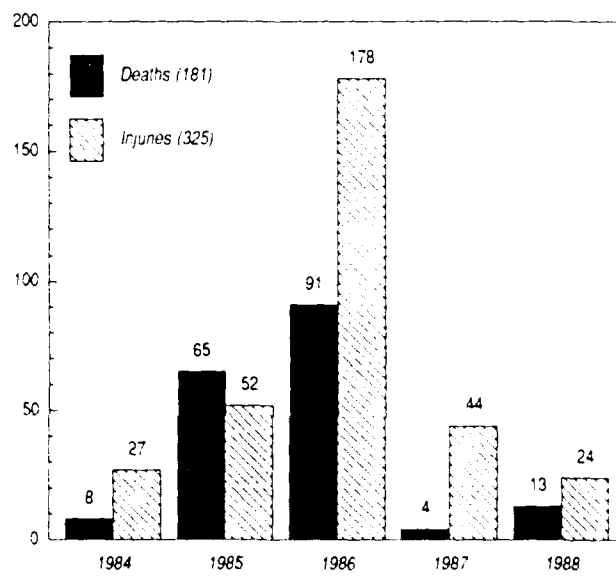
U.S. Air Carrier Hijackings

In 1988, there were two hijacking incidents involving U.S.-registered air carrier aircraft. Between 1984 and 1988 there were 19 hijacking incidents involving U.S. air carriers; 15 originated within the United States or its territories while 4 originated from foreign locations.

During the period 1984 through 1988, 7 of the 19 (36 percent) hijacking incidents involved the hijacker demanding that the aircraft be diverted to Cuba. In 1988, one of the two hijackings involved Cuba as a destination.

U.S. Registered Air Carrier Hijackings
1984 - 1988
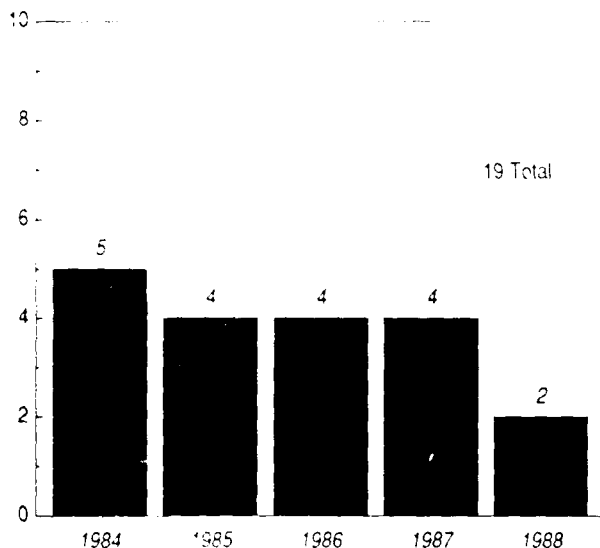
There were no hijackings by terrorist groups of U.S. air carriers in 1988 or 1987. The most recent terrorist hijacking of a U.S. aircraft occurred in 1986 when Pan Am Flight 73 was commandeered at Karachi by four heavily armed men disguised as airport security personnel. During the incident, 22 people were killed and over 125 injured. In 1985, the only terrorist hijacking of a U.S. air carrier

[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.

was the hijacking of TWA Flight 847, seized during a flight from Athens to Rome. There were no terrorist hijackings of U.S. aircraft in 1984.

Neither of the two U.S. air carrier hijacking incidents in 1988 involved the defeat of the preboard passenger screening process. In one incident, however, the hijacker claimed to have brought an explosive device with him aboard the aircraft and demanded to be flown to Cuba. This claim was subsequently determined to be false. In the other incident, three armed Haitian soldiers forced their way aboard the aircraft during the boarding process in Port-au-Prince and demanded to be flown to New York.

Weapons Used by Hijackers of U.S. Air Carriers 1984 - 1988			
Type of Weapon	Actual Weapon	Alleged[2] (or fake)	Total
Explosives	3	6	9
Incendiaries	0	3	3
Firearms	9	0	9
Knives	1	0	1
Total	13	9	**[3]

[2] When no weapon was actually seen, or its authenticity could not be established, the weapon is categorized as "alleged."
[3] The total number of times each weapon was used does not correspond to the total number of hijackings (19) as multiple weapon types were claimed in some incidents.

During 1987, four U.S. air carrier hijacking incidents were reported, none of which involved the defeat of 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 another incident, 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 assaulting the aircraft after circumventing the preboard screening process. This method of attack occurred in three of the four U.S. air carrier hijackings in 1986.

From 1984 through 1988, 9 of the 19 hijackings of U.S. air carriers (47 percent) were committed by individuals who had gone through preboard screening. Actual weapons (explosives, incendiaries, firearms, knives, or any combination of these) were used in only three of the nine hijackings. Thus, 67 percent of the hijackings of U.S. air carriers from 1984 through 1988 in which the hijacker went through preboard screening did not involve an actual weapon or explosive device. In 9 of the 19 U.S. air carrier hijackings from 1984 through 1988 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.

During this period, the majority (68 percent) of hijackings were committed by individuals with a variety of criminal motives, thus continuing an established pattern. The second largest category (21 percent) of hijackings were carried out by persons determined to be mentally incompetent by judicial authority. Terrorists accounted for the smallest percentage of hijackings during this period, only 11 percent (2 of 19).

In 1988, one of the two hijackings of U.S. air carriers originated in a U.S. territory and the other originated outside the United States. Of all the hijackings of U.S. air carriers from 1984 through 1988, 79 percent originated in the United States or its territories while 21 percent originated from foreign locations.

Weapon Types Used by Hijackers
of U.S. Air Carriers
Who Went Through Preboard Screening
1984 - 1988

	Actual Weapons	Alleged or Fake	Number of Hijackings in Which Used
Explosives	1	3	4
Incendiaries	0	2	2
Firearms	1	1	2
Knives	1	0	1
Total	3[4]	6	9

[4] This figure can be put in perspective when compared with the total number of persons screened at U.S. airports and weapons discovered. From 1984 through 1988, over 4.6 billion persons were screened while 15,210 firearms and 54 explosive or incendiary devices were detected.

Above and right: Preboard passenger screening operations.

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MOTIVES OF HIJACKERS OF U.S. AIR CARRIERS
1984 - 1988

Other Criminal Motives*

13 (68%)
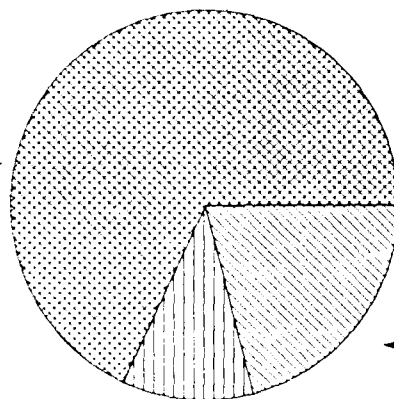
Mentally Incompetent

4 (21%)

*In 7 of these incidents,
Cuba was the destination of
the hijackers

Terrorist

2 (11%)

U.S.-REGISTERED AIR CARRIER HIJACKINGS
1969 - 1988

Total   Hijackings
227
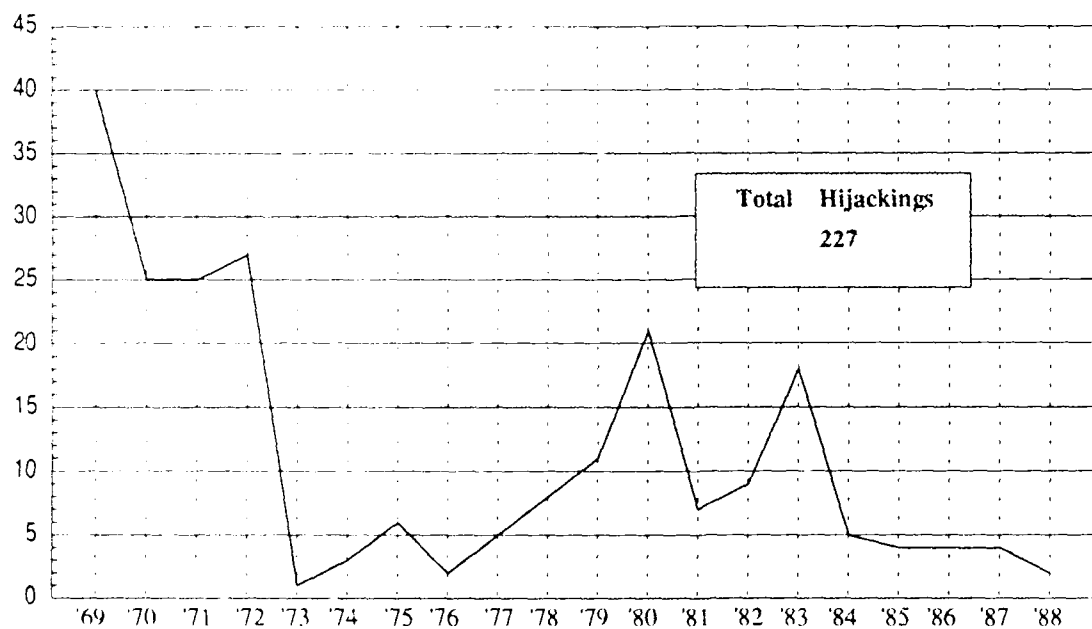
Locations of Hijackings of U.S. Air Carriers
1984 - 1988

Within the United States and Its Territories (15)

Puerto Rico - 1
St. Croix, U.S.V.I. - 2

Foreign Locations (4)

Port-au-Prince, Haiti - (1984, 1988)
Athens, Greece - (1985)
Karachi, Pakistan - (1986)

Foreign Air Carrier Hijackings

During 1988, 13 hijackings of foreign air carriers were reported compared to 9 incidents in both 1986 and 1987. Despite this increase, hijackings during the last three years have substantially decreased from the number of such hijackings in 1984 (21) and 1985 (22).

Foreign-Registered Air Carrier Hijackings 1984 - 1988
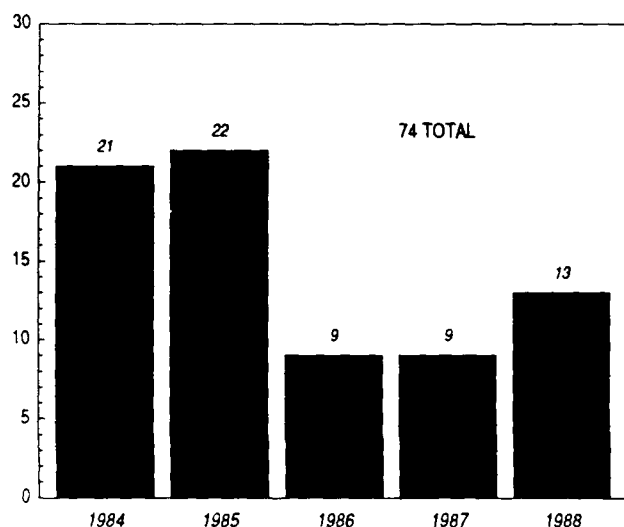
In 1988, the most significant hijacking of a foreign air carrier was conducted by international terrorists. On April 5, Kuwait Airways Flight 422, while en route from Bangkok to Kuwait, was seized by at least seven Middle Eastern terrorists. (Conflicting reports have left the exact number of hijackers, as yet, uncertain.) The hijackers demanded that the Government of Kuwait release 17 terrorists incarcerated for their involvement in the 1983 bombing of Kuwaiti government facilities and the United States and French Embassies in Kuwait. This hijacking lasted 16 days and during this time the aircraft landed in Mashad, Iran; Larnaca, Cyprus; and, finally, Algiers, Algeria, where it remained until the ordeal ended. Two Kuwaiti passengers were killed during the hijacking.

This incident clearly demonstrated the ability of some international terrorists to conduct a prolonged hijacking. The hijackers were well organized and trained and conscious of the value of manipulating the media covering this event.

Of the other 12 foreign air carrier hijacking incidents in 1988, 3 were conducted by individuals attempting to flee from authoritarian regimes and 3 involved individuals subsequently determined to be mentally unstable. The other incidents were carried out by hijackers who ranged from individuals seeking better economic conditions, to suspected criminals fleeing from law enforcement authorities, to an individual seeking the reunification of China.

From 1984 through 1988, the greatest number of reported hijackings of foreign-registered air carriers occurred in the Middle East (26), followed by Western Europe (12), and Latin America (9). Many of the incidents which occurred in the Middle East were carried out by individuals attempting to flee from authoritarian regimes. Three of the four hijackings in Latin America during 1988 can be attributed to individuals determined to be mentally unstable. The fourth hijacking was conducted in connection with a robbery.

In addition to the 13 documented foreign air carrier hijackings in 1988, there were 2 hijackings of foreign-registered general aviation aircraft. Details of these incidents are provided in Appendix D.

General Aviation Hijackings

There were no reported general aviation[1] hijacking incidents in 1988 involving U.S.-registered aircraft. From 1984 through 1988, an average of slightly more than one such hijacking per year was reported.

Five Year Summary

	1984	1985	1986	1987	1988	Totals
U.S.	2	1	1	2	0	6
Foreign	1	9	6	4	2	22
Totals	3	10	7	6	2	28

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

FOREIGN-REGISTERED AIR CARRIER HIJACKINGS BY GEOGRAPHIC REGION
1984 - 1988

	1984	1985	1986	1987	1988	Total
Eastern Europe	0	1	2	2	2	7
Western Europe	3	6	1	2	0	12
Middle East	9	10	3	2	2	26
Latin America	3	0	1	1	4	9
South and Southeast Asia	3	1	1	1	2	8
Far East	2	3	0	0	2	7
Africa	1	1	0	0	1	3
North America	0	0	1	1	0	2
Total	21	22	9	9	13	74

FOREIGN-REGISTERED AIR CARRIER HIJACKINGS
1969 - 1988

Total Hijackings
419
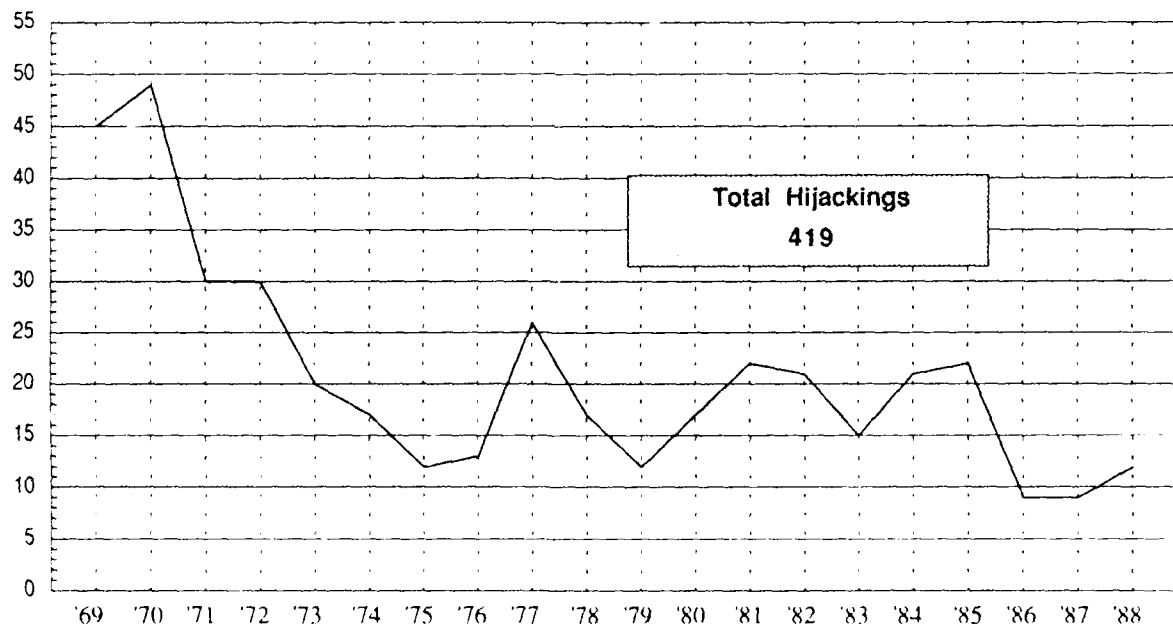
Attacks Against Civil Aviation Facilities and Personnel

In addition to hijackings and explosive attacks against airliners and embarked passengers, criminal attacks also occur against civil aviation personnel and facilities. During 1988, there were 13 such attacks.

The most significant of these was the March 25 attack on 12 air crewmembers of Alitalia Flight 1761 outside the passenger terminal of Bombay's Sahar International Airport. The crewmembers had just boarded an airport-to-hotel shuttle bus when an individual forced his way onto the bus firing shots from a machine pistol. One of the shots wounded the captain of the Alitalia crew. The assailant also threw a grenade into the bus, but the grenade did not explode. The assailant fled across the parking lot but was quickly apprehended by an off-duty police officer after a taxi driver blocked the assailant's escape route. He admitted to being a member of the Abu Nidal Organization.

Attacks Against Civil Aviation as a Result of War and Insurgency

Periodically, attacks against civil aviation occur in areas where war or insurgencies are taking place. It is difficult to categorize these attacks as terrorist or criminal since the intention to harm noncombatants is not clear. In 1988, there were four incidents that fell in this category.

In July, an Iran Air A-300 aircraft (Flight 655), was shot down by the USS Vincennes over the Persian Gulf. The U.S. warship, which had been engaged in combat with small surface vessels in the Gulf, mistook the airliner for an attacking fighter aircraft. Prior to firing its missiles, the USS Vincennes crew unsuccessfully attempted to identify and communicate with the Iranian airliner. As many as 290 passengers and crew on the aircraft died.

In August, Angolan fighter planes mistakenly fired on and damaged a BAe 125 series 8000 jet carrying the President of Botswana on a flight to Luanda. The President was slightly injured.

In September, a Nile Safaris B-707, which was landing at Juba, Sudan, was attacked with machine guns and rocket propelled grenades by rebels of the Sudanese Peoples Liberation Army.

In December, two DC-7 aircraft operating under a locust spraying contract for the U.S. Agency for International Development were fired on with SA-7 surface-to-air missiles in the Western Sahara. One of the aircraft was shot down and five U.S. citizens were killed. The second aircraft was damaged but managed to land safely at Sidi Ifni, Morocco. The Polasario, an insurgent group that opposes Moroccan sovereignty over the Western Sahara, admitted that its forces shot down the aircraft but claimed that it did so by mistake.

Appendix A
U.S. - Registered Air Carrier Hijacking Chronology, 1984 - 1988

Date	Carrier	Type	Flight Plan	No. of Hijackers	How Boarded Aircraft[1]	Weapon Type/Status	R	F	A[2]	Destination/ Objective
02-11-84	American	B-727	Port-au-Prince, Haiti/ New York, NY	1 M	AA	Gun	x			United States/ Political asylum
03-27-84	Piedmont	B-737	Charlotte/Charleston, NC	1 M	S	Explosive			x	Cuba/Extortion/ Prisoner release
03-28-84	Delta	B-727	New Orleans, LA/ Dallas, TX	1 M	S	Incendiary			x	Cuba
11-29-84	Eastern	HP-13	Augusta/Atlanta, GA	1 M	S	Explosive			x	Demanded help for drug problem
12-31-84	American	DC-10	St. Croix, V.I./New York, NY	1 M	S (weapon hidden on board)	Gun	x			Cuba
01-04-85	Pan Am	B-727	Cleveland, OH/New York, NY	1 F	AA	Gun	x			Brazil
01-18-85	Eastern	A-300	Newark, NJ/Miami, FL	1 M	S	Explosive		x		Cuba
06-14-85	TWA	B-727	Athens, Greece/Rome, Italy	2 M	S	Explosive / Gun	x / x			Beirut/Prisoner release
11-19-85	America West	B-737	Phoenix, AZ/Ontario, CA	1 M	AA	Explosive			x	Unknown
02-05-86	Delta	L-1011	Ft. Lauderdale, FL/Dallas, TX	1 M	S	Knife	x			Police protection
03-14-86	Delta	DC-9	Dallas, TX	1 M	AA	Gun	x			Suicide
05-02-86	Horizon	SA-227	Eugene/Portland, OR	1 M	AA	Incendiary / Gun			x / x	Phoenix
09-05-86	Pan Am	B-747	Karachi, Pakistan/ Frankfurt, FRG	4 M	AA	Explosive / Gun	x / x			Cyprus/Prisoner release
01-05-87	Delta	N/A	Dallas, TX	1 M	AA	Gun	x			Egypt
01-10-87	New York Air	DC-9	Newark, NJ/Wash. DC	1 M	S	Incendiary			x	Speak with officials
03-07-87	Alaska	B-727	Seattle, WA/Anchorage, AK	1 M	S	Gun			x	Cuba
06-05-87	Virgin Islands Seaplane	Grumman Mallard	St. Croix, V.I./San Juan, PR	1 M	Passengers not screened	Explosive	x			Cuba
10-01-88	American	A-300	Port-au-Prince, Haiti/ New York, NY	3 M	AA	Gun	x			United States/ Political asylum
12-11-88	TWA	B-727	San Juan, PR/Miami, FL	1 M	S	Explosive			x	Cuba

[1] Screened (S); Assaulted Aircraft (AA).

[2] Weapon status' are Real (R); Fake (F); or Alleged (A). Note: When no weapon was actually seen, or its authenticity could not be established, the weapon is catagorized as "alleged."

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology, 1984 - 1988

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
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, PRC	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, Venezuela/Curacao, Netherlands Antilles	Curacao/Extortion
07-31-84	Air France	B-737	Frankfurt, FRG/Paris, France	Tehran/Prisoner release
08-07-84	Iran Air	A-300	Tehran/Shiraz, Iran/Jiddah, Saudi Arabia	Paris/Political asylum
08-10-84	Indian Airlines	Unknown	Mangalore/Bangalore, India	Unknown
08-24-84	Indian Airlines	B-737	New Delhi/Srinagar, India	Dubai, UAE/Prisoner release
08-28-84	Iran Air	A-300	Tehran/Shiraz, Iran	Kuwait/Political asylum
09-08-84	Iran Air	B-727	Bandar Abbas/Tehran, Iran	Abu Dhabi, UAE/Political asylum
09-12-84	Iran Air	A-300	Tehran/Shiraz, Iran	Unknown
09-16-84	Iraqi Airways	B-737	Larnaca, Cyprus/Baghdad, Iraq	Unknown
10-02-84	LAC	DC-8	Cartagena/Bogota, Colombia	Cuba
11-05-84	Saudi Arabian Airlines	L-1011	London, U.K., Jiddah/Riyadh, Saudi Arabia	Tehran/Government reform/Political asylum
11-24-84	Somali Airlines	B-707	Mogadishu, Somalia/Jiddah, Saudi Arabia	Addis Ababa, Ethiopia/Prisoner release/Political asylum
12-04-84	Kuwait Airways	A-310	Dubai, UAE/Karachi, Pakistan	Tehran/Prisoner release
02-07-85	Cyprus Air	B-707	Beirut, Lebanon/Larnaca, Cyprus	Prisoner release
02-23-85	MEA	B-707	Beirut, Lebanon/Paris, France	Cyprus/Government reform
02-27-85	Lufthansa	B-727	Frankfurt, FRG/Damascus, Syria	Vienna, Austria/Political asylum
03-17-85	Saudi Arabian Airlines	B-737	Jiddah/Riyadh, Saudi Arabia	Unknown
03-27-85	Lufthansa	B-727	Munich, FRG/Athens, Greece	Libya
03-29-85	Lufthansa	B-737	Hamburg, FRG/London, U.K.	Hawaii
04-01-85	MEA	B-707	Beirut, Lebanon/Jiddah, Saudi Arabia	Extortion
04-26-85	China Airlines (ROC)	B-737	Taiwan/Kaohsiung, ROC	Hong Kong
05-18-85	Korean Air	B-727	Seoul/Cheju, South Korea	North Korea
06-11-85	Alia (Jordan)	B-727	Beirut, Lebanon/Amman, Jordan	Tunis/Departure of Palestinian guerrillas from Beirut
06-12-85	MEA	B-707	Beirut, Lebanon/Larnaca, Cyprus	In retaliation for 6/11/85 Alia aircraft hijacking

Appendix B - Continued

Foreign-Registered Air Carrier Hijacking Chronology, 1984 - 1988

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
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, Australia	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 Airlines	F-27	Kampala/Arwa, Uganda	Kasese, Uganda
11-23-85	Egyptair	B-737	Athens, Greece/Cairo, Egypt	Libya/Tunisia
11-25-85	Iran Asseman	Cmdr-500	(Unk)/Bandar Abbas, Iran	Dubai, UAE
12-19-85	Aeroflot	AN-24	Nerchinskiy Zavod/Irkutsk, USSR	Another country
12-23-85	Iran Air	Unknown	Sirri Island/Shiraz, Iran	Unknown
12-27-85	Saudi Arabian Airlines	B-747	Karachi, Pakistan/Riyadh, Saudi Arabia	Unknown
05-03-86	China Airlines (ROC)	B-747	Bangkok, Thailand/Hong Kong	Peoples Republic of China/ Political asylum
05-20-86	Finn Air	DC-9	Oulu/Helsinki, Finland	Public statement
05-23-86	Swiss Air	DC-10	Chicago, IL/Zurich, Switzerland	Switzerland/Produce movies
06-07-86	Aeronica	B-727	Managua, Nicaragua/San Salvador, El Salvador	El Salvador/United States
07-05-86	Sudan Airways	B-707	Baghdad, Iraq/Khartoum, Sudan	Israel
08-28-86	LOT	TU-134	Wroclaw/Warsaw, Poland	Unknown
09-20-86	Aeroflot	TU-134	Kiev/Ufa/Nizhnevartovsk, USSR	Escape police custody
11-10-86	Iran Air	A-300	Tehran/Tabriz, Iran	Unknown
12-25-86	Iraqi Airways	B-737	Baghdad, Iraq/Amman, Jordan	Unknown
03-10-87	Cubana Airlines	AN-24	Havana/Nueva Gerona, Cuba	United States
05-05-87	Iran Air	Unknown	Shiraz/Tehran, Iran	Unknown
05-15-87	N/A	N/A	Warsaw, Poland	West Berlin/Political asylum
05-19-87	Air New Zealand	B-747	Nadi, Fiji	Libya
07-24-87	Air Afrique	DC-10	Brazzaville, Congo/Paris, France	Beirut/Prisoner release
09-08-87	LOT	Unknown	Warsaw, Poland/Athens, Greece	Unknown
11-06-87	Air Canada	B-767	San Francisco, CA/Toronto, Ont.	London/Ireland
12-23-87	KLM	B-737	Amsterdam, Neth./Milan, Italy	United States/Extortion
12-25-87	Iranian Airliner	Unknown	Tehran/Mashad, Iran	Unknown
01-04-88	Aeromexico	DC-9	Juarez/Mexico City, Mexico	Brownsville, TX
01-05-88	Iran Air	Unknown	Tehran/Mashad, Iran	Unknown
02-13-88	Air Tanzania	B-737	Dar es Salaam/Kilimanjaro, Tanzania	London/Restoration of political figure
02-22-88	China Airlines (ROC)	B-737	Taipei/Kaohsiung, ROC	Peoples Republic of China

Appendix B - Continued

Foreign-Registered Air Carrier Hijacking Chronology, 1984 - 1988

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
03-08-88	Aeroflot	TU-154	Irkutsk/Leningrad, USSR	London
03-12-88	Pakistan International Airlines	A-300	Karachi/Quetta, Pakistan	India or Afghanistan
04-05-88	Kuwait Airways	B-747	Bangkok, Thailand/Kuwait	Mashad, Iran/Prisoner release
05-12-88	CAAC (PRC)	B-737	Xiamen/Guangzhou, PRC	Republic of China/Political asylum
05-23-88	Avianca	B-727	Medellin/Bogota, Colombia	Cuba/Extortion
08-01-88	ACES (Colombia)	DHC-6	El Bagre/Medellin, Colombia	Remote airstrip/Robbery
09-29-88	VASP (Brazil)	B-737	Belo Horizonte/Rio de Janeiro, Brazil	Brazilia
10-22-88	Iran Air	B-747	Tehran, Iran/Frankfurt, FRG	Unknown
12-02-88	Aeroflot	IL-76	Mineralnyye Vody, USSR	Israel

Appendix C

Explosions Aboard Aircraft Chronology, 1984 - 1988

Date	Carrier	Type	Flight Plan	Location on Aircraft	Result
01-18-84	Air France	B-747	Karachi, Pakistan/Dharan, Saudi Arabia	Cargo hold	Major damage/ Landed safely; No injuries
03-10-84	Union Des Transport	DC-8	Brazzaville, Congo/N'Djamena, Chad/Paris, France	Baggage compartment	On ground in Chad/ Aircraft destroyed; 24 injured
01-23-85	Lloyd Aereo Boliviano	B-727	La Paz/Santa Cruz, Bolivia	Forward lavatory	Landed safely; 1 killed
03-09-85	Royal Jordanian Airlines	L-1011	Karachi, Pakistan/ Dubai, UAE	Baggage compartment	On ground at Dubai; No injuries
06-23-85	Air India	B-747	Montreal, Quebec/London, England	Cargo hold	Crashed in ocean near Ireland; 329 killed
10-30-85	American Airlines	B-727	Austin/Dallas, TX	Baggage compartment	On ground at Dallas No injuries
04-02-86	TWA	B-727	Rome, Italy/ Athens, Greece/ Cairo, Egypt	Cabin area	Near Athens/ Landed safely; 4 killed, 9 injured
05-03-86	Air Lanka	L-1011	Colombo, Sri Lanka	Cargo hold	On ground at Colombo; 16 killed, 41 injured
10-26-86	Thai Airways	A-300	Bangkok, Thailand/Manila, Philippines/ Osaka, Japan	Rear lavatory	Landed in Osaka; 62 injured
11-29-87	Korean Air	B-707	Baghdad, Iraq/ Seoul, So. Korea	Cabin area	Aircraft destroyed in-flight; 115 killed
03-01-88	BOP Air	Bandeirante	Phalaborwa/ Johannesburg, So. Africa	Cabin Area	Aircraft destroyed in-flight; 17 killed
12-21-88	Pan Am	B-747	London/New York	Baggage compartment	Aircraft destroyed in-flight; 259 on aircraft, 11 on ground, killed

Appendix D

Significant Criminal Acts Against Civil Aviation, 1988

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4 January — **HIJACKING OF AEROMEXICO FLIGHT 179 FROM JUAREZ TO MEXICO CITY, MEXICO**

An Aeromexico DC-9 with 111 passengers and 8 crew members was hijacked by a lone male passenger who entered the cockpit while en route from Juarez to Mexico City, Mexico. The hijacker, acting as if he had a concealed weapon, ordered the pilot to divert to Brownsville, Texas. He appeared to be mentally unstable and subsequently surrendered to Mexican authorities when the aircraft landed at Monterrey, Mexico. He committed suicide in prison before trial.

5 January — **ATTEMPTED HIJACKING OF IRAN AIR FLIGHT PREPARING TO DEPART TEHRAN FOR MASHAD, IRAN**

The Iranian News Agency reported that Iranian dissidents, brandishing a hand grenade, had attempted to hijack an Iran Air flight as the aircraft prepared to depart Tehran for Mashad, Iran. An explosion occurred during the attempted hijacking and several people were injured. Further details are not available.

18 January — **JAPANESE ANTI-AIRPORT GROUP FIRES HOMEMADE ROCKET BOMBS AT NEW TOKYO INTERNATIONAL AIRPORT, NARITA, JAPAN**

Five homemade rocket bombs were fired from a truck at New Tokyo International Airport. One of the projectiles exploded in a parking lot after passing over the runway. Japanese police suspect that a group opposing expansion of the airport was responsible for the attack.

4 February — **GRENADE FOUND ON A MIDDLE EAST AIRLINES AIRCRAFT AT BEIRUT INTERNATIONAL AIRPORT, BEIRUT, LEBANON**

A hand grenade was found in the lavatory of a Middle East Airlines B-707 at Beirut International Airport. The plane, which had arrived from Damascus, Syria, was scheduled to depart for Cairo, Egypt.

12 February — **BOMB FOUND ON MIDDLE EAST AIRLINES AIRCRAFT SCHEDULED TO CARRY LEBANESE PRESIDENT FROM BEIRUT, TO NORTH YEMEN**

Security personnel in Beirut, Lebanon, discovered a bomb hidden in electronic equipment aboard a Middle East Airlines aircraft scheduled to carry Lebanon's President Amin Gemayel to North Yemen. The bomb, which was described as very sophisticated, was discovered during a preflight check of the aircraft.

Significant Criminal Acts Against Civil Aviation, 1988

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13 February   **AIR TANZANIA FLIGHT HIJACKED BETWEEN DAR ES SALAAM AND KILIMANJARO, TANZANIA**

Four Tanzanian youths, stating that they were trying to find a better life in another country, hijacked a B-737 with 76 people on board between Dar es Salaam and Kilimanjaro, Tanzania. The pilot and copilot were slightly injured when the hijackers were overpowered and arrested approximately 10 hours after the hijacking began. None of the other passengers were harmed.

22 February   **ATTEMPTED HIJACKING OF CHINA AIRLINES FLIGHT BETWEEN TAIPEI AND KAOHSIUNG, REPUBLIC OF CHINA**

A Taiwanese man, using 2 fake grenades, attempted to hijack a China Airlines B-737 with 106 passengers and crew on a flight between Taipei and Kaohsiung. The hijacker, who was overpowered by the crew, was seeking the reunification of China. There were no injuries in the incident.

27 February   **BOMBS FOUND AT AIRPORT, LA SERENA, CHILE**

Chilean authorities discovered 6 bombs, each containing 300 sticks of dynamite, along the runway at the La Serena airport in northern Chile. The detonators for the bombs were found nearby. It was reported that Chilean President Pinochet was to have used the airport in January but had cancelled his trip.

29 February   **BOMBS FOUND AT JAN SMUTS AIRPORT, JOHANNESBURG, SOUTH AFRICA**

A package, believed to contain two limpet mines, was discovered by South African authorities at Jan Smuts Airport, Johannesburg, South Africa. There were no claims of responsibility for placing the device.

1 March   **BOP AIR AIRCRAFT EXPLODES IN MID-FLIGHT, JOHANNESBURG, SOUTH AFRICA**

A BOP Air aircraft, chartered to COMAIR, exploded as it approached Johannesburg's Jan Smuts Airport on a flight from Phalaborwa, South Africa. The Bandeirante turboprop aircraft was completely destroyed, killing all 17 persons aboard. South African police suspect that a passenger, who was heavily in debt, detonated a suitcase full of explosives causing the mid-air explosion.

Appendix D - Continued

Significant Criminal Acts Against Civil Aviation, 1988

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7 March

EXPLOSION AT SAUDI ARABIAN AIRLINE OFFICE IN KUALA LUMPUR, MALAYSIA

Two people were injured when a bomb concealed in a plastic package detonated outside the Saudi Arabian Airline office in Kuala Lumpur, Malaysia. The bomb exploded when an employee of the airline tried to open the package.

8 March

HIJACKING OF SOVIET AEROFLOT FLIGHT BETWEEN IRKUTSK AND LENINGRAD, USSR

An 11-member family of Siberian jazz musicians hijacked an Aeroflot TU-154 with 76 passengers aboard in order to flee the Soviet Union. The hijackers reportedly smuggled sawed-off shotguns and explosives aboard the aircraft in musical instrument cases. At least nine people, including a flight attendant and three passengers, were killed during the incident which ended when Soviet security forces stormed the aircraft. The flight was scheduled between Irkutsk and Leningrad with a stopover in Kurgan.

12 March

ATTEMPTED HIJACKING OF PAKISTAN INTERNATIONAL AIRLINES FLIGHT BETWEEN KARACHI AND QUETTA, PAKISTAN

A lone gunman attempted to hijack a Pakistan International Airlines flight between Karachi and Quetta, Pakistan. A security guard and the pilot overpowered the gunman after he burst into the cockpit and demanded to be flown to Kabul, Afghanistan. The security guard was shot and wounded. No other passengers were injured. The A-300 Airbus, carrying 143 passengers and 13 crewmembers, was about 7 minutes from landing at Quetta when the attempted hijacking took place.

21 March

BOMB BLAST DAMAGES SAUDI ARABIAN AIRLINE OFFICE IN TOKYO, JAPAN

A bomb blast broke a window and damaged the sign in front of the Saudi Arabian Airline office in Tokyo, Japan. The blast occurred almost simultaneously with an explosion in the parking lot of a local television station. There were no injuries in either blast. No claim of responsibility was received.

Significant Criminal Acts Against Civil Aviation, 1988

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25 March

ALITALIA AIRCREW BUS ATTACKED AT SAHAR INTERNATIONAL AIRPORT, BOMBAY, INDIA

A lone gunman forced his way onto an Alitalia aircrew bus, shot at but missed the driver and then opened fire with an automatic weapon at the people on the bus, wounding one flight crewmember. After the gunman's weapon jammed, he threw a hand grenade into the bus but it failed to explode. The gunman fled across the airport parking lot but was captured with the assistance of a taxi driver and an off-duty policeman. The gunman stated he was a member of the Abu Nidal Organization.

5 April

HIJACKING OF KUWAIT AIRWAYS FLIGHT 422 BETWEEN BANGKOK, THAILAND, AND KUWAIT CITY, KUWAIT

Kuwait Airways Flight 422, a B-747 combi, was hijacked on a scheduled flight between Bangkok. Thailand, and Kuwait City, Kuwait. The hijackers boarded the aircraft in Bangkok, commandeered it about 4 hours after takeoff, and then ordered it flown to Mashad, Iran. In Mashad, 57 passengers were released and the aircraft was refueled. Three days later the aircraft was flown to Beirut, Lebanon; however, Syrian troops, who controlled Beirut International Airport, refused to allow the aircraft to land. The aircraft subsequently landed in Larnaca, Cyprus. While in Larnaca, the hijackers killed two Kuwaiti passengers after two refueling deadlines had passed. After negotiations, the hijackers released 12 passengers. On April 13, the aircraft was refueled and flown to Algiers, Algeria. During the early morning of April 20, the hijackers, under terms reached with the Algerian government, left the aircraft without being taken into custody. The remaining hostages were unharmed.

Throughout the hijacking, the hijackers demanded the release of 17 Dawa Party members jailed in Kuwait for their involvement in the bombing of Kuwait government facilities and the French and U.S. Embassies in Kuwait during 1983. The Dawa Party, an Iraqi extremist Shiite Muslim organization, supports the current government of Iran.

6 April

MAN ARRESTED ON AIRPORT RUNWAY, FORT LAUDERDALE, FLORIDA

A man, who said he wanted to hijack an aircraft to Jamaica, was arrested after he climbed a perimeter fence to enter the air operations area of Fort Lauderdale International Airport. The man had a history of mental illness.

Appendix D - Continued

Significant Criminal Acts Against Civil Aviation, 1988

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10 April | **BOMB EXPLODES AT SAUDI ARABIAN AIRLINE OFFICE IN KARACHI, PAKISTAN**

A bomb explosion gutted the Saudi Arabian Airline office in downtown Karachi. No information was developed about who was responsible for the blast.

13 April | **UNEXPLODED PROJECTILE DESTROYS WATER PIPE ATOP OFFICE BUILDING AT NEW TOKYO INTERNATIONAL AIRPORT, NARITA, JAPAN**

Japanese authorities believe a group opposed to the expansion of New Tokyo International Airport, Narita, Japan, was responsible for launching a projectile which struck the building housing the airport authority construction bureau. The projectile, which did not detonate, destroyed a water pipe when it hit the roof.

13 April | **TWO MEN ARRESTED WITH FIVE HOMEMADE PISTOLS AT ROME'S LEONARDO DA VINCI AIRPORT**

Two men en route from Beirut, Lebanon, to Freetown, Sierra Leone, were arrested at Rome's Leonardo Da Vinci Airport when it was discovered they had five homemade pistols concealed in the speakers of a portable radio. The weapons were found during a routine baggage inspection.

14 April | **BOMB FOUND IN FRONT OF EL AL AIRLINES OFFICE IN ISTANBUL, TURKEY**

A bomb containing two sticks of dynamite was discovered by Turkish authorities in front of the El Al Airlines office in Istanbul, Turkey. The bomb was dismantled by authorities before it could detonate. There was no claim of responsibility.

18 April | **BOMB EXPLODES AT MEXICANA AIRLINE OFFICE IN GUATEMALA CITY, GUATEMALA**

A bomb exploded outside the Mexicana Airline office in Guatemala City, Guatemala, causing minor damage and no injuries. Although no group claimed responsibility for the bombing, Guatemalan authorities believe the bomb was placed by individuals protesting the return of four leftist political exiles on a Mexicana flight earlier that day.

Significant Criminal Acts Against Civil Aviation, 1988

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18 April   **BOMB EXPLODES IN FRONT OF THE SAUDI ARABIA AIRLINES OFFICE IN FRANKFURT, WEST GERMANY**

Unknown individuals threw a bomb at the office of Saudi Arabia Airlines in Frankfurt, West Germany. The explosion caused extensive damage, but no injuries were reported.

27 April   **BOMB EXPLODES IN FRONT OF THE OFFICES OF SAUDI ARABIAN AIRLINES, KUWAIT CITY, KUWAIT**

A bomb explosion in front of the offices of Saudi Arabian Airlines in Kuwait City, Kuwait, injured a security guard and broke windows in adjoining buildings. The blast occurred 1 day after Saudi Arabia broke diplomatic relations with Iran.

9 May   **MAN ARRESTED AT LARNACA, CYPRUS, AIRPORT WITH A SILENCER-EQUIPPED PISTOL**

Airport authorities at Larnaca, Cyprus, arrested a Lebanese national when a pistol, equipped with a silencer, was discovered hidden inside a radio-cassette player during a routine baggage inspection . The man had apparently carried the pistol aboard a Middle East Airlines flight from Beirut, Lebanon. He admitted to authorities that he intended to commit a murder in Cyprus.

11 May   **ERITREAN PEOPLE'S LIBERATION FRONT CLAIM CREDIT FOR SHELLING ASMARA, ETHIOPIA, AIRPORT**

The Eritrean People's Liberation Front claimed responsibility for shelling the airport in Asmara, Ethiopia. An unknown number of aircraft were destroyed in the shelling and the airport was heavily damaged.

12 May   **CIVIL AERONAUTIC ADMINISTRATION OF CHINA (CAAC) FLIGHT HIJACKED FROM THE PEOPLE'S REPUBLIC OF CHINA TO THE REPUBLIC OF CHINA**

Two hijackers, using a toy pistol and fake bomb, hijacked a CAAC B-737, carrying 107 passengers and 11 crew, on a domestic flight from Xiamen to Guangzhou, People's Republic of China. The hijackers, who requested political asylum in the Republic of China, took over the aircraft in order to flee the People's Republic of China. The hijackers were taken into custody by authorities after the aircraft landed in the Republic of China.

Appendix D - Continued

Significant Criminal Acts Against Civil Aviation, 1988

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16 May

GROUND BURST SIMULATOR FOUND ON MARTIN AIR FLIGHT 801 IN SEATTLE, WASHINGTON

A ground burst simulator was found on Martin Air Flight 801 after passengers had deplaned and cleared customs in Seattle. The device was believed to have been brought on board by a returning U.S. serviceman. The flight had originated in Amsterdam, Netherlands.

23 May

AVIANCA FLIGHT FROM MEDELLIN TO BOGOTA, COLOMBIA, HIJACKED

A lone hijacker, using fake grenades and demanding $100,000, forced an Avianca B-727, en route from Medellin to Bogota, Colombia, to fly to Panama and Aruba. The hijacker demanded to be flown to Cuba but the pilot convinced him to return to Colombia. He was captured after he fled the aircraft while it was on the ground in Cartagena, Colombia. The hijacker was described as mentally unbalanced.

1 July

FIRE DESTROYS OFFICE OF JAPANESE LEASING FIRM RESPONSIBLE FOR CONSTRUCTION EQUIPMENT AT NEW TOKYO INTERNATIONAL AIRPORT, NARITA, JAPAN

A fire started by a homemade ignition device powered by batteries destroyed the office of a Japanese leasing firm working on New Tokyo International Airport. Japanese authorities believe the fire was set by individuals opposed to construction at the airport.

20 July

INCENDIARY DEVICE FOUND AT SAN PEDRO SULA AIRPORT, HONDURAS

An apparent incendiary device was discovered in the women's restroom at San Pedro Sula Airport and was subsequently destroyed by Honduran authorities. There was no claim of responsibility for placing the device.

1 August

ACES FLIGHT HIJACKED IN COLOMBIA

Two men, armed with machine guns and grenades, hijacked a Colombian ACES DHC-6 aircraft carrying 20 passengers and 2 crew while it was en route between El Bagre and Medellin, Colombia. The hijackers escaped with approximately $500,000 in gold and jewelry after forcing the Twin Otter aircraft to land at a deserted airstrip.

Significant Criminal Acts Against Civil Aviation, 1988

8 August	**MID-AIR MISSILE BLAST OVER ANGOLA INJURES PRESIDENT OF BOTSWANA**

The Botswana presidential jet, a BAe-125 Series 8000, was flying over Angola's central Bia province when an explosion occurred. Botswana President Quett Masir was injured in the blast, which may have been caused by a surface-to-air missile (SAM). It is suspected that the aircraft may nave been hit in error by a SAM-6 fired by Cuban or Angolan forces.

18 August	**BOMB ABOARD A DOMESTIC AEROFLOT FLIGHT FAILS TO DETONATE**

A Soviet woman discovered a bomb with a faulty timing mechanism in her luggage after she had flown on an Aeroflot flight between Kiev and Kuibyshev, Soviet Union. Reports suggest that the bomb may have been placed in her luggage by her husband.

26 August	**GRENADES THROWN AT THE OFFICES OF AERONICA, NICARAGUA'S NATIONAL AIRLINE, IN GUATEMALA CITY, GUATEMALA**

Two fragmentation grenades were thrown at the Aeronica offices in Guatemala City, Guatemala, by unknown individuals. The blasts resulted in minor damage and no casualties. No group claimed credit.

26 August	**GENERAL AVIATION AIRCRAFT HIJACKED IN NECOCLI, COLOMBIA**

The passengers and crew of a small aircraft transporting an $80,000 cash shipment from a local savings bank were robbed at gunpoint by three alleged members of a domestic terrorist group shortly after the aircraft landed in Necocli, Colombia. The assailants gained access to the plane by posing as ground service personnel.

9 September	**PROTESTORS BARRICADE THEMSELVES IN OFFICES OF IRAQI AIRWAYS, LONDON, ENGLAND,**

A group of Kurds, protesting the alleged use of chemical weapons by Iraq against Kurdish groups in northern Iraq, barricaded themselves in the offices of Iraqi Airways in London, England. Twenty-one people were arrested and charged by British authorities.

Appendix D - Continued

Significant Criminal Acts Against Civil Aviation, 1988

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23 September   **NILE SAFARIS AIRCRAFT SHOT AT NEAR JUBA AIRPORT, SUDAN**

Guerrillas believed to be associated with the Sudanese People's Liberation Army fired machine guns and possibly rocket propelled grenades at a Nile Safaris B-707 landing at the Juba, Sudan, airport. Although the plane sustained bullet holes in its fuselage and tail, no injuries were reported.

29 September   **VASP AIRLINER HIJACKED ON FLIGHT TO RIO DE JANEIRO, BRAZIL**

A lone gunman shot and killed the co-pilot and wounded two others when he hijacked a B-737 carrying 104 passengers on a domestic flight between Belo Horizonte and Rio de Janeiro, Brazil. The hijacker later died from wounds received when police incapacitated him after the aircraft landed in Goiania. He appeared to be mentally unstable. Following the hijacking, Brazilian authorities were reported to be implementing screening of passengers on domestic flights.

1 October   **AMERICAN AIRLINES FLIGHT 658 HIJACKED AT PORT-AU-PRINCE INTERNATIONAL AIRPORT, HAITI**

Three armed Haitian soldiers stormed aboard American Airlines Flight 658, an A-300 Airbus with 221 passengers and a crew of 10, during the boarding process at Port-Au-Prince International Airport. The three soldiers surrendered their weapons to the flight crew after it was agreed to fly them to New York. The hijackers were arrested upon arrival in New York. They were apparently seeking political asylum. There were no injuries.

22 October   **IRAN AIR FLIGHT 723 REPORTEDLY HIJACKED TO LONDON. ENGLAND, WHILE EN ROUTE FROM TEHRAN, IRAN, TO FRANKFURT, WEST GERMANY**

Unconfirmed press reports indicate that an Iran Air flight between Tehran and Frankfurt via Vienna, Austria, was hijacked by an individual armed with a handgun and knife. The hijacker was reportedly overpowered by Iranian security personnel before the plane landed in London. Iran Air authorities denied that a hijacking occurred and claimed the plane was diverted due to bad weather. Independent confirmation of the alleged hijacking is unavailable.

Significant Criminal Acts Against Civil Aviation, 1988

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15 November   **INTRUDER PENETRATES AIR OPERATIONS AREA OF ONTARIO, CALIFORNIA, AIRPORT**

A lone man in a pickup truck entered the air operations area of the Ontario, California, airport via a ramp gate. The man failed to stop when police officers confronted him and fled in his vehicle. The officers fired shots at the vehicle as the intruder fled. The intruder, who was wounded, was apprehended when he crashed outside the airport. His motives for entering the airport are unknown.

18 November   **SIX INJURED BY BOMB BLAST OUTSIDE AEROFLOT OFFICE IN GENEVA, SWITZERLAND**

A bomb exploded in a garbage can outside the Aeroflot office in Geneva, Switzerland. Six people were injured, four seriously.

2 December   **AEROFLOT AIRCRAFT HIJACKED BY FUGITIVES AT MINERALNYYE VODY, USSR, TO TEL AVIV, ISRAEL**

Four armed Soviets commandeered a busload of Soviet schoolchildren and negotiated for a $2 million ransom and passage out of the Soviet Union. The hijackers were granted passage to Israel where they were apprehended by Israeli authorities and subsequently returned to the Soviet Union. A fifth individual involved in the incident was the wife of one of the hijackers. She was forced to leave the Soviet Union with the hijackers but was apparently not involved in the crime. There were no casualties during the incident.

8 December   **TWO U.S. AGENCY FOR INTERNATIONAL DEVELOPMENT CONTRACT AIRCRAFT HIT BY MISSILES OVER THE SAHARA DESERT NEAR THE MOROCCAN-MAURITANIAN BORDER**

One of two DC-7's under contact to the U.S. Agency for International Development was shot down by Polisario guerrillas as it was returning from spraying locust swarms in Senegal. The plane was hit by a surface-to-air missile as it was flying through the civil aviation corridor over the western Sahara desert. All five crewmen on the aircraft were killed. The second DC-7 was damaged by a second missile but managed to land safely at Sidi Ifni in Morocco.

Appendix D - Continued

Significant Criminal Acts Against Civil Aviation, 1988

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11 December   **TRANS WORLD AIRLINES FLIGHT 469 HIJACKED BETWEEN SAN JUAN, PUERTO RICO, AND MIAMI, FLORIDA**

Trans World Airlines Flight 469, a B-727 with 121 passengers and a crew of 7, was hijacked between San Juan, Puerto Rico, and Miami, Florida. The hijacker demanded to be flown to Cuba. The pilot diverted to Grand Turk, Turks and Caicos Islands, where the hijacker surrendered after being tricked into believing he was in Cuba. No injuries occurred during the hijacking which was initiated when the hijacker claimed he had a bomb. No bomb was found on board the aircraft.

21 December   **PAN AM FLIGHT 103 FROM LONDON, ENGLAND, TO NEW YORK, NEW YORK, DESTROYED IN EXPLOSION OVER LOCKERBIE, SCOTLAND**

Pan Am Flight 103 between London and New York was destroyed by an on board explosion as it was flying over Scotland. All 259 passengers and crew aboard the B-747, as well as 11 people on the ground, were killed as a result of the explosion and subsequent crash. The exact location and cause of the explosion remain under investigation, but preliminary findings suggest an improvised explosive device detonated in the front baggage compartment. No responsibility for the blast has yet been determined, although some claims have been made.

23 December   **GENERAL AVIATION AIRCRAFT HIJACKED IN CENTRAL SURINAME**

A general aviation aircraft was hijacked at Jacobkondre on the Saramaca River in central Suriname by four armed men. The hijackers were apparently affiliated with a group of jungle bandits operating in the region. The motives of the hijackers are not known.