

His Excellency the Minister of State and of Foreign Affairs
Mr. Dr. Luís Amado
Ministry of Foreign Affairs
Largo do Rilvas
Lisbon

Strasbourg, 6 September 2006

VERY URGENT

Subject: EP inquiry into alleged CIA flights

Mr. Minister,

Further to my letters of 30 and 31 August 2006 and in reference to the communication from Your Excellency's predecessor dated 26.6.2006, on the issues listed below, I would appreciate it if, with great urgency, these matters could be clarified:

1. In relation to the NAV's [Navegação Aérea de Portugal, Portuguese Air Navigation] list of flights sent as an annex of the communication from the MOPTC [Ministério das Obras Públicas, Transportes e Comunicações, Ministry for Public Works, Transport and Communications], which refers to the **23rd of December 2004** as [the date of] the stopover of **airplane B703**, bearing number plate **N88ZL**, arriving from **New York (JFK)**, whose destination was **PORTO**. But the mentioned aircraft **is not assigned to depart from that airport**. However, it is recorded in the list that the same aircraft lands in **PORTO** again, arriving from Windhoek on the 1st of January 2005, and leaves on the same day towards **New York (JFK)**.

- a. I would greatly appreciate to be informed about the **immediate destination** and subsequent destinations of the flight that allowed the aircraft **to leave PORTO** between **23/12/04 and 1/1/2005**, that is, the date and time of the departure from Sá Carneiro Airport.
- b. What company requested authorisation to land and chartered or used the services of that aircraft?
- c. Was this aircraft checked by the SEF [Serviço de Estrangeiros e Fronteiras, Foreigners and Border Service], DGA [Direcção Geral do Ambiente, General Directorate for the Environment] or BF-GNR [Brigada Fiscal da Guarda Nacional Republicana, Customs Brigade of the National Republican Guard]? If not, why not?
- d. If yes, does INAC [Instituto Nacional de Aviação Civil, National Civil Aviation Institute], or SEF, or the DGA, possess the list of crew members, passengers or details of the load [it carried]? Could these lists be made available to me?

2. I inform Your Excellency that sources in Sá Carneiro Airport informed me that **American aircraft used for private civil flights changed their external markings and number plates while they were staying in that airport**.

I would greatly appreciate it if I could be supplied with any findings concerning this allegation and, if it were to be confirmed, identification of the aircraft in question, the

dates and times of the flights' departures and arrivals, and any [details of the] knowledge of the Portuguese authorities about the changes of number plates that occurred, as well as the reasons to justify these changes.

3. The NAV list of flights that was mentioned earlier contains a reference to the flight of the **B737**, bearing number plate **N4476**, on 14 April 2005, arriving from **Memphis** with destination **SANTA MARIA**, from where it left on the same day towards the airport of **Bole, Addis Ababa**.

I would greatly appreciate it if I could be provided with the records concerning the identification of the kind of flight (foreign state, air taxi service, commercial or other), possible load, possible passengers and crew, held by INAC, SEF, the DGA or the BF-GNR.

II-

With regards to the second **list of flights** with stopovers in national [Portuguese] airports that I collected in the EUROCONTROL database and sent to Your Excellency jointly with my letter of 31.8.06 – a list that refers to other aircraft that have already been attributed to the CIA by the Temporary Commission of Inquiry of the EP-, I would appreciate it if special attention could be paid, and **MAXIMUM URGENCY** given, to clarifying the flight of GLF4, bearing number plate **N85VM**, which landed in **SANTA MARIA** airport after arriving from **GUANTANAMO**, and with **TUZLA (Bosnia)** as its destination on **7 November 2003**.

- a. I would greatly appreciate it if I could be provided with details concerning what kind of authorised flight it was (foreign state, air taxi service, commercial cargo, or other..), the body that requested authorisation to land, and the purpose of the stopover in a national airport.
- b. Was this flight checked by the SEF, DGA or BF-GNR?
- c. If not, why not?
- d. If it was, I would appreciate it if I could be provided with the lists of possible passengers and crew members.

III-

I would greatly appreciate it if Your Excellency could supply me with information about what the maximum time limit is (hours, days or months?) for staying in national airports, during which, in accordance with applicable legislation and security rules, civil aircraft, used for private or a foreign country's flights, are allowed to remain with their doors shut without being subjected to any controls by INAC, SEF, DGA, BF-GNR or any other Portuguese airport authority.

IV-

Finally, I would greatly appreciate it if Your Excellency could clarify whether the national Information or Police and Security services (specifically SIS [Serviço de Informações de Segurança, Security Information Service], SIEDM [Serviço de Informações Estratégicas de Defesa e Militares, Strategic Defence and Military Information Service], SEF or PJ [Polícia Judiciária, Judicial Police]) or any other Portuguese political authority has known, at any point from August 2001 to date, about any operations by flights at the service of the CIA or other foreign Secret Services which have used national airports or ports.

With my best regards,

Ana Gomes, MEP.