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## **REPRIEVE SUBMISSION TO PORTUGUESE INQUIRY ON RENDITION**

**2 April 2008**

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## I. INTRODUCTION

It is commendable that Portugal is conducting an inquiry into the allegations of complicity in rendition. It should be said that it is never the purpose of *Reprieve* to seek some kind of retribution for illegal acts committed against its clients. However, the first step towards justice must be a full evaluation of the facts and, where appropriate, active government intervention in cases where people now face the death penalty or torture, criminal sanctions for any wrongdoing, and an apology to the prisoners and their families. The second step must always be to ensure that we have in place the rules and regulations that prevent a recurrence of any improper acts. It is only when we have the courage to admit our mistakes that we can truly move towards reconciliation.

*Reprieve* stands willing to provide whatever assistance it can to reach fair and open conclusions on the issues before the inquiry.

We know of the following Portuguese official complicity in extraordinary renditions, disappearances and transfers to other detention facilities (including Guantánamo Bay) conducted by the United States:

- **Over 700 prisoners were apparently rendered by US military planes through Portuguese airspace to Guantánamo Bay, without any legal process, to detention that the UN has determined to be “torturous”, and to the possibility of illegitimate military tribunals that are empowered to impose the death penalty on them;**
- **At least ten prisoners were apparently rendered through Portuguese airspace and stopped on Portuguese territory in Lajes en route to Guantánamo Bay. Many of these prisoners had undergone unspeakable torture prior to this flight, and were taken for additional abusive detention in Guantánamo Bay, where they too may face the death penalty;**
- **At least four CIA aircraft apparently stopped on Portuguese territory immediately before or after rendering at least six ‘ghost prisoners’ to torture, cruel, inhuman and degrading treatment between 2002 and 2005;**
- **Between 2001 and 2006 there were at least 115 suspect stopovers at Portuguese airports by aircraft associated with the CIA.**

This is only the information that has come out to date. *Reprieve* does not pretend that all the facts are known. *Reprieve* does not call for a rush to judgment, or demand that the Portuguese authorities be condemned (as are the prisoners in Guantánamo) without the opportunity for a full evaluation of all the evidence. However, the evidence must be gathered and made public.

In each case, a full and open inquiry must include determining the facts, assessing the legal implications, possible compensation for victims, and mapping out a programme to prevent the future repetition of these actions.

Additionally, because there can be no legitimate reason to cover up official complicity in potentially illegal activity, a full and open inquiry must have the power to compel additional evidence to determine other relevant facts, and the existence of other complicity. This must

include full disclosure of all the flight records or any kind, and all the negotiations that attended the authorization of these rendition flights.

## **II. THE FACTS, KNOWN TO DATE, CONCERNING PORTUGAL'S ROLE IN THE US RENDITION AND DETENTION SYSTEM**

Portuguese authorities have facilitated the renditions and illegal imprisonment of US terrorist suspects<sup>1</sup>, thereby colluding in serious violations of human rights. In addition, Portugal has played host to CIA rendition crews, many of whom are sought under Interpol arrest warrants and must be investigated. This submission focuses on three key areas that require urgent investigation by Portuguese Prosecutors:

- (1) Extraordinary renditions linked to Portuguese territory and airspace;
- (2) Transfers to Guantánamo through Portuguese jurisdiction;
- (3) Imprisonment and transfers on US ships linked to Portuguese territory and airspace.

There are, however, additional areas of concern that relate to the rendition flights. These are discussed in general terms below in Sections III and IV, and provoke other questions for the inquiry. For example, what other flights have come through Portuguese jurisdiction that have been involved in torture and abuse? What US flights have flown to torture chambers in, for example, Egypt or Morocco, carrying CIA operatives who were working with their local proxies on the abuse of prisoners? Or, what CIA flights have picked up agents of repressive governments (such as Libya) and flown them to take part in harsh interrogations of prisoners in the secret prisons? *Reprive* has developed information concerning some of these instances, but there is much more work to be done.

### **(1) EXTRAORDINARY RENDITIONS LINKED TO PORTUGUESE TERRITORY AND AIRSPACE**

*Reprive* has identified at least **115 stopovers at Portuguese airports** by CIA-associated aircraft and echoes the European Parliament in its 'serious concern about the purpose of those flights that came from or were bound for countries linked with extraordinary rendition circuits and the transfer of detainees.'<sup>2</sup>

Some of the most notorious rendition planes, such as N379P, N313P and N85VM, stopped regularly at Portuguese airports en route to or from the locations of known US proxy prisons (*see Appendix 1, p.39*), including: Ponta Delgada (41 times), Porto (34 times), Santa Maria (23 times), Faro (2 times), Cascais (2 times), and Lisbon (7 times).

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<sup>1</sup> See Council of Europe, June 2007, Secret Detentions and illegal transfers of detainees involving Council of Europe member states: second report

<sup>2</sup> See Appendix 1, p.39 for table of stopovers by CIA-associated aircraft in Portugal

CIA-associated aircraft transited Portuguese airports en route to or from locations of known US proxy prisons and ‘black sites’ including Kabul<sup>3</sup> (Afghanistan), Amman (Jordan), Rabat (Morocco), Cairo (Egypt) and Constanta (Romania). For example, CIA-associated aircraft used the airport facilities at Porto directly en route to or from these suspect locations at least 15 times.

*Reprieve* has identified at least six known renditions of ghost prisoners that were facilitated through Portuguese jurisdiction. These are:

- **Muhammad Faraj Ahmed Bashmilah<sup>4</sup> and Salah Nasser Salim 'Ali Qaru** rendered to torture in Afghanistan.
- **Unidentified ghost prisoners rendered through Diego Garcia** with CIA operatives on board, where the prisoners were apparently rendered to torture in Egypt, and CIA operatives were likely taken to Morocco to assist with the abuse of British resident Binyam Mohamed, the flights taking place on or around September 13, 2002.
- **Hassan Bin Attash**, a Yemeni juvenile who was rendered to torture in Jordan on or around September 19, 2002.
- 
- **Maher Arar** a Canadian national who was rendered to torture in Syria.
- **Abou El Kassim Britel** an Italian national who was rendered to torture in Morocco

In addition, *Reprieve* has identified a number of suspicious ‘circuits’ by known rendition planes involving passages through Portuguese jurisdiction.<sup>5</sup>

On most occasions rendition planes and CIA crew stopped on Portuguese soil, directly en route to rendering or having just rendered a ghost prisoner to a US secret prison. On at least one occasion, prisoners may also have landed on Portuguese soil.<sup>6</sup>

This raises serious implications for Portuguese authorities. What are the precise facts that surround Portuguese involvement in enabling these renditions to take place, particularly as many of the aircraft were registered as state planes and therefore required prior authorisation from the Portuguese government before they could traverse Portuguese jurisdiction?<sup>7</sup>

In addition, CIA crews responsible for the rendition to torture of these ghost prisoners who regularly transited and stopped over on Portuguese territory must be investigated.<sup>8</sup> They are implicated in serious violations of human rights, including torture and many are wanted under Interpol arrest warrants. They are also apparently implicated in more mundane violations of the law, such as the filing of false flight records, in order to cover up their illegal actions.

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<sup>3</sup> For example, Kabul – Dark Prison, The Salt Pit, Bagram CIA facility; Rabat – Temara Detention Facility; Cairo – Tora Prison Complex; Constanta – Mihail Kogălniceanu; Amman – GID headquarters

<sup>4</sup> Image of Bashmillah [http://ipsnews.net/fotos/Muhammad\\_Faraj\\_Ahmed.jpg](http://ipsnews.net/fotos/Muhammad_Faraj_Ahmed.jpg)

<sup>5</sup> See Appendix 9, p.42

<sup>6</sup> See unidentified ghost prisoner rendered through Diego Garcia and possibly Porto, p.7

<sup>7</sup> Article 1 of the Chicago Convention sets out the principle that a contracting state has complete and exclusive sovereignty over the airspace above its territory and full responsibility for observance of human rights within their territory, including airspace above it.

<sup>8</sup> See for example, visit by Captain James Fairing, p12

Below *Reprive* outlines particular rendition cases linked to Portugal and lists a series of recommendations for Portuguese investigators in their inquiries, regarding lines of inquiry and steps to take in order to prevent further criminal complicity in rendition.

## I. CASES

### a. RENDITION OF MUHAMMAD FARAJ AHMED BASHMILAH<sup>9</sup> AND SALAH NASIR SALIM ‘ALI QARU



*“Every day here is another day stolen from my life.”<sup>10</sup>*

The CIA crew responsible for transferring Muhammad Bashmilah and Salah Qaru to torture in a US secret prison in Afghanistan flew directly to Porto, having rendered the two men. The crew stayed overnight in Porto on 29 October 2003 before departing for Washington.

Figure 1: Bashmilah

Muhammad Faraj Ahmed Bashmilah is a 38-year-old Yemeni who, in 2003, was living in Indonesia with his wife. Bashmilah travelled to Jordan with his wife in October 2003 in order to be with his mother who was about to undergo medical treatment.<sup>11</sup> He was seized by Jordanian immigration officials, after saying that he had visited Afghanistan, and held in Jordan for four days before being handed to US authorities. Salah Nasir Salim ‘Ali Qaru was also arrested in Jordan and transferred to US custody in October 2003.

Flight logs (*see appendix 2, p.40*) document N379P leaving Washington D.C on 24 October 2003 at 18:03 for Prague. The aircraft then departs Prague for Constanta, Romania on 25 October 2003 at 20:48. (Constanta<sup>12</sup> airport has since been renamed Mihail Kogalniceanu, and was host, from 2003-2005 to a CIA black site<sup>13</sup> which held at least 20 ‘ghost prisoners.’) Having departed Constanta, N379P then appears to have flown to Amman, Jordan, arriving there at 01:10 on 25 October 2003 for the rendition of Bashmilah.

In Jordan, Bashmilah’s and Qaru’s clothes were cut off by black-clad, masked guards wearing surgical gloves. Bashmilah has described being beaten and anally probed by a guard. He was dressed in a diaper, blue shirt and pants. Blindfolded and wearing earmuffs, he was then chained and hooded and strapped to a gurney in an airplane. Salah Qaru and Muhammad Bashmilah were rendered on board N379P from Amman to Kabul<sup>14</sup> arriving there on 26 October at 08:25.

<sup>9</sup> Image of Bashmillah [http://ipsnews.net/fotos/Muhammad\\_Faraj\\_Ahmed.jpg](http://ipsnews.net/fotos/Muhammad_Faraj_Ahmed.jpg)

<sup>10</sup> Muhammad Bashmilah, who “disappeared” in US custody for 21 months and was then arbitrarily detained in Yemen, See Below the Radar, Amnesty USA,

[http://www.amnestyusa.org/stoptorture/pdf/below\\_the\\_radar\\_full\\_report.pdf](http://www.amnestyusa.org/stoptorture/pdf/below_the_radar_full_report.pdf)

<sup>11</sup> Ibid

See ACLU <http://www.aclu.org/safefree/torture/31163res20070801.html>

<sup>12</sup> Denoted by ICAO code LRCK

<sup>13</sup> See Council of Europe, Secret Detentions and illegal transfers of detainees involving Council of Europe Member States: second report, 11 June 2007, p43

<sup>14</sup> See Document - USA/Yemen/Jordan: Secret detention and torture: Case sheet 1. Amnesty International, August 2005

In Afghanistan, Bashmilah was placed in solitary confinement and subject to intense torture and interrogation for at least six months, including being hung from walls for prolonged periods:

*“For the first month, loud rap and Arabic music was piped into his cell, 24 hours a day, through a hole opposite the door. His leg shackles were chained to the wall. The guards would not let him sleep, forcing Bashmilah to raise his hand every half hour to prove he was still awake...After three months the routine became unbearable. Bashmilah unsuccessfully tried to hang himself with his blanket and slashed his wrists. He slammed his head against the wall in an effort to lose consciousness.”<sup>15</sup>*

The CIA crew on board the N379P apparently stayed for 3 days in Kabul before leaving on 29 October 2003 and flying to Baghdad. N379P left Baghdad at 13:33 on **29 October 2003 and flew directly to Porto**, Portugal, arriving there 20:04. The crew stayed overnight in Porto, not leaving until 13:00 on 30 October 2003 for Washington DC. Flight records show that there were 6 passengers on board and that they were exempt from paying tax on arrival but controlled and made to pay tax on departure.

Bashmilah was finally freed on March 27, 2006, having never once faced charges related to terrorism.<sup>16</sup> Bashmilah still suffers the mental consequences of prolonged detention and abuse. He is undergoing treatment for the damage done to him at the hands of the U.S. government.

### **Recommendations:**

Reprieve urges Portuguese Prosecutors to carry out the following investigation:

- I. *Obtain full passenger manifests and any associated documentation for passage of N379P through Porto, and determine identities of those criminally complicit in Bashmilah’s rendition to torture.*
- II. *Determine actions of agents who arrived in Porto on board N379P (for example where they stayed overnight in Portugal) and identify what evidence is available that could identify those who committed these criminal acts.*
- III. *Jeppesen Dataplan, Inc., a subsidiary of Boeing, provided logistical and flight support for the N379P aircraft<sup>17</sup> which rendered Bashmilah and Qaru, and is the subject of a lawsuit in the US, with other litigation planned for Europe. An official with Jeppesen has stated that they knew they were working on “torture flights”. Any documentation related to Jeppesen’s involvement in the rendition of Bashmilah and Qaru, connected to Portuguese territory, should be identified and made public.*
- IV. *Determine full involvement of Jeppesen Dataplan in provision of services to N379P for rendition of Bashmilah.*

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<sup>15</sup> Inside the CIA's notorious "black sites", Mark Benjamin, Dec 14, 2007  
[http://www.salon.com/news/feature/2007/12/14/bashmilah/index\\_np.html](http://www.salon.com/news/feature/2007/12/14/bashmilah/index_np.html)

<sup>16</sup> Ibid

<sup>17</sup> See *ACLU vs Jeppesen Dataplan*, <http://www.aclu.org/safefree/torture/31163res20070801.html>

- V. *Investigate all involvement of Jeppesen Dataplan in flights through Portuguese airports, and airspace, particularly those by known CIA aircraft (see list in Appendix 4, p42).*
- VI. *Investigate involvement of any other operators / contractors / personnel in rendition to torture of Bashmilah.*

#### b. UNIDENTIFIED RENDITION THROUGH DIEGO GARCIA

On 21 February 2008, UK Foreign Secretary David Miliband, after 5 years of denials, confirmed to the UK parliament that two ghost prisoners had been rendered through the UK Overseas Territory of Diego Garcia, and expressed his regret that previous denials by the British government had proved untrue.<sup>18</sup>

The renditions of ghost prisoners were said to have occurred in January and in September 2002, though the identities and fates of the men remain undisclosed. Flight logs in the possession of *Reprise* document well-known rendition plane N379P<sup>19</sup> landing in Diego Garcia on 13 September 2002. The aircraft then appears to have flown via Egypt to Rabat in Morocco, site of the infamous Témara<sup>20</sup> detention centre in which numerous prisoners of the ‘war on terror’ have been tortured at the behest of US authorities. At that time, Binyam Mohamed, a British resident, was being tortured in the Moroccan prison. It is likely that the aircraft dropped off ghost prisoners in Egypt and then took CIA operatives to Morocco to take part in the abuse of Mr. Mohamed, **before flying to Porto on the Portuguese mainland, where it arrived on 14 September 2002.** (See Appendix 3, p.40 for flight circuit).

It is possible that one of the prisoners transferred off Diego Garcia in September 2002 was Yemeni citizen Ramzi Bin al Shibh. Bin al Shibh was apparently taken into custody on September 11, 2002, in Pakistan. He is currently imprisoned in Guantánamo Bay, where he has been held since September 2006. He now faces capital charges brought by the U.S. military on February 11, 2008. If he was the prisoner taken through Diego Garcia, and then taken through Portuguese jurisdiction then or much later, both Britain and Portugal may have violated their legal obligation to secure from the US assurances that the death penalty will not be imposed on a prisoner transferred through its territory.

#### c. RENDITION OF HASSAN BIN ATTASH

**On 17 September 2002 N379P flew directly from Porto to Kabul,**<sup>21</sup> Afghanistan en route, according to information in the possession of *Reprise*, to rendering juvenile prisoner Hassan Bin Attash from Kabul to Jordan.

<sup>18</sup> See David Miliband Statement on Renditions through Diego Garcia, 21 Feb 2008  
<http://www.publications.parliament.uk/pa/cm200708/cmhansrd/cm080221/debtext/80221-0008.htm>

<sup>19</sup> N379P rendered a number of men including Binyam Mohamed, Saifullah Paracha, Ahmed Agiza and Mohammed al-Zery

<sup>20</sup> See Morocco/Western Sahara: Torture in the "anti-terrorism" campaign - the case of Témara detention centre, Amnesty International, 23 June 2004, <http://www.amnesty.org/en/library/info/MDE29/004/2004>

Morocco's Secret Detention Centre of Témara Under Investigation , Arabic Network for Human Rights Information , <http://www.hrinfo.net/en/discussion/2005/h0119.shtml>

<sup>21</sup> See Appendix 3, p.40 for flight circuit



In Jordan, Hassan Bin Attash - who was just seventeen when he was seized in September 2002 - was held for months of horrific torture before being moved again to Afghanistan and then Guantánamo Bay.

Bin Attash, a citizen of Yemen, was held in the notorious GID detention centre in Wadi Sir, Amman where he was repeatedly hung upside down, and beaten on the soles of his feet. After 16 months of torture in Jordan, Bin Attash was transferred back to the Dark Prison in Afghanistan, and then to Bagram from where he was rendered, again apparently **through Portuguese territory in the Azores** in September 2004, to Guantánamo Bay where he still remains today.

### **Recommendations:**

Reprivee urges Portuguese Prosecutors to:

- I. *Obtain full data strings, passenger manifests and associated documentation detailing related to N379P when it landed in Porto in September 2002.*
- II. *Investigate role of Jeppesen Dataplan<sup>22</sup>, trip-planners of N379P, in facilitating rendition to torture through Portuguese jurisdiction.*
- III. *Investigate involvement of any other operators / contractors / personnel in rendition flights of N379P through Porto.*
- IV. *Immediately make inquiries to determine whether Portuguese obligations under international law were violated by allowing the transfer of Ramzi bin al Shibh through Porto to Guantánamo Bay where he now faces the death penalty.*
- V. *Consult with the British Foreign Office regarding their investigation into N379 as it relates to the use of British territory in Diego Garcia for rendition flights, to determine the identity of those on board N379P. Personnel on board may be criminally complicit in transfer to torture of Hassan Bin Attash and as yet unidentified ghost prisoners rendered through Diego Garcia.*
- VI. *In coordination with the British, who have accepted responsibility for Binyam Mohamed's status in Guantánamo, determine from passenger manifests and from the US whether the flights through Portuguese jurisdiction were carrying US operatives who were taking part in any way in the torture and abuse of Mr. Mohamed in Morocco.*

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<sup>22</sup> Fact sheet on Air CIA <http://www.aclu.org/safefree/torture/27516res20061127.html>

See also ACLU website for details of case Vs Jeppesen Dataplan

[http://www.aclu.org/search/search\\_wrap.html?account=436ac9516921&q=jepesen&imageField.x=0&imageField.y=0&imageField=search](http://www.aclu.org/search/search_wrap.html?account=436ac9516921&q=jepesen&imageField.x=0&imageField.y=0&imageField=search)



#### d. FACILITATING RENDITION OF MAHER ARAR<sup>23</sup>

Having rendered Maher Arar, a Canadian citizen, to his torturers in Syria, N829MG and its CIA crew flew to Athens and then Santa Maria in the Azores, before returning to Washington on 9 October 2002. (*See Appendix 4, for flight circuit*)

Maher Arar, a Canadian national of Syrian origin was seized in the US on 26 September 2002 while changing flights on his journey from Tunisia back home to Canada. After being held for nearly 2 weeks, he was rendered on board a Gulfstream 3, registered N829MG<sup>24</sup> (later re-registered as N259SK) via airports in Virginia and Rome, to Jordan on 8 October 2002, from where he was transferred by car to Syria. In Syria he was held in a dark narrow cell he called ‘the grave,’ tortured, including by being beaten on his palms, wrists, lower back and hips with a shredded black electrical cable.

*“I describe my cell in Syria as a grave because it was just three-feet wide, six feet long, seven-feet high and unlit. While I was there I sometimes felt on the verge of death after beatings with a black electrical cable about two inches thick. They mostly aimed for my palms but sometimes missed and hit my wrists.”<sup>25</sup>*

Maher was threatened with the metal chair, electric shocks, and with the tyre. After thirteen months, Maher was released without charge.

#### **Recommendations:**

Reprieve urges Portuguese Prosecutors to:

- I. *Obtain passenger manifests (including crew members), landing permits, data strings, and any other documentation relating to the landing of N829MG in Santa Maria after the rendition of Maher Arar to Jordan/Syria..*
- II. *Obtain full details of related operators of N829MG who may be implicated in illegal rendition to torture of Maher Arar.*
- III. *Investigate involvement of any other operators / contractors / personnel involved in transport of N829MG through Santa Maria after rendition of Maher Arar.*

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<sup>23</sup> See The Story of Maher Arar, Rendition to Torture, CCR  
<http://ccrjustice.org/files/rendition%20to%20torture%20report.pdf>

See Arar V. Ashcroft federal lawsuit challenging the rendition of a Canadian citizen to Syria, by the U.S. government, where he was tortured, forced to falsely confess, and released after one year without ever being charged. <http://ccrjustice.org/ourcases/current-cases/arar-v.-ashcroft>

<sup>24</sup> N829MG has also made over 100 trips to Guantánamo Bay.

<sup>25</sup> Testimony of Maher Arar <http://ccrjustice.org/files/rendition%20to%20torture%20report.pdf>

#### e. RENDITION OF ABOU ELKASSIM BRITEL



Abou Elkassim Britel is an Italian citizen of Moroccan origin. On 10th March 2002, whilst in Lahore, he was detained on a false passport charge, and subsequently interrogated and tortured by Pakistani security services. His interrogators beat him with a cricket bat and accused him of being a "terrorist fighter." His hands and feet were bound, he was hung from the walls or ceiling of his cell for extensive periods of time and his interrogators threatened to rape the women in his family.

Transferred to Islamabad to be questioned by US intelligence agents, he was prevented from contacting the Italian embassy to prove the authenticity of his passport. He was apparently 'sold' for a bounty to the US, by the Pakistani authorities.

On 24th May 2002, Britel was rendered from Islamabad to Rabat in Morocco on N379P<sup>26</sup> which had set off the previous day from Washington DC. Following his arrival in Rabat, U.S. officials transferred Britel to the custody of agents of the Moroccan intelligence services who took him to the notorious Témara prison. An hour after its arrival in Rabat, N379P and its crew departed for Porto in Portugal, where it stayed overnight before returning to Washington. (*See appendix 5, p41 for full flight log*)

At 9.05 p.m. the next day, May 24, the same aircraft departed from Islamabad, Pakistan and arrived in Rabat, Morocco at 7.03 a.m. the following day. Less than an hour later, at 7.58 a.m. the aircraft departed Rabat for Porto, Portugal, where it remained overnight before returning to for Washington D.C. The originator code on these flight records shows that Jeppesen submitted the flight plan for this itinerary.

Meanwhile in Témara, Britel endured over 8 months of total isolation, severe beatings, threats of rape, and was deprived of food and access to the outside world. In February 2003 he was released without charge but then arrested again on his way back to Italy, under suspicion following the Casablanca bombings, and returned to Témara for a further four months, during which time he was forced to sign a confession which he could not read. Britel was then sentenced to 15 years imprisonment, on appeal reduced to nine years. Presently, Britel is incarcerated at the Ain Bourja prison in Casablanca.

The aircraft used for the rendition Abou Elkassim Britel presumably still carrying the CIA agents responsible for his transfer to torture, stopped over in Porto in Portugal on its return to Washington.

In legal papers filed on May 30, 2007,<sup>27</sup> the ACLU and *Reprieve* have charged that Jeppesen Dataplan, a subsidiary of Boeing, provided direct flight services to the CIA that enabled Britel's and other ghost prisoners' renditions to torture. Jeppesen are charged with preparing flight plans, Air Traffic Control Charges, securing over-flight permits and performing other services for the notorious N379P rendition plane. However the Cheney administration quickly intervened in an attempt to assert the so-called state secrets privilege, which is currently being challenged by ACLU.

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<sup>26</sup> See Appendix 5, p.41 for flight log of Abou Elkassim Britel

<sup>27</sup> See Mohamed et al. v. Jeppesen Dataplan Inc. – Complaint, 5/30/2007, <http://www.aclu.org/safefree/torture/299191gl20070530.html>

## **Recommendations:**

*Reprieve* urges Portuguese Prosecutors to:

- I. *Obtain full passenger manifests, data strings and any associated documentation for passage of N379P through Porto, and determine identities of those criminally complicit in Britel's rendition to torture.*
- II. *Determine actions of agents who arrived in Porto on board N379P, for example where they stayed overnight in Portugal.*
- III. *Determine full involvement of Jeppesen Dataplan in provision of services to N379P for rendition of Britel.*
- IV. *Investigate all involvement of Jeppesen Dataplan in flights through Portuguese airports, and airspace, particularly those by known CIA aircraft (see list in Appendix 6, p42).*
- V. *Investigate involvement of any other operators / contractors / personnel in rendition to torture of Britel.*

### **f. HORN OF AFRICA RENDITIONS**

A central focus of US renditions at the current time is the Horn of Africa, where the US ally Ethiopia has invaded Somalia, and prisoners are being rendered to the US military base in Djibouti, and then on to various other detention centres around the world.

Some of these flights have links to Portugal. For example, on 14 April 2005 N4476S flew from Santa Maria in the Azores directly to Addis Ababa in Ethiopia. The aircraft reappeared in Khartoum on 17 April 2005 from where it flew to Porto, before returning to the US (*see appendix 7, p.41 for flight circuit*).

N4476S was previously registered as N313P and was the aircraft used for the renditions of many men, including British resident Binyam Mohamed and German citizen Khaled el Masri.

There has been an increasingly close alliance between American and Ethiopian governments, developed with the common purpose of defeating Islamic radicalism, particularly inside Somalia. Prior to the Ethiopian / US invasion of Somalia in 2007 to oust the Islamic Courts the Pentagon had for several years been training Ethiopian troops for counterterrorism operations in camps near the Somalia border.

Recently, *Reprieve* has documented the renditions of hundreds of ghost prisoners to secret imprisonment in Ethiopia and Somalia at the behest of US and Ethiopian authorities.<sup>28</sup>

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28 See Foreign Nationals Rendered To Guantánamo Bay-Style Detention And Abuse In Ethiopia, *Reprieve*, April 2007, <http://www.google.co.uk/search?q=horn+of+africa+reprieve&ie=utf-8&oe=utf-8&aq=t&rls=org.mozilla:en-GB:official&client=firefox-a>

The precise purpose of N4476S flight from the Azores to Ethiopia and then to the Sudan is not known but, given that it is a well known rendition aircraft, it seems likely that the aircraft was taking part in the on-going rendition programme in the Horn of Africa.

#### **g. VISIT BY CAPTAIN JAMES FAIRING - N313P**

On 24 August 2003 N313P landed in Porto, coming from Algiers and left to Baku, Azerbaijan on 25 August 2003. (*For circuit see Appendix 8, p.42*)

Baku, Azerbaijan has been classed as a ‘staging point’ in renditions circuits by the Council of Europe, a “point from which operations are often launched - planes and crews prepare there, or meet in clusters.”<sup>29</sup> Abd al-Salam Ali al-Hila, Yemeni businessman, is believed to have been held in Baku having been kidnapped in Egypt in September 2002.<sup>30</sup>

The communication between the company responsible for the flight (Jeppesen Dataplan) and the handler of the flight (Servisair) specifically mentions "6 crew, 12 pax in/0 out". Communications regarding N313P's visit to Porto in the public domain also mention a Captain James Fairing. Captain Fairing is known to be the alias of a CIA crew member who captained the N313P Boeing 737 when it undertook the renditions of both British resident Binyam Mohamed and German citizen Khaled el Masri.

Captain Fairing's name was uncovered during the Spanish investigation, led by Magistrate Ismael Moreno, into the CIA's use of Palma de Mallorca as part of its alleged secret transfer of terrorism suspects. Fairing stayed with other crew members in Mallorca at the Hotel Mallorca Mariot Son Atem 22-23 January 2004 having rendered Binyam Mohamed from Rabat to Kabul<sup>31</sup> and again between the 26-28 January 2004, having rendered Khaled el Masri from Macedonia to Kabul.

German authorities have issued arrest warrants through Interpol against 10 CIA agents, including James Fairing, involved in the rendition of El Masri, for their alleged roles in the illegal kidnapping of terror suspects<sup>32</sup>.

Portuguese Prosecutors should urgently investigate all activities of these and any other CIA crew members, who have stopped on Portuguese soil, particularly in relation to the suspicious circuit made by N313P in August 2003.

#### **Recommendations**

*Reprieve* urges Portuguese Prosecutors to:

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<sup>29</sup> See Alleged secret detentions and unlawful inter-state transfers involving Council of Europe member states, Council of Europe, June 2006  
[http://assembly.coe.int/main.asp?Link=/committeedocs/2006/20060606\\_ejdoc162006partii-final.htm](http://assembly.coe.int/main.asp?Link=/committeedocs/2006/20060606_ejdoc162006partii-final.htm)

<sup>30</sup> See Cairo to Kabul to Guantanamo: the `Abd al-Salam al-Hila case, Human Rights Watch, 2005  
<http://www.hrw.org/reports/2005/egypt0505/8.htm>

<sup>31</sup> See Appendix for documents obtained during that investigation

<sup>32</sup> For further information on tracking the real identity of CIA agents implicated in kidnapping of El Masri and Binyam Mohamed see Der Spiegel, CIA Arrest Warrants Strain US-German Ties, June 25, 2007  
<http://www.spiegel.de/international/germany/0,1518,490514,00.html>

- I. *Obtain documents related to flights made by N313P stopping in Portuguese airports, or transiting Portuguese airspace where possible, including passenger manifests and data-strings;*
- II. *Investigate the CIA rendition crew and their actions on Portuguese soil, including particularly Captain Fairing, who is wanted in German courts for the alleged kidnapping of Khaled el Masri and is criminally implicated in the rendition to torture of Reprieve client Binyam Mohamed;*
- III. *Investigate the role of Jeppesen Dataplan trip planners in suspicious stopovers by known rendition aircraft on Portuguese territory, obtaining full documentation concerning their involvement with N313P and N379P on their visits to Portugal and liaising with ACLU in their civil case against Jeppesen in US courts;*
- IV. *Investigate the role of Servisair in suspicious stopovers by known rendition aircraft on Portuguese territory, obtaining full documentation concerning their involvement with N313P and N379P on their visits to Portugal.*

## **II. OVERALL RECOMMENDATIONS – PREVENTING FURTHER ILLEGALITY**

There are various recommendations for further action that should be considered by the inquiry as it proceeds with its investigation:

- I. *Portuguese airports should consider adopting – either individually or by governmental fiat – procedures for dealing with flights that are potentially rendition flights, based on the experience and actions of Londonderry Airport. For example, the airports might adopt a graduated code of conduct that:
 
  - a. *Bars certain aircraft from the airport;*
  - b. *Requires accurate documentation from all aircraft concerning their flight path, the purpose of the flight, and the identity of those on board, on pain of being barred from the airport;*
  - c. *Explicitly authorizes the airport law enforcement authorities to enter aircraft to investigate all reasonable suspicion of illegal conduct.**
- II. *At a minimum, the 31 planes identified in Council of Europe report (see appendix 5) as well as the growing index of “suspicious aircraft”, should be forced to provide detailed information every time they land at an airport in Portugal or enter Portuguese airspace. This would include, at minimum, the full flight plan of the aircraft, including onward stops from Europe and full itinerary since leaving the US, and the full names and nationalities of all passengers on board, and the purposes of their travel.*
- III. *Arrangements – including bilateral and multilateral agreements under the aegis of NATO - between Portugal and US authorities granting blanket overflight clearances and landing rights should be obtained and made public. In future these should only be entered with very clear codicils concerning the misuse of*

*Portuguese airspace for illegal purposes, purposes which should be clearly and emphatically spelled out.*

- IV. Steps should be taken to address US abuse of aviation “state” privileges, fostered in collusion with Portuguese and other European governments post 9/11. The Secretary General of the Council of Europe found that the majority of European States fail to require the foreign state to provide details of the “identities, and status of all persons on board, the purpose of the flight and its final destination as well as the final destination of each passenger.”<sup>33</sup>*
- V. Data strings, full passenger manifests - including crews – and associated documentation for all CIA associated aircraft (listed in appendix) landing in Portuguese airports should be obtained.*
- VI. In addition, Portuguese investigators should determine what other CIA aircrafts would have crossed Portuguese jurisdiction and obtain all relevant documentation, including full ‘data strings’ and passenger manifests.*
- VII. Portuguese investigators should provide access to these lists to judicial investigations currently taking place in several countries regarding the crews, trip planning companies and other personnel involved in ‘renditions.’*
- VIII. Portuguese investigators should obtain full flight logs for CIA associated aircraft crossing Portuguese airspace and landing in Portuguese airports from 2001 up to today.*

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<sup>33</sup> Council of Europe, “Follow up to the Secretary General’s reports under Article 52 ECHR on the question of secret detention and transport of detainees suspected of terrorist acts, notably by or at the instigation of foreign agencies: Proposals made by the Secretary General, “SG(2006)01 (30 June 2006) at para. 12(d)

## (2) TRANSFERS TO GUANTÁNAMO THROUGH PORTUGUESE JURISDICTION

On 28 January 2008 *Reprieve* released a report ('The Journey of Death'<sup>34</sup>) documenting the illegal transfers of over 700 prisoners of the 'war on terror' through Portuguese jurisdiction to Guantánamo Bay.

The report's findings were developed through comparing flight logs obtained from Portuguese authorities,<sup>35</sup> information from the US Department of Defence showing dates of arrival of prisoners at Guantánamo Bay, and unclassified testimony from many of the prisoners themselves.<sup>36</sup>

Flight logs revealed at least **48 US Military and CIA flights** crossed Portuguese jurisdiction en route to Guantánamo Bay between 11 January 2002 and 16 June 2006. On at least 9 occasions aircraft flew directly from Portuguese territory in the Azores to Guantánamo Bay.<sup>37</sup> (*See Appendix 10, p.63 for flight logs*)

Known direct flights from Portuguese territory to Guantánamo Bay:

1. 26/3/2002, ELD5110 (Electra Airlines), from Santa Maria (Azores)
2. 24/12/2002 PAT65 from Lajes (Azores), GLF 5
3. 31/7/2004 N85VM (Richmor Aviation - Assembly Point AV) from Santa Maria (Azores) – LPAZ, GLF 4
4. 20/9/2004 RCH947 from Lajes (Azores), C17
5. 14/3/2005 RCH914y from Lajes (Azores), C17
6. 22/7/2005 RCH925 from Lajes (Azores), C17
7. 22/8/2005 RCH924 from Lajes (Azores), C17
8. 8/9/2005 N248AB (Prime Jet LLC) from Santa Maria (Azores), GLF 4
9. 7/5/2006 RCH957 from Lajes (Azores), C17

In addition, on at least three occasions, workers at Lajes airbase in the Azores sighted prisoners being transported through Lajes, twice in 2004 and once in 2006.<sup>38</sup>

Portuguese prosecutors should investigate the systematic use of Portuguese territory and airspace in illegal transfers of hundreds of prisoners to torture and illegal treatment and

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<sup>34</sup> See Journey of Death, Reprieve, 28 January 2008

<http://www.reprieve.org.uk/documents/08.01.28FINALTheJourneyofDeath-Over700PrisonersIllegallyRenderedtoGuantánamoBaywiththeHel.pdf>

<sup>35</sup> Flight logs obtained by Ana Gomes MEP in 2006 reveal that on at least 94 occasions aircraft crossed Portuguese airspace en route to or from Guantánamo Bay between 2002-2006. On at least 6 occasions rendition aircraft flew directly from Lajes in the Azores to Guantánamo. See appendix for full copies of the logs.

<sup>36</sup> The US Department of Defence has released 'in-process' records of Guantánamo inmates, detailing when prisoners were first weighed and measured on entry to the prison. It is possible to confirm the identities of prisoners transported to Guantánamo through Portuguese jurisdiction by matching the 'in-process' dates of particular prisoners held in Guantánamo with flights contained in the Portuguese flight logs. This research reveals that of 774 prisoners recorded as having been weighed-in at Guantánamo, 728 were flown through Portuguese jurisdiction in at least 28 flights. See US Department of Defense records <http://www.dod.mil/pubs/foi/detainees/measurements/index.html>

<sup>37</sup> It is particularly imperative that the precise purpose of these direct flights, which landed on Portuguese territory, and the passengers who were on board are established

<sup>38</sup> See Expresso newspaper Prisioneros ilegais nas Lajes, in Appendix



ultimately the Death Penalty in Guantánamo Bay, in particular seeking to establish details of any permissions given by Portuguese officials for Portuguese jurisdiction to be abused in this way.

Below, *Reprieve* lists cases of particular concern that warrant urgent investigation by Portuguese prosecutors, as well as listing further recommendations.

## CASES

### a. THE TORTURE FLIGHT

On **20 September 2004, US military aircraft registration RCH947** took off from Portuguese territory of Lajes on Terceira island in the Azores, apparently transporting ten ‘ghost prisoners’ to Guantánamo Bay. These men were:

- Binyam, Mohamed Ahmed, (ISN 1458) Ethiopia (British resident)
- Mohammed Kamin, (ISN 1045) Afghanistan
- Sanad Yislam Al Kazimi, (ISN 1453) Yemen
- Hassan Mohammed Ali Bin Attash, (ISN 1546) Saudi Arabia
- Abdu Ali Al Haji Sharqawi, (ISN 1457) Yemen
- Abdul Rabbani Abd Al Rahim Abu, (ISN 1460) Pakistan
- Mohammed Ahmad Ghulam Rabbani, (ISN 1461) Pakistan
- Saifullah Paracha, (ISN 1094) Pakistan
- Abdul Al Salam Al Hilal, (ISN 1463) Yemen
- Bin Hamlili (ISN 1452) Algeria

These ‘ghost prisoners’ had been severely tortured prior to their rendition through Portugal, and were transported, with Portuguese assistance, to further torture and prolonged, illegal imprisonment in Guantánamo Bay. Many of these men now face illegal military tribunals in Guantánamo and likely also the death penalty.

It appears that the prisoners were taken out of the aircraft, bound and shackled and led onto another plane, a C17 with call-sign RCH947, in which they completed their journey to Guantánamo.

The US military aircraft was registered as a ‘military flight’ meaning that permission would have been required from the Portuguese Defense Ministry. The Minister of Defense at the time of this flight was Mr. Paulo Portas<sup>39</sup> who is currently a Member of the National Parliament.

Whether these were the prisoners on the plane that stopped in the Azores will only be established through a thorough and open investigation, but it seems clear that something highly dubious was taking place – and if these were not the prisoners, there is even more work to be done to obtain the truth. Witnesses working at Lajes have described seeing prisoners transferred in chains from airplanes in the US base apparently twice in 2004 and again at the

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<sup>39</sup> Mr Paulo Portas appointment was between April 2002 and March 2005

end of 2006 and that Portuguese workers had been given special instructions not to enter particular sections of the base.<sup>40</sup>

States have an absolute obligation not to transfer anyone to a country where they face a significant risk of torture. It was abundantly clear by 2004 that what was happening in Guantánamo Bay was torture and that US authorities were intent on capital cases for those it considered to be ‘the worst of the worst.’

Facilitating these prisoner transfers violated Portuguese obligations under domestic and international law, including: the requirement, under the Convention Against Torture, that state parties do not return a person to a place where he will be subject to torture; the requirement, under the European Convention on Human Rights, that state parties do not return a person to a place where he will be subject to the death penalty; and the right to a fair trial.

*Reprive* asserts that, as a result of this legal and moral complicity, Portuguese authorities would be obligated to intervene on behalf of those men still held in Guantánamo Bay, particularly those slated to face military tribunals and potentially death.

### **Further details of prisoners apparently transported through Portuguese territory on flight RCH947**

#### **i. Binyam, Mohamed, (ISN 1458) Ethiopia (British resident) Represented by Reprive**



British resident Binyam Mohamed was one of the prisoners apparently transported through Portuguese territory to Guantánamo.

Binyam was born in Ethiopia, where his family faced persecution. At 14 he came to London to seek asylum. He lived in North Kensington for five years. In the summer of 2001, Binyam left the UK to travel. In April 2002, on his way home, he was arrested by the Pakistan immigration authorities. In July 2002, he was handed to the Americans who bundled him into a jet and flew him to Morocco where he endured 18 months of torture in a black site where his mistreatment included having his penis repeatedly slashed with a razor blade. After months of torture in Morocco Binyam was flown, in January 2002, to the Dark Prison in Afghanistan, where he endured a further 5 months of torture.

Bagram airbase was Binyam’s next destination, where he was forced to make a confession based on statements extracted from him under torture in Morocco and Afghanistan. In testimony to *Reprive* lawyers, Binyam describes being told in Bagram by US guards that he was going to Guantánamo Bay and that he would never leave.

Binyam recalls leaving Bagram airbase at around 6am on 19 September 2004. He describes a stop-over of around 2 hours in day-light, in which he and other prisoners changed planes. The

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<sup>40</sup> See Expresso newspaper, Voos CIA - Prisioneiros ilegais nas Lajes, Janeiro 20, 2007

<http://clpmorg.wordpress.com/2007/01/20/voos-cia-prisioneiros-ilegais-nas-lajes/> Prisioneiros ilegais nas Lajes

aircraft onto which he was transferred was a US military plane with seats laid out lengthways. Prisoners sat on one bench with guards facing them on the opposite side.

The prisoners landed in the heat of Cuba and were put in isolation from other prisoners for six days in Camp 5, in Delta Block.

*“The air conditioning was put very cold. We would sleep on the bare floor, with its coldness as our bed and the chilly air as our blanket. We went on hunger strike for five days, we fell ill...”<sup>41</sup>*

Binyam now faces an unjust military tribunal, and possibly the death penalty. The Portuguese government, having apparently facilitated Binyam’s transfer to torture and illegal imprisonment in Guantánamo Bay have a legal obligation to intervene on Binyam’s behalf. It is imperative that the Portuguese government, complicit in Binyam’s rendition, do everything in its power to protect him from further cruel and inhuman punishment and death.

## **ii. Saifullah Paracha, (ISN 1094) Pakistan Represented by Reprive**

Saifullah Paracha is Pakistani citizen who was born on 17<sup>th</sup> August 1947, in Mongwal, Pakistan<sup>42</sup>. On 6<sup>th</sup> July 2003, Saifullah was attacked and illegally seized at Bangkok airport, Thailand. After a few days he was rendered to Bagram air base, in Afghanistan. Prior to his flight from Bagram Paracha was held in a special area with 10-12 other prisoners. He identified at least some of these prisoners, including the Rabbani brothers from Pakistan, Kazimi from Yemen, Sharqawi from Yemen.

On around 19<sup>th</sup> or 20<sup>th</sup> September 2004<sup>43</sup> he recalls being rendered to Guantánamo Bay, Cuba.

*“In September 2004 I was moved, by force and against my will, to the United States prison at Guantánamo Bay, Cuba. At no point did I receive legal process or any review by any judicial official, nor did I waive any rights, now was I allowed to talk to any lawyer. All my captivity, including my move from Bagram to Guantánamo, was in violation of international law and many provisions of the laws of several nations.”<sup>44</sup>*

During his flight to Guantánamo, Saifullah was blindfolded and body-chained.

*“I believe the plane Boeing 707 or a plane of similar size, it had four rows of seats running length wise. There were 10-12 detainees on the plane, in addition to the detainees there were many other passengers, my impression was that they stayed on the plane when we were taken off...We arrived in Guantánamo late in the evening of September 19 or 20 2004.”<sup>45</sup>*

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<sup>41</sup> Reprive internal doc. 06.04.23 Shergawi statement of detention

<sup>42</sup> List of Individuals Detained by the Department of Defense at Guantánamo Bay, Cuba from January 2002 through May, 15 2006. See <http://www.defenselink.mil/news/May2006/d20060515%20List.pdf>

<sup>43</sup> Reprive internal doc. 14657-15660 06.06.19 Affidavit re Flight to GTMO

<sup>44</sup> Unclassified statement by Saifullah Paracha, June 2006

<sup>45</sup> Reprive internal doc. 14657-15660 06.06.19 Affidavit re Flight to GTMO

**iii. Sanad Yislam Al Kazimi, (ISN 1453) Yemen  
Represented by Ramzi Kassem of Yale Law School**

Sanad Yislam Al-Kazimi is a Yemeni national and was born on 17<sup>th</sup> February 1970.<sup>46</sup> In early January 2003, Sanad was arrested in Dubai, United Arab Emirates where he was held for about 8 months.

On around 16<sup>th</sup> or 18<sup>th</sup> August 2003, he was illegally transferred to US custody and taken to Kabul, Afghanistan, where he reportedly endured further significant and continuous torture and interrogations in the “Prison of Darkness” for 9 months. On about 16<sup>th</sup> May 2004 he was transferred to Bagram air base, Afghanistan where he was held in US custody for 4 months before being rendered to Guantánamo Bay. During his detention in Afghanistan it is reported he was subjected to sensory deprivation techniques, causing extreme disorientation and psychological stress, physical and sexual assault, threat of rape, and repeated plunging into pools of cold water while suspended in the air by a mechanical lift.<sup>47</sup> Kazimi claimed to have been suspended by his arms for long periods, causing his legs to swell painfully.

Kazimi’s lawyer, Ramzi Kassem of Yale Law School, attests that his torture in Afghanistan was so unbearable that ‘attempted suicide three times, by ramming his head into the walls’ as a result sustaining large, visible scars on his scalp.<sup>48</sup>

Kazimi is one of at least 50 people, 15 of whom are in Camp Delta, Guantánamo, accused by US authorities of being a ‘driver for Bin Laden.’ He is regarded as a “high-value” detainee, who is intended to face one of the 80 or so Military Commissions and potentially the death penalty.

**iv. Hassan Mohammed Ali Bin Attash, (ISN 1546) Saudi Arabia  
Represented by David Remes of Covington & Burling in  
cooperation with *Reprieve***

Hasan Mohamed Ali Bin Attash was reportedly born in 1985, in Jeddah, Saudi Arabia<sup>49</sup>. He was captured in Pakistan around September 2002 in Pakistan, when he was only 17 years old<sup>50</sup>. He was kept in detention in Kabul, where he was tortured and then rendered to Jordan. Hasan spent around 16 months in detention in Jordan where he was also subjected to torture. In January 2004, he was returned to the “Prison of Darkness” in Kabul, via a Boeing 737 (N313P)<sup>51</sup>, which reportedly flew on 8<sup>th</sup> January 2004 from Marka military airport in eastern Amman to Khwaja Rawash international airport, Kabul. Subsequently he was moved to the US-run prison at Bagram air base, Afghanistan, then to Guantánamo in 2004.

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<sup>46</sup> List of Individuals Detained by the Department of Defense at Guantánamo Bay, Cuba from January 2002 through May, 15 2006. See <http://www.defenselink.mil/news/May2006/d20060515%20List.pdf>

<sup>47</sup> Cage Prisoners <http://www.cageprisoners.com/articles.php?id=21530>

<sup>48</sup> Promotion And Protection Of All Human Rights, Civil, Political, Economic, Social And Cultural Rights, Including The Right To Development, Report of the Special Rapporteur on torture and other cruel, inhuman or degrading treatment or punishment, Manfred Nowak. See <http://www2.ohchr.org/english/bodies/hrcouncil/docs/7session/A.HRC.7.3.Add.1.pdf>

<sup>49</sup> Hassan Mohammed Ali Bin Attash, Wikipedia results. See [http://en.wikipedia.org/wiki/Hassan\\_Mohammed\\_Ali\\_Bin\\_Attash](http://en.wikipedia.org/wiki/Hassan_Mohammed_Ali_Bin_Attash)

<sup>50</sup> Hassan Saleh Bin Attash. See <http://www.cageprisoners.com/prisoners.php?id=2109>

<sup>51</sup> Jordan, “Your confessions are ready for you to sign” Detention and torture of political suspects. See <http://www.amnestyusa.org/document.php?lang=e&id=ENGMDE160052006>

Hasan's brother Walid Bin Attash was arrested in Pakistan on April 2003 and handed over to US authorities. He is considered to be a "high value detainee" and has "disappeared"<sup>52</sup>.

**v. Abdu Ali Al Haji Sharqawi, (ISN 1457) Yemen  
Represented by David Remes and Covington & Burling in  
cooperation with**

Abdu Ali Al Haji Sharqawi was born on 26<sup>th</sup> May 1974, in Taiz, Yemen<sup>53</sup>. Sharqawi was captured in Pakistan on around February 2002 and spent about two years in CIA custody prior to his transfer to Guantánamo in 2004. He was kept in detention and interrogated in Amman, Jordan and Bagram air base, Afghanistan<sup>54</sup>.

*"I stayed with eight other people for one and a half months until we were moved to Guantánamo on the 19th of September 2004. After I was told that I am going to Guantánamo to be judged..."*

*We arrived at Guantánamo after a very long flight. After checking things and a medical examination, our photos were taken..*

*I was put along with the others in Camp 5, in Delta Block. We were in isolation from everybody else for six days. The air conditioning was put very cold. We would sleep on the bare floor, with its coldness as our bed and the chilly air as our blanket. We went on hunger strike for five days, we fell ill and after six days they gave us a blanket and an isomat. Our situation was improving slowly<sup>55</sup>."*

**vi. Abdul Rabbani Abd Al Rahim Abu, (ISN 1460) Pakistan  
Represented in cooperation with *Reprive***

Abdul Rabbani Abd Al Rahim Abu Rahman is a Pakistani citizen. His brother is Mohammed Ahmad Ghulam Rabbani<sup>56</sup>.

**vii. Mohammed Ahmad Ghulam Rabbani, (ISN 1461) Pakistan  
Represented in cooperation with *Reprive***

Mohammed Ahmad Ghulam Rabbani is Pakistani citizen, who was born on 1<sup>st</sup> January 1970, in Al-Medinah, Saudi Arabia<sup>57</sup>.

**viii. Abdul Al Salam Al Hilal (ISN 1463) Yemen  
Represented by David Remes and Covington & Burling, in  
cooperation with *Reprive***

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<sup>52</sup> Jordan, "Your confessions are ready for you to sign" Detention and torture of political suspects. See <http://www.amnestyusa.org/document.php?lang=e&id=ENGMDE160052006>

<sup>53</sup> Al Hajj Abdu Ali Sharqawi, Wikipedia results. See [http://en.wikipedia.org/wiki/Al\\_Hajj\\_Abdu\\_Ali\\_Sharqawi](http://en.wikipedia.org/wiki/Al_Hajj_Abdu_Ali_Sharqawi)

<sup>54</sup> Reprive internal doc. 06.04.23 Shergawi statement of detention

<sup>55</sup> Reprive internal doc. 06.04.23 Shergawi statement of detention

<sup>56</sup> Abdul Rabbani Abd Al Rahim Abu Rahman, Wikipedia result. See [http://en.wikipedia.org/wiki/Abdul\\_Al-Rahim\\_Ghulam\\_Rabbani](http://en.wikipedia.org/wiki/Abdul_Al-Rahim_Ghulam_Rabbani)

<sup>57</sup> List of Individuals Detained by the Department of Defense at Guantánamo Bay, Cuba from January 2002 through May, 15 2006. See <http://www.defenselink.mil/news/May2006/d20060515%20List.pdf>

Abdul Al-Salam Al-Hilal is a Yemeni citizen, born on 30<sup>th</sup> January 1968<sup>58</sup>. He was captured on 19<sup>th</sup> September 2002, whilst on a business trip<sup>59</sup>. According to his brother Abd al-Wahab al-Hilal, he is believed to have been taken first to Baku, Azerbaijan, and then transferred to U.S. custody in Afghanistan.

Al Hilal was imprisoned in the Prison of Darkness, in isolation and deprived of light.

*"I am writing this letter from a dark prison. I don't know why I am in jail. I am a businessman with a good reputation, who did a lot for this country...I am in prison though I am not guilty."*<sup>60</sup>

After being held for 16 months in Afghanistan he was rendered to Guantánamo Bay apparently through Portuguese territory<sup>61</sup>.

#### **ix. Bin Hamlili (ISN 1452) Algeria**

Adil Hadi Al-Jazairi Bin Hamlili is an Algerian citizen, born on 26<sup>th</sup> June 1975, in Oram, Algeria<sup>62</sup>. It was stated in Bin Hamlili's his Habeas petition that "he was blindfolded for lengthy periods whilst being taken involuntarily to Guantánamo."<sup>63</sup> Bin Attash confirms that he was on the same flight as Bin Hamlili to Guantánamo.

#### **x. Mohammed Kamin, (ISN 1045) Afghanistan**

Mohammed Kamin became the 14<sup>th</sup> prisoner to be charged in the revised military tribunal system created by the U.S. Congress in 2006 to try non-U.S. citizens on terrorism charges. Kamin appears to be an unworthy candidate for any kind of war crimes trial at all. He is not charged with harming, let alone killing US forces.<sup>64</sup>

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58 List of Individuals Detained by the Department of Defense at Guantánamo Bay, Cuba from January 2002 through May, 15 2006. See <http://www.defenselink.mil/news/May2006/d20060515%20List.pdf>

59 Al-Hila: Another 'ghost prisoner' rendered, Al Jazeera

<sup>60</sup> Abd Al-Salanm Ali Al-Hila. See <http://www.cageprisoners.com/prisoners.php?id=578>

<sup>61</sup> Reprieve internal doc. 14653-14656 06.0515 HRW 2005 report Al-Hila. See [http://hrw.org/english/docs/2005/03/28/usint10379\\_txt.htm](http://hrw.org/english/docs/2005/03/28/usint10379_txt.htm)

<sup>62</sup> List of Individuals Detained by the Department of Defense at Guantánamo Bay, Cuba from January 2002 through May, 15 2006. See <http://www.defenselink.mil/news/May2006/d20060515%20List.pdf>

<sup>63</sup> Reprieve internal doc. 0504.15 Hamlili Habeas Petition

<sup>64</sup> See Torture Allegations Dog Guantánamo Trials, Andy Worthington, March 21, 2008 [http://www.huffingtonpost.com/andy-worthington/torture-allegations-dog-g\\_b\\_92799.html](http://www.huffingtonpost.com/andy-worthington/torture-allegations-dog-g_b_92799.html)

## **b. POSSIBLE TRANSFER THROUGH PORTUGUESE SOIL OF 14 ‘HIGH VALUE DETAINEES’ TO DEATH PENALTY**

On September 6, 2006 President Bush announced the transfer of 14 men<sup>65</sup>, who had previously been held in CIA custody, to Guantánamo Bay, thereby officially confirming for the first time the existence of a network of ‘black sites.’

It is very possible that these ‘High Value Detainees,’ many of whom now face the death penalty, were transported through to Guantánamo Bay through Portuguese territory in the Azores. Workers at Lajes airfield, in the Azores, have confirmed seeing prisoners lead off a US aircraft in late 2006.

These men are known to have been tortured during their prolonged incommunicado detention. On February 6, 2008, the CIA director General Michael Hayden admitted to having waterboarded three of the men, Khalid Shaikh Mohammed, Abu Zubaydah and Abd al-Rahim al Nashiri.

UN High Commissioner for Human Rights, Louise Arbour, has confirmed with regard to waterboarding:

*"I would have no problems with describing this practice as falling under the prohibition of torture."<sup>66</sup>*

It is imperative that Portuguese Prosecutors determine whether these men were in fact transferred to Guantánamo Bay through Portuguese territory.

The 14 men transferred, apparently through Portuguese territory are:

Mustafa Ahmad al-Hawsawi (Saudia Arabia)	Ahmed Khaifan Ghailani (Tanzania)
Ramzi Bin al-Shibh	Walid Bin Attash
Abd al-Rahim al-Nashiri (Saudia Arabia)	Zayn al-Abidin Abu Zubaydah
Abu Faraj al-Libi (Libya)	Ali Abd al-Aziz Ali
Hambali (Indonesia)	Majid Khan (Pakistan)
Zubair (Malaysia)	Lillie
Gouled Hassab	Khalid Shaykh Muhammed

Initially five of these men were charged with the death penalty. However, within the last week, Mr. Ghailani was also charged with the death penalty (on March 30, 2008), and other capital cases seem likely to follow.

### **Recommendations**

*Reprieve* urges the Portuguese investigators to:

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65 President Discusses Creation of Military Commissions to Try Suspected Terrorists, September 6, 2006 <http://www.whitehouse.gov/news/releases/2006/09/20060906-3.html>

66 Waterboarding qualifies as torture: UN, Feb 9, 2008 <http://news.ninemsn.com.au/article.aspx?id=96287>

- I. *Obtain all flight logs, passenger manifests and related documentation detailing every aircraft crossing Portuguese jurisdiction en route to or from Guantánamo Bay, including up to today*
- II. *Urgently establish whether the ten men listed in (a), including Binyam Mohamed and Saifullah Paracha, were transported through Portuguese jurisdiction to Guantánamo Bay, particularly if these men landed in the Azores*
- III. *Urgently establish whether the 14 high value detainees listed in (b) were transported through Portuguese jurisdiction to Guantánamo Bay, particularly if these men landed in the Azores*
- IV. *Determine what if any assurances were obtained by relevant Portuguese authorities that any of these men, and others transported through Portuguese jurisdiction, would not be subjected to torture, cruel, inhuman and degrading treatment, or the death penalty*
- V. *Determine what permissions were granted, and by whom, to allow the transfer through Portuguese territory and airspace of these and hundreds of other ghost prisoners to Guantánamo Bay*
- VI. *Interview workers in Lajes airbase and residents regarding sightings in the summer of 2004 and in 2006 of prisoners being led off US aircraft, shackled and bound*
- VII. *Make representations to US authorities in Guantánamo regarding the necessity for the ten men listed in (a), including Binyam Mohamed and Saifullah Paracha, either to be released from the prison or granted the right to a fair trial and not to be faced with the death penalty*
- VIII. *Make representations to US authorities in Guantánamo regarding the necessity for the 14 men listed in (b), either to be released from the prison or granted the right to a fair trial and not to be faced with the death penalty*



### (3) ILLEGAL RENDITION AND SECRET IMPRISONMENT ON SHIPS CONNECTED TO PORTUGAL



US authorities are known to have used ships as floating prisons in the ‘war on terror.’

Ships known to have been employed in this manner include the USS Bataan, USS Peleliu and USNS Stockham.

#### USS Bataan

The picture (above) shows amphibious assault ship USS

**Bataan** in Lisbon, Portugal in June 2003. The ship is also known to have visited Porto.<sup>67</sup>

The US government itself has admitted to holding at least 8 prisoners on the USS Bataan, including John Walker Lindh and David Hicks and a number of alleged Taliban and Al Qaeda prisoners who were held on the ship from January 2002.

It is possible that prisoners were held on the ship when it crossed Portuguese jurisdiction and docked at Porto in early 2003.

Prisoners held on board US assault ships such as the Bataan are believed to have been treated even worse than those held in Guantánamo Bay. A prisoner released from Guantánamo described another prisoner’s account of his detention on an amphibious assault ship to a *Reprivee* researcher:

*“One of my fellow prisoners in Guantánamo was at sea on an American ship with about 50 others before coming to Guantánamo....he was in the cage next to me. He told me that there were about 50 other people on the ship. They were all closed off in the bottom of the ship. The prisoner commented to me that it was like something you see on television. The people detained on the ship were beaten even more severely than in Guantánamo.”*

#### USNS Watson

In addition the USNS WATSON (TAKR-310) visited Setubal from 2 July to 8 August 2003. The USNS Watson was previously stationed in Diego Garcia, the UK overseas territory in the Indian Ocean. The UN Special Rapporteur on torture Manfred Nowak recently confirmed that ships off Diego Garcia had been used by US forces to imprison terrorist suspects in 2002-3. The British government has also now admitted that Diego Garcia has been used for illegal US renditions. Again, it is quite possible that US ‘ghost prisoners’ were transported through Portuguese waters on board USNS Watson.

<sup>67</sup> See, USS BATAAN's port visit to Lisbon, Portugal, in early June 2003  
<http://www.navybuddies.com/ships/lhd5.htm>

## **Recommendations**

- I. Seek clarification from the US and any other relevant governments as to whether the USS Bataan, USNS Watson and other US ships have at any time been used for the purposes of holding or transiting detainees, through Portuguese jurisdiction*
- II. Obtain any legal advice requested by Portuguese authorities regarding US ships transiting Portuguese jurisdiction in the context of the 'war on terror'*
- III. Liaise with the British Foreign Office in these investigations, who are currently looking into possible detentions in similar US ships in British territorial waters off Diego Garcia.*

### III.

## THE LEGAL CONSEQUENCES OF PORTUGAL'S ROLE IN THE US RENDITION AND DETENTION SYSTEM

#### (1) Aviation Law applicable to Portuguese complicity

Portugal enjoys “complete and exclusive” sovereignty over its airspace and territory.<sup>68</sup> The US flights through Portuguese jurisdiction to Guantánamo Bay are *prima facie* “state” flights, as they were categorised as military flights on the flight logs, and were clearly performing a military (rather than a civilian) function, as they were rendering prisoners by military aircraft to the US military base of Guantánamo Bay.

The most commonly accepted legal definition of what constitutes a civil or a state aircraft, expressed by the Venice Commission in its opinion of 2006, looks at the function being performed by the aircraft at any particular time.<sup>69</sup> Under this definition, any flights performing “military” functions would necessarily fall into the category of “state aircraft”<sup>70</sup>, and according to the Venice Commission, they would enjoy “precisely the type of immunity from jurisdiction of other states that the US government sought to achieve for aircraft operating on behalf of the CIA.”<sup>71</sup>

Crucially, one restraint on planes that are classified as “state” aircraft is that they are not permitted to land in foreign territory, or violate foreign jurisdictions, without *the express authorisation* of the state concerned.<sup>72</sup> Thus, before the US could commit criminal acts in Portuguese territory with “state” aircraft, including the rendition of prisoners to face torture and abuse, the US would have to secure express permission from the Portuguese authorities.

However, in the wake of 9/11, the Portuguese authorities agreed to ‘blanket overflight clearances’<sup>73</sup> for all US military flights under the NATO framework.<sup>74</sup>

Reprieve recommendations for further investigation would include the following matters:

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<sup>68</sup>It is a fundamental principle of international aviation law that a State enjoys “complete and exclusive” sovereignty over its airspace and territory. See Article 1 of the *Convention relating to the regulation of Air Navigation* signed at Paris on 13 October 1919, which states that “The high contracting parties recognise that every power has complete and exclusive sovereignty of airspace above its territory...the territory of a State shall be understood as including the national territory and the territorial waters adjacent.”; and Dr. I.H. Ph DIEDERIKS-VERSCHOOR, AN INTRODUCTION TO AIR LAW 12 (7<sup>th</sup> ed. 2001); Paul Stephen Dempsey, *Flights of Fancy and Fights of Fury: Arbitration and Adjudication of Commercial and Political Disputes in International Aviation*, 32 Ga.J. Int'l & Comp. L.231, 237-238 (2004); Eric Donnelly, *The United States-China-EP 3 Incident: Legality and Realpolitik*, 9 J. Conflict and Security, L. 25, 35-36 (2004).

<sup>69</sup> See Venice Commission, CDL-AD-2006, [http://www.venice.coe.int/docs/2006/CDL\(2006\)077-e.asp](http://www.venice.coe.int/docs/2006/CDL(2006)077-e.asp). This approach has also been used by the United States in the explanation of its interception of Egypt Air Flight MS 2843 in international airspace on 10 October 1985.

<sup>70</sup> See Venice Commission.

<sup>71</sup> See Venice Commission.

<sup>72</sup> See Venice Commission.

<sup>73</sup> Council of Europe report on Alleged secret detentions in Council of Europe member states, <http://www.coe.int/T/E/Com/Files/Events/2006-cia/>. “Blanket overflight clearances” were granted by all NATO member states to the US for “military” (i.e. “state”) flights as part of a secret agreement of 4 October 2001 (for a detailed explanation of this, see Council of Europe Second Report).

<sup>74</sup> See NATO agreement 4 October 2001

- I. *Disclosure must be obtained from the Portuguese government, first, concerning the full scope of the “blanket overflight clearances” to assess whether these clearances covered all the rendition flights at issue.*
- II. *If additional clearances were sought and obtained by the US government, these should be disclosed to the inquiry.*
- III. *An assessment must be made of the extent to which the Portuguese authorities knew, or reasonably should have known, of the abuses that were being perpetrated on US prisoners at various phases during the illegal rendition flights that penetrated Portuguese jurisdiction.*
- IV. *An assessment must be made of the extent to which the Portuguese knew, or recklessly failed to investigate, the purposes of the rendition flights using Portuguese jurisdiction both when agreeing to any overflight clearances, and subsequently when the authorities failed to query or revoke the continuing authorizations.*

Indeed, it seems that the best case scenario for the Portuguese authorities is that they effectively turned a blind eye to some of the rendition flights as, and once permission is granted, state aircraft cannot be boarded, searched or inspected by foreign authorities, including host State’s authorities.<sup>75</sup>

Turning a blind eye, or issuing such a “blanket over-flight agreement” for military planes, does not absolve Portugal of its obligations under international and European human rights law, and Portugal has clearly provided repeated and systematic support for a succession of internationally wrongful acts committed by the United States.

## **(2) Portuguese Human Rights Obligations**

Portugal is committed to respecting fundamental rights as defined by numerous international treaties both at the universal and at the European level. Treaties binding Portugal include the 1996 International Covenant on Civil and Political Rights (ICCPR), the 1987 UN Convention Against Torture and Other Cruel, Inhuman and Degrading Treatment or Punishment (UNCAT), The European Convention on Human Rights (ECHR) and the European Convention for the Prevention of Torture and Inhuman or Degrading Treatment or Punishment (EPT).

## **(3) Potential Portuguese Breaches of its legal obligations**

### **a. Breach of the Right to Liberty and Security of the Person**

If the facts as alleged are established by the inquiry, then Portugal has systematically and repeatedly breached its obligations under Article 5 ECHR, which protects the right to liberty and security of person including the right to *habeas corpus*.<sup>76</sup> Clearly, this right is not absolute,<sup>77</sup> however, a person may only be detained on the basis of and according to legal

<sup>75</sup> See Venice Commission Opinion, 17.03.2006, *id*, at § 93.

<sup>76</sup> Stating that detainees shall be entitled to take proceedings by which the lawfulness of his detention shall be decided speedily by a court and his release ordered if the detention is not lawful (ECHR art 5, para 4)

<sup>77</sup> See the authorized deprivations of liberty under paragraph 1 a) to f) of article 5

procedures, and in a manner consistent with recognised European legal standards including the other provisions of the ECHR. Article 5 ECHR must be regarded as requiring the authorities of the territorial State to take effective measures to safeguard against the risk of disappearance, clearly something not done by Portugal in its systematic collusion with the US government's rendition system.

b. Breach of the prohibition of torture, inhuman and degrading treatment or punishment

Portugal provided repeated and crucial facilitation for the transfer to torture and/or cruel, inhuman and degrading treatment or punishment of over 700 individuals during recent years. Portugal is in breach of the prohibition of Article 3 ECHR, Article 7 ICCPR, the European Convention for the Prevention of Torture and Cruel, Inhuman and Degrading Treatment and the UN Convention Against Torture and Cruel, Inhuman and Degrading Treatment or Punishment, as well as the duty to prevent torture as enshrined in the ECHR.<sup>78</sup>

In the UNCAT, torture is defined as:

“any act by which severe pain or suffering, whether physical or mental, is intentionally inflicted on a person for such purposes as obtaining from him or a third person information or a confession, punishing him for an act he or a third person has committed or is suspected of committing, or intimidating or coercing him or a third person, or for any reason based on discrimination of any kind, when such pain or suffering is inflicted at the instigation of or with the consent or acquiescence of a public official or other person acting in an official capacity. It does not include pain or suffering arising only from, inherent in or incidental to lawful sanctions.”<sup>79</sup>

“Inhuman treatment” is treatment causing severe mental or physical suffering that is unjustifiable in the particular situation. Inhuman treatment need not be intended to cause suffering,<sup>80</sup> and in *Ireland v United Kingdom* the European Court of Human Rights held that the five techniques being used by the British -- wall-standing, hooding, subjection to noise, deprivation of sleep, and deprivation of food and drink – were inhuman treatment.<sup>81</sup>

“Degrading treatment” is treatment that reaches a minimum level of gross humiliation or debases a person before others, or drives him to act against his will or conscience, and need not be intended to cause suffering.<sup>82</sup>

American protestations that the Bush Administration has not engaged in torture, let alone CIDT, may be dismissed as pure advocacy. There is probably not one of the hundreds of prisoners rendered through Portuguese territory who was not subjected at least to CIDT.

*The inquiry must determine whether US use of abusive interrogation and incarceration techniques was so widespread that it can safely be assumed that every single prisoner rendered through Portuguese territory was rendered in violation of the proscription against CIDT, or whether the issue must be addressed on an individualised basis.*

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<sup>78</sup> European Court of Human Rights, *Z v United Kingdom* Judgement of 10 May 2001; *A v the United Kingdom* judgement of 23 September 1998, at 22

<sup>79</sup> Article 1, Convention Against Torture and Other Cruel, Inhuman and Degrading Treatment or Punishment

<sup>80</sup> European Court of Human Rights, *Ireland v UK* judgement of 18 January 1978, at 167

<sup>81</sup> European Court of Human Rights, *Ireland v UK* judgement of 18 January 1978, at 167

<sup>82</sup> European Court of Human Rights, *Tyrer v United Kingdom* judgement of 25 April 1978, at 29

c. Breach of the Principle of non-refoulement

Large numbers of the prisoners in Guantánamo Bay are refugees, who cannot be returned to their countries of origin. Some were recognised as refugees by the UNHCR prior to their being seized by the US.

The Refugee Convention clearly identifies the principle of *non-refoulement* whereby a signatory state cannot be party to sending someone to a state where he or she will likely face persecution. While “refoulement” literally means “push back”, this is not limited to transfers where the individual is sent back to a country where he previously resided or was held. Clearly, in these instances, the individuals were for the most part being sent to Guantánamo Bay, where they had never been before. However, they were clearly being sent to face persecution and abuse.

Portugal’s complicity in these actions violated its obligations under the Refugee Convention and the 1967 Protocol. See *Convention relating to the Status of Refugees, Adopted on 28 July 1951 by the United Nations Conference of Plenipotentiaries on the Status of Refugees and Stateless Persons convened under General Assembly resolution 429 (V) of 14 December 1950, entry into force 22 April 1954, in accordance with article 43; Protocol Relating to the Status of Refugees, entry into force on October 4, 1967.*

d. Failure to seek assurances that prisoners would not face the death penalty

The European Convention on Human Rights (ECHR), which is of a legally binding nature, enshrines the right to life, and the European Court of Human Rights has interpreted both Article 2 and Article 3 of the ECHR as placing limitations on the use of the death penalty, including the requirement that signatories seek assurances from a second country that may utilize the death penalty against an individual, prior to that individual being forced go to the second country. See *Soering v. the United Kingdom* 11 Eur. Ct. H.R. (ser. A) (1989) (the extradition of a young German national to the United States to face charges of capital murder violated Article 3 of the European Convention on Human Rights guaranteeing the right against inhuman and degrading treatment).

When the legal regime in Guantánamo was first established every single offence – from “aiding the enemy” to mass genocide – was eligible for the death penalty. There remains no meaningful limitation on who can be charged with a capital offence. Indeed, in the past week, the US has announced its intention to charge a seventh Guantánamo prisoner with offences that, if proven, would carry a potential death sentence.<sup>83</sup>

Thus, Portugal’s complicity in permitting the rendition of prisoners to Guantánamo Bay additionally violated its obligations under the ECHR.

e. Commission of secondary wrongful acts under international law

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<sup>83</sup> See “Charges Sworn against Detainee Ghailani” (March 31, 2008), <http://www.defenselink.mil/releases/release.aspx?releaseid=11795>

For Portugal knowingly to provide transit facilities for the US to act in breach of its own and Portugal's numerous obligations under international law can amount to providing assistance to the US in the commission of an internationally wrongful act if Portugal is sufficiently aware of the wrongful character of the act concerned.

We have already discussed the need to review the *mens rea* of the Portuguese officials, but it seems likely that anyone who read a newspaper would have known by early 2002 that violations of international law were taking place in Afghanistan and Guantánamo Bay.

Under general international law,<sup>84</sup> “a State which aids or assists another State in the commission of an internationally wrongful act by the latter is intentionally responsible for doing so if: (a) that state does so with the knowledge of the circumstances of the internationally wrongful act; and (b) the act would be internationally wrongful if committed by that State.”

Extraordinary renditions, disappearances and transfers to other detention facilities including Guantánamo Bay conducted by the United States are internationally wrongful acts by the US<sup>85</sup> because they violate international human rights law obligations obliging all state parties (including the United States and Portugal) to prohibit torture and CIDT, that prohibit refoulement, and the duties to prevent, criminalize, investigate and punish acts of torture, conspiracy in torture, and aiding and abetting acts of torture.

The wrongfulness of the acts of Portugal as an assisting state arises when there is a causal link between Portugal's aid and assistance and the commission of the internationally wrongful act/s in question. The causal link must be “specific”<sup>86</sup>, and there must be a “close connection.”<sup>87</sup>

The aid provided by Portugal – alleged here, the routine use of Portuguese airspace over the mainland and the Azores, and the use of Lajes airbase in the Azores for refuelling and other stop-over purposes -- is clearly wrongful in these circumstances because it is quite clear that those planes only got to Guantánamo by using Portuguese airspace and territory, and because the rights granted to the US by Portugal amount to assistance in an unlawful military operation.<sup>88</sup>

To be found responsible for its aid and assistance, Portugal must be shown to have been “aware of the unlawful circumstances of the internationally wrongful acts in question.” Certainly by early 2002 when ample public knowledge existed as to the illegal conditions for prisoners being held at Guantánamo Bay. At best, the “blanket over-flight agreement” amounts to an attempt not to know, which is no defense to a charge under the Convention Against Torture.

The actions of an Ostrich with its head in the sand are not sufficient to discharge Portugal from its international legal responsibilities. In the words of Terry Davis, Secretary General of the

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<sup>84</sup> See Article 16 ILC Articles on State Responsibility.

<sup>85</sup> ILC Articles (Adopted by the International Law Commission on 9 August 2001 and commended to governments by a resolution of the general assembly on 12 December 2001. See *Draft Articles on Internationally Wrongful Acts with Commentaries* (2001); Draft Articles, Article 16

<sup>86</sup> ILC draft articles, at 154

<sup>87</sup> *Id.*

<sup>88</sup> Commentary on Article 27 (prior article 16) *Draft Articles adopted on First Reading by the Commission (1996) text of the Articles Provisionally Adopted by the Commission on First Reading*, yearbook of the Int, Law Commission 1978, Vol II, Part 2, at 103.

Council of Europe, “Not knowing is not good enough regardless of whether ignorance is intentional or accidental.”<sup>89</sup>

Under the test for secondary state responsibility, the issue of state responsibility for complicity in the wrongful acts of extraordinary renditions and disappearances “requires a fact-intensive inquiry into exactly what it is that a State is aware of with respect to the use of its territory for human rights violations, and Portugal must now be prevailed upon to give an explanation for the wrongful acts in question, to which an answer that it did not know is not sufficient.”<sup>90</sup> This inquiry will take place in the context of the UN Committee Against Torture opinion in *Agiza v. Sweden*: It must be s “...progressively wider discovery of information as to the scope and measures undertaken by numerous states to expose individuals suspected of involvement in terrorism to risks of torture abroad...”<sup>91</sup>

It is incumbent upon any full and open inquiry to ensure that Portugal does give a full explanation of its systematic and ongoing support for U.S renditions to Guantánamo.

#### **(4) Duty to investigate torture**

The inquiry set up in Portugal is not merely admirable – it is legally required. ECHR member states have a duty to investigate torture. Member states must ensure an efficient, effective and impartial investigation.<sup>92</sup> As soon as authorities receive substantiated information giving rise to the suspicion that torture or inhuman and degrading treatment has been committed, a duty to investigate whether and notwithstanding which circumstances torture has actually been committed.

This duty arises not only with regard to the allegations made in this report, but also with regard to any other information the Portuguese may hold in regard to acts of torture committed by another state, or any information relevant to the inquiries ongoing in another state, or any exculpatory evidence relevant to the military commissions at Guantánamo Bay.

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<sup>24</sup> Statement by Terry Davis, Secretary General of the Council of Europe (Dec. 5, 2005).

<sup>90</sup> *Corfu Channel (UK v Alb.)*, 1949 I.C.J. 4, 18 (Apr. 9) (Judgement – Merits).

<sup>91</sup> *Agiza v Sweden*, Committee Against Torture, Communication No. 233/2003, U.N. Doc CAT/C/34/D/2003 (finding Sweden in violation of its *non-refoulement* obligations under Art 3 of CAT).

<sup>92</sup> *Caloc v France*, ECHR judgement of 20 July 2000.



## V. ADDENDUM BACKGROUND TO THE US RENDITION PROGRAMME

US renditions and secret detentions function inside a secretive, bureaucratic and legalistic system that seeks at every turn to deny prisoners and the general public access to adequate information about what is happening, accountability or the possibility of redress. It is within this very challenging context that the Reprieve investigation and the Portuguese inquiry into renditions must both operate. The clients of Reprieve, and the other victims noted here, represent only a sample of those who have suffered in one of the gravest human rights issues of our time. Most of the victims will always remain nameless, and the vast majority of those who are known, will never receive any recompense for their suffering.

“Rendition” and “secret detention” might just as well be called “kidnapping,” and they amount to a crime against humanity, “enforced disappearance.” These activities usually involve other serious abuses of rights, including torture, inhuman and degrading treatment, prolonged incommunicado detention and the absence of due process.<sup>93</sup>

President George W. Bush admitted on September 6, 2006, that the CIA operated a secret network of “black sites” in which terrorist suspects were held and subjected to what he described as “alternative procedures.”<sup>94</sup> According to one official report from the United States Congress, up to 14,000 people may have been victims of rendition and secret detention since 2001,<sup>95</sup> although media reports place the number nearer to double this.<sup>96</sup> The US admits to having taken more than 80,000 prisoners in the “War on Terror.”<sup>97</sup>

Also on September 6, 2006, President Bush announced that “[t]he secret prisons are now empty.” This is demonstrably not the case: in the past 6 months alone, Reprieve and other human rights organisations have uncovered over 200 new cases of rendition and secret detention, and it is believed that over 26,000 prisoners still languish in US extra-territorial detention world-wide.

The term “rendition” has been adopted to describe a practise of a variety of kinds of illegal or extra-legal transfers of individual “terrorist suspects” conducted by the United States, in the context of its global system of extra-territorial detention. An individual is typically “rendered” to a detention facility run by the US or one of its many proxy gaolers. Key factors of the global US detention system include the following:

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<sup>93</sup> According to the UN Human Rights Committee: “The practice of enforced disappearance of persons infringes upon an entire range of human rights embodied in the Universal Declaration of Human Rights and set out in both International Covenants on Human Rights as well as in other major international human rights instruments.”

<sup>94</sup> See Bush and CIA secret prisons, BBC 6 September 2006

<http://news.bbc.co.uk/1/hi/world/americas/5321986.stm> Reference

<sup>95</sup> Congressional Quarterly Researcher, September 2006

<sup>96</sup> US Detention of Iraqis Grows Without End, By Christopher Kuttruff,

[http://www.truthout.org/docs\\_2006/022008S.shtml](http://www.truthout.org/docs_2006/022008S.shtml)

<sup>97</sup> See: More than 80,000 held by US since 9/11 attacks, the Guardian, November 18, 2005

<http://www.guardian.co.uk/world/2005/nov/18/september11.usa>

(1) it is massive in scale - the varieties of forms of transfer typically used may only be understood in the context of their function in a vast system of US executive and proxy detention of thousands of individuals in locations around the world;

(2) it is highly systematized;

(3) it routinely involves illegal and grave abuses of human rights, including torture and cruel inhuman and degrading treatment, prolonged incommunicado detention, and denial of access to justice;

(4) it is founded on a form of “legal apartheid”, whereby only non-US citizens, and only Muslims, are ever held in the system, and only ever outside the mainland of the US (in an effort to avoid the impact of domestic US law);

(5) both the characteristics of the system, and criminal acts committed within it, are systematically covered up at every level, denying victims any prospect of truth, accountability or redress for their suffering.

### (1) Scale

The evolving global span of the system - across a varied legal and political landscape- is reflected in the diverse forms of transfers and detention facilities to which people are transferred. “Rendition operations” are result-oriented: the goal is to take an individual as far “beyond the rule of law” as is considered necessary. Renditions therefore vary according to the facts of the “case”, including such factors as the nationality of the victim, the “theatre of operation”, and other political factors.

With this caveat in mind, well-documented forms of informal transfers used by the US since 2001 include:

\* “Extraordinary rendition” of prisoners, without the benefit of legal proceedings, to a the authorities of a different country where he or she is at risk of torture, for the purposes of interrogation. Many examples of this have been seen where the US has transferred a prisoner to a “client state” such as Egypt, Jordan, Morocco or even Syria, where torturous interrogation has taken place by proxies of the US.

\* “Extraordinary rendition” of prisoners, without the benefit of leal proceedings, to a different country for abusive interrogation, remaining in US custody. Most prisoners seized in Pakistan have been rendered by the US for continued, illegal US detention in Afghanistan and later in Cuba. It is important to remember that every prisoner taken to Guantánamo Bay was “rendered” there illegally, even though they remained in US custody.

\* A related, but distinguishable, transfer is the removal of “battlefield detainees” captured in Afghanistan and Iraq to detention elsewhere.<sup>98</sup> Such detainees, if treated as prisoners of war,

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<sup>98</sup> See David Weissbrodt & Amy Bergquist, *Extraordinary Rendition and the Humanitarian Law of War and Occupation*, forthcoming in 47 VA.J. INT’L L. \_\_\_\_ (2008). See also Leila Nadya Sadat, *Ghost Prisoners And Black Sites: Extraordinary Rendition and International Law*, forthcoming in Case Western Reserve J. Int’l. (2008), available at SSRN:<https://ssrn.com/abstract=886377>. See forthcoming Amnesty International report about man transferred from Iraq to Romania. Reference needed.

could have been transferred legally within the framework of the Geneva Conventions. However, this framework has been largely ignored by the US in the “War on Terror”.

\* Transfers of secret or “ghost” detainees from one unacknowledged US-run detention facility to the next, such as the transfer of Jamil el Banna and Bisher al Rawi from their holding cells in the Gambia to the Dark Prison in Kabul.<sup>99</sup>

\* Transfers of secret or “ghost” detainees into acknowledged or semi-acknowledged detention facilities run by the US Military, such as the removal of the “High Value Detainees” from secret CIA detention to Guantánamo Bay around September 6, 2008.

\* The “repatriation” of prisoners held in Guantánamo Bay has frequently involved “rendition” or “refoulement” against the prisoners’ wishes and without due process of law.<sup>100</sup>

\* The process, sometimes referred to as “Reverse rendition”, whereby an individual is transferred into the custody of the US by another state.<sup>101</sup> This is actually simple rendition, as there is no distinction between crimes committed by First World or Third World countries, to the extent that the US is going to violate the legal rights of the individual.

\* There have been many transfers conducted within the appearance of a use of legal procedures such as removal, deportation, and extradition but giving the individual no meaningful chance to challenge their transfer on the grounds of fear of torture or denial of fundamental rights.<sup>102</sup>

\* There are also flights that are involved in the torture or CDIT process where no prisoner is on board. Several examples of these have been seen in the context of the US “War on Terror”, and these include flights that have probably used Portuguese airspace.

- One example would be the flights where the US has brought its own personnel to US proxy-prisons where individuals were being subjected to torture. A recently publicized example of this was the US rendition flight that may have used the UK territory of Diego Garcia. That flight went on to Morocco, at a time when British resident Binyam Mohamed was being tortured there, and very probably carried US agents who were taking part in the torture process. The inquiry must determine whether Portuguese jurisdiction was involved in this process.

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<sup>99</sup> For example, the transfer of Jamil El-Banna and Bisher Al-Rawi from Banjul, Gambia, to the Dark Prison, Afghanistan (reference first C of E report). See Council of Europe Committee of Legal Affairs and Human Rights, *Alleged Secret Detentions and Unlawful Inter-state Transfers Involving Council of Europe Member States*, 11 June 2007 (A/SJur (2006) 16 Part II, available at:

<http://assembly.coe.int/Main.asp?link=http://assembly.coe.int/Documents/WorkingDocs/Doc07/edoc11302.htm>

<sup>100</sup> See Robert Chesney, *Leaving Guantánamo: The Law of International Detainee Transfers*, 40 U. Rich. L. Rev. 657 (2006). Prisoners have been sent from Guantánamo Bay to countries where they have been tortured, and numerous more face this risk in the future. See, e.g., *Ill Fated Homecomings*, Human Rights Watch (<http://hrw.org/reports/2007/tunisia0907/>).

<sup>101</sup> See *Ill Fated Homecomings*. For example, the vast numbers of individuals arrested by the Pakistanis and handed to US custody, in return for a bounty

<sup>102</sup> Clearly, not all cases where a transfer is conducted within the framework of a recognised procedure such as the above, and where some element of procedure is disregarded, would constitute a rendition. However, there are well-explored cases indicating that some such cases ought clearly to be regarded as comprising part of the rendition system. See for example, the case of Canadian Maher Arar, where a “removal” from JFK Airport in New York, resulted in his being sent to Syria for a year of incommunicado detention and torture; and the case of Mohamed v South Africa, where the informal transfer by FBI agents of Mr Mohamed from South Africa to the United States was described by the South African constitutional Court as an “irregular extradition”.

- A second example would be the flights where US rendition planes have carried agents of a foreign country to interrogate prisoners in US custody. One example of this would be the CIA flight that brought Libyan interrogators from Tripoli to Guantánamo on September 8, 2004, which likely used Portuguese airspace. These Libyan officials reportedly threatened to torture or kill Libyans being held by the US in Guantánamo. The inquiry must determine whether any Portuguese jurisdiction was involved in this process.
- A third example would be the flights carrying European officials who are themselves going to interrogate prisoners in one of the secret prisons, wherever that prison may be. There has been a pattern of interrogation of prisoners of all nationalities, involving many European intelligence agents. The inquiry must determine whether any Portuguese agents were involved in this process.

US Government officials have explicitly admitted using various locations for the purpose of rendition and detention in the context of the “War on Terror”, including Guantánamo Bay; Bagram Airforce Base, Afghanistan; Kandahar Military Base, Afghanistan; Abu Ghraib, Iraq; and Diego Garcia, a British territory in the Indian Ocean. Locations alleged by numerous credible organisations, media outlets, and former prisoners to have been used for the purpose of rendition or detention in the context of the “War on Terror” include: twenty other locations in Afghanistan, several prisons across Iraq, various locations in Pakistan, and Poland, Romania, Djibouti, Kenya, Ethiopia, Gambia, Morocco, Egypt, Libya, Syria, Jordan, Thailand, Mauritania, Kosovo, Bosnia, and even Portugal.

Given the high level of secrecy surrounding the US detention system, it is not possible to state definitively either how many individuals are currently held in the global US detention system, or how many people have been *through* the system since 2001. However, numbers variously conceded by the US government itself include over 26,000 in total, including at least 100 held in CIA “black-sites,” 760 in Guantánamo Bay, and more than 650 in Bagram Airforce Base at a given time.

## (2) Systematization

The US rendition and secret detention system is highly systematized: Victims of rendition routinely describe an experience whereby a group of agents “prepare” a prisoner for rendition on a CIA plane according to a well-rehearsed procedure. The general characteristics of this procedure can be established from the debriefings of numerous prisoners, who collectively testify to the existence of an established *modus operandi* of rendition. The operation normally takes place in a private space in or near an airport. The individual is blindfolded by four to six agents dressed all in black, wearing masks and Timberland-type boots. The agents generally do not speak, but rather communicate only with hand signals. They shackle the prisoner’s hands and feet, and cut the prisoner’s clothes from his body using knives or scissors. The prisoner is subjected to a full “cavity” search, and is often photographed. Sometimes the prisoner is forcibly tranquilised with a suppository or an injection. The prisoner is then generally dressed with a diaper and a loose-fitting jump-suit, ear-mufflers are placed on his head, opaque goggles over the eyes, and a hood placed over everything else. The prisoner is then forced aboard a nearby plane. Inside, the prisoner may be placed on a stretcher, shackled, strapped to a mattress or a seat, or laid on the floor of the plane. Such a procedure was

characterised by the Swedish Ombudsman, in his report on the rendition of Mohamed Al-Zery and Ahmed Agiza from Sweden to Egypt, as a degrading way to treat prisoners.<sup>103</sup>

US military flight logs, testimony from prisoners and former interrogators, media reports, and official US government documents released under a Freedom of Information Act request documenting the transfer of six Algerian citizens from Bosnia to Guantánamo Bay in 2002 clearly show the high level of systematization and orchestration involved in the rendition of prisoners to Guantánamo Bay between 2002 and 2004. During 2002 and 2003, flights transporting prisoners from Afghanistan to Guantánamo Bay were so frequent as to constitute a clear and recognizable pattern. Numerous government agencies from a range of states were party to the communications regarding each individual transfer. There was also a clear (and discriminatory) procedure in place to decide which prisoners would be sent to Guantánamo Bay. Interrogators working in Afghanistan at the time report the highly centralised and bureaucratised nature of the rules governing prisoner transports: for example that all Arabs were transferred to Guantánamo Bay throughout 2002, with no way of removing a prisoners' name from the list slated for transfer.<sup>104</sup>

Victims' descriptions of their experiences inside the prisons occur within a recognisable spectrum. Interrogations very often involve torture or cruel, inhuman and degrading treatment (CIDT). Some of the techniques admitted by the US and described as "enhanced interrogation techniques", as well as conditions of detention themselves, constitute CIDT within the meaning of the ECHR. For example, prisoners in Guantánamo Bay are systematically subject to physical abuse by a team of guards called the "extreme reaction force" for minor "misdemeanours".

Interrogations and other aspects of prisoners' treatment are often highly medicalised. For example, in the early days the so-called BISCUIT teams (of mental health specialists) worked hand-in-glove with the interrogators at Guantánamo Bay. Indeed, even in the case of Guantánamo – a relatively open example of the US secret prison programme (and the use of the term is, indeed, highly relative) – no medical or mental health treatment is privileged, and it is always available to be shared with intelligence teams. This has been made clear as recently as March 2008 in the case of Binyam Mohamed in Guantánamo Bay.

Multiple accounts from prisoners held within CIA "black-sites" speak of an experience so regimented controlled that to this day they remain unaware of where they were held or who they were held with.

### **(3) Routine Abuse of Human Rights**

The US extra-territorial detention system involves the routine, systematic and grave abuse of a number of human rights and fundamental freedoms of prisoners. Prisoner testimony, US government documents released under Freedom of Information Act requests, numerous reports by NGOs, media reports, reports by inter-governmental organisations including the UN and the ICRC, reports and judgements from national inquiries and courts around the world collectively testify to the fact that prisoners held by the US in the network of extra-territorial prisons routinely undergo torture and CIDT, prolonged incommunicado detention, and are denied access to justice.

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<sup>103</sup> Parliamentary Ombudsman, 'A review of the enforcement by the Security Police of a Government decision to expel two Egyptian citizens', reference No 2169-2004 (22 May 2005)

<sup>104</sup> The Interrogators: Inside the Secret War Against al Qaeda, Chris Mackey, 2004

#### **(4) Routine and Systematic Cover-Up**

The characteristics of the US rendition system, and criminal acts committed within the system, are routinely covered up at every level, denying victims any prospect of truth, accountability or redress for their suffering.

The Bush Administration has been very active in its efforts to cover up its improper actions, long explicitly denied the existence of a renditions policy that was known to exist, and continues to fight at every turn to prevent the public disclosure of the embarrassing details.

The US administration has constructed “anti-terror” techniques intentionally aimed at skirting the rule of law, the US government hides behind the state secrets doctrine in order to escape judicial accountability for its actions, and no victim of extraordinary rendition has yet succeeded in having their case heard by an American court.

Many European countries, some perhaps initially trusting that the US would not indulge in criminal actions, have been gradually sucked into the web of deceit. A blanket NATO agreement might rapidly devolve into a license for illegality. Rather than undergo the embarrassment of public revelations, the European governments might then choose to hide behind secrecy as well.

This must come to an end. US renditions and secret prisons encourage disrespect for human rights, contaminating and corroding the criminal justice system as a whole, both in the United States, and around the world.

**Appendix 1: CIA associated aircraft stopping at Portuguese airports 2001-2005**

<b>STOPOVERS BY CIA ASSOCIATED AIRCRAFT</b>	<b>Lajes</b>	<b>Santa Maria</b>	<b>Porto</b>	<b>Faro</b>	<b>Cascais</b>	<b>Lisbon</b>	<b>Ponta Delgada</b>	<b>TOTAL BY PLANE</b>
N168D	1	1					2	4
N2189M	1	1	2					4
N187D		1						1
N221SG	1	2						3
N368CE		3						3
N829MG		5						6
N259SK						1		
N219D	2							2
N8183J	1							1
N1HC			2					2
N313P			1					1
N4476S		2	5					8
N379P			13			2		17
N8068V			3					3
N44982			2					2
N4557C			1					1
N58AS			1					1
N8213G			2				35	37
N88ZL			2					2
N227SV					2	2		4
N85VM		5						5
N50BH				2		1		3
N312ME						1	1	2
N248AB		1						1
N982RK		1						1
ELD5110		1						1
N505LL							3	3
<b>TOTAL BY AIRPORT</b>	<b>6</b>	<b>23</b>	<b>34</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>41</b>	
							<b>TOTAL STOP OVERS</b>	<b>115</b>

**Appendix 2: Rendition circuit of Muhammad Bashmilah via Porto. Note also that prior to rendering Bashmillah from Amman to Kabul, N379P flew to Romania, site of CIA black site at that time.**

N379P	KIAD	WASHINGTON	LKPR	PRAHA RUZYNE	24/10/2003	24, 18:03	01:46
N379P	LKPR	PRAHA RUZYNE	LRCK	CONSTANTA	25/10/2003	25, 20:48	22:16
N379P	LRBS	BANEASA- BUCURESTI	OJAM	AMMAN/MARKA CIV	25/10/2003	25, 23:12	01:10
N379P	OJAM	AMMAN/MARKA CIV	OAKB	KABUL/KHWADJA RAWASH	26/10/2003	26, 04:15	08:25
N379P	OAKB	KABUL/KHWADJA RAWASH	ORBI	BAGHDAD INTERNATIONAL AIRPORT	29/10/2003	29, 08:45	12:55
N379P	ORBI	BAGHDAD INTERNATIONAL AIRPORT	LPPR	PORTO	29/10/2003	29, 13:33	20:04
N379P	LPPR	PORTO	KIAD	WASHINGTON	30/10/2003	30, 13:00	19:53

**Appendix 3: Rendition circuit involving Diego Garcia and Porto**

N379P	11/9/2002	JNX	JOHNSTON COUNTY AIRP.	IAD	WASHINGTON DULLES		
N379P	11/9/2002	IAD	WASHINGTON DULLES	LGAV	VENIZELOS		
N379P	12/09/2002	KIAD	WASHINGTON	LGAV	ATHINAI	12, 00:16	09:05
N379P	13/09/2002	LGAV	ATHINAI /ELEFThERIOS VENIZELOS	FJDG	DIEGO GARCIA	13, 08:12	17:14
N379P	14/09/2002	GMME	RABAT/SALE	LPPR	PORTO	14, 21:40	22:57
N379P	15/09/2002	HECA	CAIRO	GMME	RABAT/SALE	15, 15:17	20:10
N379P	17/09/2002	LPPR	PORTO	OAKB	KABUL	17, 04:47	12:02
N379P	17/09/2002	OAKB	KABUL	OJAI	AMMAN	17, 13:45	18:37
N379P	17/09/2002	OJAI	AMMAN/QUEEN ALIA	GMME	RABAT/SALE	17, 18:23	01:22
N379P	18/9/2002	GMME	RABAT/SALE	EINN	SHANNON		
N379P	19/09/2002	EINN	SHANNON	KIAD	WASHINGTON	19, 10:01	15:57

**Appendix 4: Rendition circuit of Maher Arar**

N829MG	KJFK	NEW YORK	LIRA	ROMA CIAMPINO	07/10/2002	07, 13:15	20:46	GLF3
N829MG	KBGR	BANGOR INTL	LIRA	ROMA CIAMPINO	08/10/2002	08, 13:45	20:22	GLF3
N829MG	LIRA	ROMA CIAMPINO	OJAM	AMMAN/MARKA CIV	08/10/2002	08, 20:59	23:54	GLF3
N829MG	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	LPAZ	SANTA MARIA	09/10/2002	09, 17:36	23:09	GLF3
N829MG	LPAZ	SANTA MARIA	KIAD	WASHINGTON	09/10/2002	10, 00:01	06:30	GLF3
N829MG	CYJT	STEPHENVILLE	EGKB	BIGGIN HILL	27/10/2002	27, 14:45	19:17	GLF3
N829MG	EGKB	BIGGIN HILL	LEBL	BARCELONA	30/10/2002	30, 16:40	18:17	GLF3



**Appendix 5: Rendition circuit of Abou Elkassim Britel through Porto**

N379P	JNX	JOHNSTON COUNTY AIRP.	IAD	WASHINGTON DULLES	22/5/2002		
N379P	IAD	WASHINGTON DULLES	EDDF	RHEIN-MAIN INTL.	23/5/2002		
N379P	OPRN	ISLAMABAD	GMME	RABAT/SALE	24/05/2002	24, 21:05	5/12/02 8:09 AM
N379P	GMME	RABAT/SALE	LPPR	PORTO	25/05/2002	25, 07:58	07:52
N379P	LPPR	PORTO	KIAD	WASHINGTON	26/05/2002	26, 08:00	04:47

**Appendix: 6 List of suspect CIA aircraft tail numbers**

N1016M	N313P	N58AS	N965BW
N1018H	N368CE	N6161Q	N966BW
N120JM	N4009L	N719GB	N967BW
N157A	N40414	N8062Z	N968BW
N168D	N4042J	N8068V	N8213G
N173S	N4456A	N8183J	N168BF
N187D	N4476S	N837DR	N1HC
N196D	N4489A	N845S	N44892
N212CP	N44982	N85VM	N88ZL
N2189M	N4557C	N379P	N475LC
N219D	N486AE	N8068V	N476LC
N219MG	N505LL	N824MG	N478GS
N221SG	N50BH	N829MG	N1016M
N227SV	N5139A	N259SK	N5155A
N299AL	N5155A	N964BW	N588AE
N312ME			

**Appendix 7: Horn of Africa Renditions**

N4476S	KMEM	MEMPHIS/TENNESSEE	LPAZ	SANTA MARIA,ACORES	14/04/2005	14, 15:15	21:42	B737	JEPPESEN DATAPLAN 2
N4476S	LPAZ	SANTA MARIA,ACORES	HAAB	ADDIS ABABA BOLE INTL	14/04/2005	14, 23:05	07:27	B737	JEPPESEN DATAPLAN 2
N4476S	HSSS	KHARTOUM	LPPR	PORTO	17/04/2005	17, 05:35	12:55	B737	JEPPESEN DATAPLAN 2
N4476S	LPPR	PORTO	KBWI	BALTIMORE WASHINGTON	17/04/2005	17, 14:52	22:08	B737	JEPPESEN DATAPLAN 2

### Appendix 8: Possible rendition circuit involving Captain James Fairing (alias)

N313P	KIND	INDIANAPOLIS	DAAG	ALGER/HOUARI BOUMEDIENNE	23/08/2003	23, 13:49	22:46	B737	STEVENS EXPRESS
N313P	DAAG	ALGER/HOUARI BOUMEDIENNE H 3500M	LPPR	PORTO	24/08/2003	24, 00:37	02:04	B737	STEVENS EXPRESS
N313P	LPPR	PORTO	UBBB	BAKU/BINA	25/08/2003	25, 08:14	13:52	B737	STEVENS EXPRESS
N313P	UGGG	TBILISI/NOVOALEXEYVKA	EDDF	FRANKFURT MAIN	26/08/2003	26, 06:28	10:27	B737	STEVENS EXPRESS
N313P	EDDF	FRANKFURT MAIN	KIAD	WASHINGTON	26/08/2003	26, 12:29	20:25	B737	STEVENS EXPRESS

### Appendix 9: Circuits involving Portuguese airports and CIA associated aircraft a) Santa Maria and Ponta Delgada

N168D	CYYT	ST. JOHN'S	LPAZ	SANTA MARIA,ACORES	17/12/2004	17, 12:47	18:49	CN35	STEVENS EXPRESS
N168D	LPAZ	SANTA MARIA,ACORES	GCTS	TENERIFE SUR / REINA SOFIA	18/12/2004	18, 09:10	12:45	CN35	STEVENS EXPRESS
N168D	GCTS	TENERIFE SUR / REINA SOFIA	GUCY	GUCY	19/12/2004	19, 07:15	13:00	CN35	STEVENS EXPRESS

N168D	CYYT	ST. JOHN'S	LPPD	PONTA DELGADA,ACORES	11/01/2005	11, 12:23	18:23	CN35	JEPPESEN DATAPLAN 2
N168D	LPPD	PONTA DELGADA,ACORES	LIEE	CAGLIARI / ELMAS	12/01/2005	12, 07:59	17:32	CN35	JEPPESEN DATAPLAN 2
N168D	LIEE	CAGLIARI / ELMAS	OJAM	AMMAN / MARKA	13/01/2005	13, 08:19	14:53	CN35	JEPPESEN DATAPLAN 2
N168D	ORBI	BAGHDAD INTERNATIONAL	LCLK	LARNACA	14/01/2005	14, 11:15	14:12	CN35	JEPPESEN DATAPLAN 2
N168D	LCLK	LARNACA	LEPA	PALMA DE MALLORCA	15/01/2005	15, 06:45	13:43	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LPPD	PONTA DELGADA,ACORES	16/01/2005	16, 08:05	14:11	CN35	JEPPESEN DATAPLAN 2
N168D	LPPD	PONTA DELGADA,ACORES	CYYT	ST. JOHN'S	19/01/2005	19, 13:35	19:35	CN35	JEPPESEN DATAPLAN 2

N168D	BIKF	KEFLAVIK 63 59N 22 36W H3000	LKPR	PRAHA / RUZYNE	07/04/2005	07, 09:23	15:16	CN35	JEPPESEN DATAPLAN 2
N168D	LKPR	PRAHA / RUZYNE	UGGG	TBILISI/NOVOALEXEYVKA	08/04/2005	08, 07:00	12:50	CN35	JEPPESEN DATAPLAN 2

N168D	UBBB	BAKU/BINA	LGIR	IRAKLION NIKOS KAZANZAKIS	22/07/2005	22, 05:18	11:43	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LEZL	SEVILLA	23/07/2005	23, 14:05	16:19	CN35	JEPPESEN DATAPLAN 2
N168D	LGIR	IRAKLION NIKOS KAZANZAKIS	LEPA	PALMA DE MALLORCA	23/07/2005	23, 06:56	13:00	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LEZL	SEVILLA	23/07/2005	23, 14:05	16:19	CN35	JEPPESEN DATAPLAN 2
N168D	LGIR	IRAKLION NIKOS KAZANZAKIS	LEPA	PALMA DE MALLORCA	23/07/2005	23, 06:56	13:00	CN35	JEPPESEN DATAPLAN 2
N168D	OAKB	KABUL	ORBI	BAGHDAD INTERNATIONAL	29/07/2005	29, 03:45	12:42	CN35	

N168D	LEZL	SEVILLA	LGKR	KERKIRA IOANNIS KAPODISTRIAS	10/08/2005	10, 08:11	13:10	CN35	JEPPESEN DATAPLAN 2
N168D	LGKR	KERKIRA IOANNIS KAPODISTRIAS	OJAM	AMMAN / MARKA	11/08/2005	11, 06:53	11:33	CN35	JEPPESEN DATAPLAN 2
N168D	LMML	MALTA/LUQA	LEPA	PALMA DE MALLORCA	12/08/2005	12, 12:54	16:16	CN35	JEPPESEN DATAPLAN 2
N168D	OJAM	AMMAN / MARKA	LMML	MALTA/LUQA	12/08/2005	12, 06:10	12:22	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LPLA	LAJES,ACORES	13/08/2005	13, 08:34	15:10	CN35	JEPPESEN DATAPLAN 2
N168D	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	14/08/2005	14, 09:57	15:41	CN35	JEPPESEN DATAPLAN 2

N168D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	LHBP	BUDAPEST 3700 M	03/10/2005	03, 09:49	17:04	CN35	JEPPESEN DATAPLAN 2
N168D	LHBP	BUDAPEST 3700 M	OJAM	AMMAN / MARKA	04/10/2005	04, 08:29	14:12	CN35	JEPPESEN DATAPLAN 2
N168D	ORBI	BAGHDAD INTERNATIONAL	UBBB	BAKU/BINA	05/10/2005	05, 11:35	15:15	CN35	
N168D	OJAM	AMMAN / MARKA	UBBB	BAKU/BINA	06/10/2005	06, 03:10	07:28	CN35	JEPPESEN DATAPLAN 2
N187D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	EDDF	FRANKFURT MAIN	26/08/2004	26, 10:59	16:34	CN35	JEPPESEN DATAPLAN 2
N187D	EDDF	FRANKFURT MAIN	LROP	BUCURESTI/OTOPENI RWY 3500M	27/08/2004	27, 08:21	12:03	CN35	JEPPESEN DATAPLAN 2
N187D	LROP	BUCURESTI/OTOPENI RWY 3500M	OJAM	AMMAN / MARKA	27/08/2004	27, 13:51	19:07	CN35	JEPPESEN DATAPLAN 2
N187D	ORBI	BAGHDAD INTERNATIONAL	UBBB	BAKU/BINA	29/08/2004	29, 01:45	06:18	CN35	JEPPESEN DATAPLAN 2

N187D	UBBB	BAKU/BINA	LTBA	ISTANBUL / ATATURK	05/11/2004	05, 10:12	15:17	CN35	JEPPESEN DATAPLAN 2
N187D	LTBA	ISTANBUL / ATATURK	EDDF	FRANKFURT MAIN	06/11/2004	06, 07:39	13:17	CN35	JEPPESEN DATAPLAN 2
N187D	EDDF	FRANKFURT MAIN	LEZL	SEVILLA	08/11/2004	08, 07:23	11:38	CN35	JEPPESEN DATAPLAN 2
N187D	LEZL	SEVILLA	EDDF	FRANKFURT MAIN	19/11/2004	19, 11:05	17:07	CN35	JEPPESEN DATAPLAN 2
N187D	EDDF	FRANKFURT MAIN	LTBA	ISTANBUL / ATATURK	20/11/2004	20, 08:06	12:16	CN35	JEPPESEN DATAPLAN 2
N187D	LHBP	BUDAPEST 3700 M	LTBA	ISTANBUL / ATATURK	20/11/2004	20, 11:40	14:07	CN35	JEPPESEN DATAPLAN 2
N187D	LTBA	ISTANBUL / ATATURK	UBBB	BAKU/BINA	20/11/2004	20, 14:50	18:48	CN35	

N187D	UBBB	BAKU/BINA	LGKR	KERKIRA IOANNIS KAPODISTRIAS	23/04/2005	23, 06:21	13:18	CN35	JEPPESEN DATAPLAN 2
N187D	LGKR	KERKIRA IOANNIS KAPODISTRIAS	LEZL	SEVILLA	24/04/2005	24, 07:50	14:29	CN35	JEPPESEN DATAPLAN 2
N187D	LEZL	SEVILLA	LPAZ	SANTA MARIA,ACORES	17/05/2005	17, 10:04	14:53	CN35	JEPPESEN DATAPLAN 2
N187D	LPAZ	SANTA MARIA,ACORES	CYYT	ST. JOHN'S	18/05/2005	18, 10:04	16:20	CN35	JEPPESEN DATAPLAN 2

N187D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	EDDM	MUNCHEN	24/07/2005	24, 09:01	15:28	CN35	JEPPESEN DATAPLAN 2
N187D	EDDM	MUNCHEN	UBBB	BAKU/BINA	25/07/2005	25, 08:15	15:21	CN35	JEPPESEN DATAPLAN 2

N2189M	CYQX	GANDER INTL	EINN	SHANNON	13/01/2001	13, 12:09	17:35	C130	
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N2189M	EINN	SHANNON	EDDF	FRANKFURT MAIN	14/01/2001	14, 09:19	12:15	C130	
N2189M	EBBR	BRUXELLES/NATIONAL	EDDF	FRANKFURT MAIN	15/01/2001	15, 19:42	20:39	C130	
N2189M	EDDF	FRANKFURT MAIN	EBBR	BRUXELLES/NATIONAL	15/01/2001	15, 09:01	09:59	C130	
N2189M	EDDF	FRANKFURT MAIN	HELX	LUXOR	16/01/2001	16, 07:58	15:17	C130	
N2189M	HELX	LUXOR	EDDF	FRANKFURT MAIN	18/01/2001	18, 07:14	14:20	C130	
N2189M	EDDF	FRANKFURT MAIN	EINN	SHANNON	20/01/2001	20, 10:15	12:59	C130	
N2189M	EINN	SHANNON	CYQX	GANDER INTL	21/01/2001	21, 10:10	16:35	C130	

N2189M	CYQX	GANDER INTL	EINN	SHANNON	18/03/2001	18, 11:54	18:23	C130	
N2189M	EINN	SHANNON	LTAI	ANTALYA (CIV/MIL)	19/03/2001	19, 08:51	16:31	C130	
N2189M	LTAI	ANTALYA (CIV/MIL)	UTTT	TASHKENT / YUZHNY	20/03/2001	20, 06:25	13:11	C130	
N2189M	UTTT	TASHKENT / YUZHNY	LTAI	ANTALYA (CIV/MIL)	21/03/2001	21, 05:15	12:47	C130	
N2189M	LTAI	ANTALYA (CIV/MIL)	DTTA	TUNIS / CARTHAGE	23/03/2001	23, 03:37	07:57	C130	
N2189M	GMME	RABAT	LPAZ	SANTA MARIA,ACORES	24/03/2001	24, 08:10	11:47	C130	
N2189M	LPAZ	SANTA MARIA,ACORES	TXKF	TXKF	24/03/2001	24, 13:51	21:01	C130	
N2189M	HELX	LUXOR	LTAI	ANTALYA (CIV/MIL)	24/09/2001	24, 06:14	09:27	C130	
N2189M	LTAI	ANTALYA (CIV/MIL)	UTTT	TASHKENT / YUZHNY	24/09/2001	24, 10:15	17:01	C130	
N2189M	UTTT	TASHKENT / YUZHNY	LTAI	ANTALYA (CIV/MIL)	28/09/2001	28, 04:00	11:38	C130	
N2189M	EDDF	FRANKFURT MAIN	EINN	SHANNON	29/09/2001	29, 13:01	15:41	C130	
N2189M	LQTZ	TUZLA	EDDF	FRANKFURT MAIN	29/09/2001	29, 10:27	12:35	C130	
N2189M	LTAI	ANTALYA (CIV/MIL)	LQTZ	TUZLA	29/09/2001	29, 05:45	08:52	C130	
N2189M	EINN	SHANNON	CYQX	GANDER INTL	30/09/2001	30, 09:38	16:09	C130	

N221SG	HECA	CAIRO INTL	UGGG	TBILISI/NOVOALEXEYVKA	09/05/2002	09, 07:45	10:40	LJ35	
N221SG	EGPF	GLASGOW	BIKF	KEFLAVIK 63 59N 22 36W H3000	20/05/2002	20, 13:10	14:58	LJ35	
N221SG	LHBP	BUDAPEST 3700 M	EGPF	GLASGOW	20/05/2002	20, 09:15	11:52	LJ35	
N221SG	UGGG	TBILISI/NOVOALEXEYVKA	LHBP	BUDAPEST 3700 M	20/05/2002	20, 05:22	08:21	LJ35	

N221SG	OJAM	AMMAN / MARKA	LIBR	BRINDISE CASALE	28/03/2004	28, 09:40	13:35	LJ35	
N221SG	LEMG	MALAGA	LPLA	LAJES,ACORES	29/03/2004	29, 11:31	14:38	LJ35	
N221SG	LIBR	BRINDISE CASALE	LEMG	MALAGA	29/03/2004	29, 05:31	09:25	LJ35	
N221SG	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	30/03/2004	30, 11:12	15:02	LJ35	

N221SG	LPAZ	SANTA MARIA,ACORES	LEMG	MALAGA	04/12/2004	04, 10:06	12:47	LJ35	
N221SG	CYYT	ST. JOHN'S	LPAZ	SANTA MARIA,ACORES	08/12/2004	08, 13:39	16:56	LJ35	

N221SG	LEMG	MALAGA	LIBR	BRINDISE CASALE	09/12/2004	09, 14:25	17:20	LJ35	
N221SG	LPAZ	SANTA MARIA,ACORES	LEMG	MALAGA	09/12/2004	09, 09:54	12:27	LJ35	
N221SG	LIBR	BRINDISE CASALE	OJAM	AMMAN / MARKA	10/12/2004	10, 08:18	10:57	LJ35	

N221SG	OERY	RIYADH	LTBA	ISTANBUL / ATATURK	06/03/2005	06, 06:15	11:25	LJ35	
N221SG	LTBA	ISTANBUL / ATATURK	EKCH	KOBENHAVN/KASTRUP 3570M	07/03/2005	07, 06:04	08:57	LJ35	PATH
N221SG	EKCH	KOBENHAVN/KASTRUP 3570M	BIKF	KEFLAVIK 63 59N 22 36W H3000	08/03/2005	08, 08:05	11:11	LJ35	PATH

N368CE	KJFK	NEW YORK JFK	EINN	SHANNON	02/07/2002	02, 21:32	03:30	B733	PATH
N368CE	EINN	SHANNON	LOWW	WIEN SCHWECHAT	03/07/2002	03, 04:37	06:57	B733	PATH
N368CE	LOWW	WIEN SCHWECHAT	DTTA	TUNIS / CARTHAGE	06/07/2002	06, 06:20	08:22	B733	PATH
N368CE	DNAA	ABUJA / INTL	LPAZ	SANTA MARIA,ACORES	13/07/2002	13, 12:14	18:44	B733	PATH
N368CE	LPAZ	SANTA MARIA,ACORES	KJFK	NEW YORK JFK	13/07/2002	13, 19:59	01:18	B733	PATH

N368CE	KIAD	WASHINGTON	LPAZ	SANTA MARIA,ACORES	28/02/2003	28, 09:23		B733	PATH
N368CE	LPAZ	SANTA MARIA,ACORES	DNKN	KANO MALLAM AMINU INTL	28/02/2003	28, 11:10	18:05	B733	
N368CE	GVAC	CAPE VERDE	TJSJ	SAN JUAN / PUERTO RICO INTL	01/03/2003	01, 14:15	20:42	B733	PATH

N368CE	GVAC	CAPE VERDE	GMMN	CASABLANCA/MOHAMMED V	13/04/2004	13, 19:41	22:34	B733	CLUB EXCELLENCE
N368CE	GMME	RABAT	LPAZ	SANTA MARIA,ACORES	14/04/2004	14, 00:01	02:41	B733	CLUB EXCELLENCE
N368CE	LPAZ	SANTA MARIA,ACORES	KIAD	WASHINGTON	14/04/2004	14, 04:21	10:45	B733	CLUB EXCELLENCE

N4476S	KMEM	MEMPHIS/TENNESSEE	LPAZ	SANTA MARIA,ACORES	14/04/2005	14, 15:15	21:42	B737	JEPPESEN DATAPLAN
N4476S	LPAZ	SANTA MARIA,ACORES	HAAB	ADDIS ABABA BOLE INTL	14/04/2005	14, 23:05	07:27	B737	JEPPESEN DATAPLAN
N4476S	HSSS	KHARTOUM	LPPR	PORTO	17/04/2005	17, 05:35	12:55	B737	JEPPESEN DATAPLAN
N4476S	LPPR	PORTO	KBWI	BALTIMORE WASHINGTON	17/04/2005	17, 14:52	22:08	B737	JEPPESEN DATAPLAN

N4476S	KORF	KORF NORFOLK (VIRGINIA)	LPPR	PORTO	02/07/2005	02, 17:34	00:28	B737	JEPPESEN DATAPLAN 2
N4476S	LPPR	PORTO	OJAM	AMMAN / MARKA	03/07/2005	03, 01:51	06:35	B737	JEPPESEN DATAPLAN 2
N4476S	OJAM	AMMAN / MARKA	LPAZ	SANTA MARIA,ACORES	04/07/2005	04, 18:04	01:30	B737	JEPPESEN DATAPLAN 2
N4476S	LPAZ	SANTA MARIA,ACORES	KIAD	WASHINGTON	05/07/2005	05, 04:15	09:38	B737	JEPPESEN DATAPLAN 2

N829MG	LPAZ	SANTA MARIA	LFMN	NICE	28/06/2002	28, 06:00	09:25	GLF3	CLUB EXCELLENCE
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N829MG	LFMN	NICE	LFPB	PARIS LE BOURGET	02/07/2002	02, 07:56	09:07	GLF3	CLUB EXCELLENCE
N829MG	LFPB	PARIS LE BOURGET	LFMN	NICE	02/07/2002	02, 19:37	20:41	GLF3	CLUB EXCELLENCE
N829MG	LFMN	NICE	LIML	MILANO LINATE	05/07/2002	05, 15:45	16:15	GLF3	CLUB EXCELLENCE
N829MG	LIML	MILANO LINATE	LPAZ	SANTA MARIA	07/07/2002	07, 08:57	12:51	GLF3	CLUB EXCELLENCE
N829MG	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	LPAZ	SANTA MARIA	09/10/2002	09, 17:36	23:09	GLF3	
N829MG	LPAZ	SANTA MARIA	KIAD	WASHINGTON	09/10/2002	10, 00:01	06:30	GLF3	
N829MG	CYJT	STEPHENVILLE	EGKB	BIGGIN HILL	27/10/2002	27, 14:45	19:17	GLF3	
N829MG	EGKB	BIGGIN HILL	LEBL	BARCELONA	30/10/2002	30, 16:40	18:17	GLF3	
N85VM	KHPN	WHITE PLAINS	EFHK	HELSINKI / VANTAA 3440M	17/06/2001	17, 20:13	03:42	GLF4	
N85VM	EFHK	HELSINKI / VANTAA 3440M	LFPB	PARIS / LE BOURGET	18/06/2001	18, 15:07	17:23	GLF4	
N85VM	LFPB	PARIS / LE BOURGET	KFOK	WESTHAMPTON	19/06/2001	19, 14:35	21:12	GLF4	
N85VM	KTEB	TETERBORO,NJ.	EGAA	BELFAST/ALDERGROVE	24/06/2001	24, 15:34	21:02	GLF4	
N85VM	EGAA	BELFAST/ALDERGROVE	KTEB	TETERBORO,NJ.	29/06/2001	29, 14:51	21:24	GLF4	
N85VM	EINN	SHANNON	KIAD	WASHINGTON	07/11/2003	07, 14:45	21:02	GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA,ACORES	LQZT	TUZLA	07/11/2003	07, 04:32	10:08	GLF4	RICHMOR AVIATION
N85VM	LQZT	TUZLA	EINN	SHANNON	07/11/2003	07, 11:13	13:49	GLF4	RICHMOR AVIATION
N85VM	MUGM	GUANTANAMO	LPAZ	SANTA MARIA,ACORES	07/11/2003	07, 03:08		GLF4	RICHMOR AVIATION
N85VM	KIAD	WASHINGTON	LPAZ	SANTA MARIA,ACORES	25/07/2004	25, 21:18	02:35	GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA, Acores	HLLM	MISURATA A	26/07/2004	26, 03:34	07:37	GLF4	RICHMOR AVIATION
N85VM	HLLM	MISURATA	LPAZ	SANTA MARIA,ACORES	28/07/2004	28, 23:55	04:31	GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA,ACORES	KIAD	WASHINGTON	29/07/2004	29, 05:24	10:49	GLF4	RICHMOR AVIATION
N85VM	GMME	RABAT	LPAZ	SANTA MARIA,ACORES	30/07/2004	30, 23:16	01:40	GLF4	
N85VM	KIAD	WASHINGTON	GMME	RABAT	30/07/2004	30, 14:53	22:19	GLF4	
N85VM	GMME	RABAT	LPAZ	SANTA MARIA,ACORES	31/07/2004	31, 23:52		GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA,ACORES	MUGM	GUANTANAMO	31/07/2004	31, 02:27		GLF4	RICHMOR AVIATION
N85VM	GMME	RABAT	GCTS	TENERIFE SUR / REINA SOFIA	01/08/2004	02, 00:20	02:04	GLF4	RICHMOR AVIATION
N85VM	MUGM	GUANTANAMO	GMME	RABAT	01/08/2004	01, 14:57	23:11	GLF4	RICHMOR AVIATION
N85VM	GCTS	TENERIFE SUR / REINA SOFIA	KIAD	WASHINGTON	03/08/2004	03, 07:56	14:53	GLF4	RICHMOR AVIATION

b) Mainland

N1HC	KBWI	BALTIMORE WASHINGTON	EHAM	SCHIPHOL AMSTERDAM	20/07/2004	20, 22:10	05:20	GLF5	
N1HC	EHAM	SCHIPHOL AMSTERDAM	KBUR	BURBANK/GLENDALE	22/07/2004	22, 10:54	21:24	GLF5	
N1HC	OMDB	DUBAI	BIKF	KEFLAVIK	30/11/2004	30, 13:50	22:31	GLF5	
N1HC	EGLF	FARNBOROUGH CIV	VOBG	BANGALORE	13/03/2005	13, 08:20	17:19	GLF5	
N1HC	VIDP	DELHI	BIKF	KEFLAVIK	19/03/2005	19, 02:57	12:55	GLF5	
N1HC	MDPC	PUNTA CANA	LEMG	MALAGA	04/05/2005	04, 00:45	08:33	GLF5	
N1HC	LEMG	MALAGA	LPPR	PORTO	05/05/2005	05, 10:04	11:09	GLF5	
N1HC	LPPR	PORTO	KTUL	TULSA INTL/OKLAHOMA	05/05/2005	05, 12:05	20:48	GLF5	
N1HC	KLGA	NEW YORK/LA GUARDIA	EHAM	SCHIPHOL AMSTERDAM	18/05/2005	18, 02:41	09:37	GLF5	
N1HC	EHAM	SCHIPHOL AMSTERDAM	EDDI	TEMPELHOF-BERLIN	19/05/2005	19, 09:29	10:22	GLF5	
N1HC	EDDI	TEMPELHOF-BERLIN	EDDV	HANNOVER LANGENHAGEN	19/05/2005	19, 17:08	17:38	GLF5	
N1HC	EDDV	HANNOVER LANGENHAGEN	LIML	MILANO LINATE	20/05/2005	20, 08:41	09:54	GLF5	
N1HC	LIML	MILANO LINATE	KLGA	NEW YORK/LA GUARDIA	20/05/2005	20, 12:47	20:56	GLF5	
N1HC	KMDT	HARRISBURG/ INTERNATIONAL	LPPR	PORTO	05/11/2005	05, 10:30	16:58	GLF5	
N1HC	LPPR	PORTO	LRCK	CONSTANTA	05/11/2005	05, 17:59	21:45	GLF5	
N1HC	LRBS	BANEASA-BUCURESTI	OJAM	AMMAN/MARKA CIV	05/11/2005	05, 22:05	00:21	GLF5	
N1HC	OJAM	AMMAN/MARKA CIV	BIKF	KEFLAVIK	06/11/2005	06, 01:20	08:25	GLF5	
N2189M	CYQX	GANDER INTL	LPPR	PORTO	13/10/2004	13, 10:11	16:53	C130	TEPPER AVIATION
N2189M	LPPR	PORTO	LGIR	IRAKLION NIKOS KAZANZAKIS	14/10/2004	14, 06:50	12:19	C130	TEPPER AVIATION
N2189M	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	15/10/2004	15, 06:03	08:32	C130	TEPPER AVIATION
N2189M	OJAM	AMMAN / MARKA	LIEO	OLBIA/COSTA SMERALDA	30/03/2005	30, 08:05	13:48	C130	TEPPER AVIATION
N2189M	LIEO	OLBIA/COSTA SMERALDA	LPLA	LAJES,ACORES	31/03/2005	31, 07:15	13:53	C130	TEPPER AVIATION
N2189M	LPLA	LAJES,ACORES	TXKF	TXKF	01/04/2005	01, 11:46	18:36	C130	TEPPER AVIATION
N2189M	CYQX	GANDER INTL	LPPR	PORTO	25/06/2005	25, 11:24	18:09	C130	TEPPER AVIATION
N2189M	LPPR	PORTO	LGAV	ATHENS/ELEFATHERIOS VENIZELOS	26/06/2005	26, 09:40	15:15	C130	TEPPER AVIATION
N2189M	LGAV	ATHENS/ELEFATHERIOS VENIZELOS	OJAM	AMMAN / MARKA	27/06/2005	27, 08:57	11:49	C130	TEPPER AVIATION
N219D	LEZL	SEVILLA	LPLA	LAJES,ACORES	01/10/2004	01, 12:13	16:48	CN35	CASA
N219D	LPLA	LAJES,ACORES	CYJT	STEPHENVILLE	03/10/2004	03, 10:10	16:40	CN35	CASA
N219D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	LIPZ	VENEZIA / TESSERA	05/05/2005	05, 08:58	15:42	CN35	JEPPESEN DATAPLAN 2
N219D	LIPZ	VENEZIA / TESSERA	OJAM	AMMAN / MARKA	06/05/2005	06, 08:02	14:51	CN35	JEPPESEN DATAPLAN 2
N219D	OERK	RIYADH / KING KHALID INTL	LCPH	PAPHOS	09/05/2005	09, 07:06	12:42	CN35	JEPPESEN DATAPLAN 2
N219D	LCPH	PAPHOS	LICJ	PALERMO / PUNTA RAISI	10/05/2005	10, 07:32	12:29	CN35	JEPPESEN DATAPLAN 2

N219D	LICJ	PALERMO / PUNTA RAISI	LEPA	PALMA DE MALLORCA	10/05/2005	10, 13:39	16:42	CN35	JEPPESEN DATAPLAN 2
N219D	LEPA	PALMA DE MALLORCA	GCTS	TENERIFE SUR / REINA SOFIA	11/05/2005	11, 09:13	16:03	CN35	JEPPESEN DATAPLAN 2
N219D	GCTS	TENERIFE SUR / REINA SOFIA	GUCY	GUCY	12/05/2005	12, 09:02	14:56	CN35	JEPPESEN DATAPLAN 2
N219D	DGAA	ACCRA / KOTOKA INTL	GCTS	TENERIFE SUR / REINA SOFIA	16/05/2005	16, 09:11	17:05	CN35	JEPPESEN DATAPLAN 2
N219D	GCTS	TENERIFE SUR / REINA SOFIA	LPLA	LAJES,ACORES	17/05/2005	17, 08:12	12:55	CN35	JEPPESEN DATAPLAN 2
N219D	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	18/05/2005	18, 09:05	15:04	CN35	JEPPESEN DATAPLAN 2

N221SG	OJAM	AMMAN / MARKA	LIBR	BRINDISE CASALE	28/03/2004	28, 09:40	13:35	LJ35	PATH
N221SG	LIBR	BRINDISE CASALE	LEMG	MALAGA	29/03/2004	29, 05:31	09:25	LJ35	PATH
N221SG	LEMG	MALAGA	LPLA	LAJES,ACORES	29/03/2004	29, 11:31	14:38	LJ35	PATH
N221SG	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	30/03/2004	30, 11:12	15:02	LJ35	PATH

N221SG	CYYT	ST. JOHN'S	LPAZ	SANTA MARIA,ACORES	08/12/2004	08, 13:39	16:56	LJ35	PATH
N221SG	LPAZ	SANTA MARIA,ACORES	LEMG	MALAGA	09/12/2004	09, 09:54	12:27	LJ35	PATH
N221SG	LEMG	MALAGA	LIBR	BRINDISE CASALE	09/12/2004	09, 14:25	17:20	LJ35	PATH
N221SG	LIBR	BRINDISE CASALE	OJAM	AMMAN / MARKA	10/12/2004	10, 08:18	10:57	LJ35	PATH

N313P	KIND	INDIANAPOLIS	DAAG	ALGER/HOUARI BOUMEDIENNE H 3500M	23/08/2003	23, 13:49	22:46	B737	STEVENS EXPRESS
N313P	UGGG	TBILISI/NOVOALEXEYVKA	EDDF	FRANKFURT MAIN	23/08/2003	23, 15:15	19:12	B737	
N313P	DAAG	ALGER/HOUARI BOUMEDIENNE 3500M	LPPR	PORTO	24/08/2003	24, 00:37	02:04	B737	STEVENS EXPRESS
N313P	LPPR	PORTO	UBBB	BAKU/BINA	25/08/2003	25, 08:14	13:52	B737	STEVENS EXPRESS
N313P	UGGG	TBILISI/NOVOALEXEYVKA	EDDF	FRANKFURT MAIN	26/08/2003	26, 06:28	10:27	B737	STEVENS EXPRESS
N313P	EDDF	FRANKFURT MAIN	KIAD	WASHINGTON	26/08/2003	26, 12:29	20:25	B737	STEVENS EXPRESS

N368CE	KJFK	NEW YORK JFK	EINN	SHANNON	02/07/2002	02, 21:32	03:30	B733	CLUB EXCELLEN CE
N368CE	EINN	SHANNON	LOWW	WIEN SCHWECHAT	03/07/2002	03, 04:37	06:57	B733	CLUB EXCELLEN CE
N368CE	LOWW	WIEN SCHWECHAT	DTTA	TUNIS / CARTHAGE	06/07/2002	06, 06:20	08:22	B733	CLUB EXCELLEN CE
N368CE	DNAA	ABUJA / INTL	LPAZ	SANTA MARIA,ACORES	13/07/2002	13, 12:14	18:44	B733	CLUB EXCELLEN CE
N368CE	LPAZ	SANTA MARIA,ACORES	KJFK	NEW YORK JFK	13/07/2002	13, 19:59	01:18	B733	CLUB EXCELLEN CE

N368CE	EINN	SHANNON	CYQX	GANDER INTL	19/08/2003	19, 03:35	07:49	B733	CLUB EXCELLEN CE
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N368CE	GVAC	GVAC	GMMN	CASABLANCA/MOHAMMED V	13/04/2004	13, 19:41	22:34	B733	CLUB EXCELLEN
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									CE
N368CE	GMME	RABAT	LPZA	SANTA MARIA,ACORES	14/04/2004	14, 00:01	02:41	B733	CLUB EXCELLENCE
N368CE	LPZA	SANTA MARIA,ACORES	KIAD	WASHINGTON	14/04/2004	14, 04:21	10:45	B733	CLUB EXCELLENCE
N379P	KBWI	BALTIMORE WASHINGTON	EDDF	FRANKFURT MAIN	23/09/2001	23, 20:02	03:15	GLF5	
N379P	EDDF	FRANKFURT MAIN	LPPT	LISBOA	24/09/2001	24, 05:36	08:00	GLF5	
N379P	LPPT	LISBOA	KBWI	BALTIMORE WASHINGTON	24/09/2001	24, 09:27	16:05	GLF5	
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	15/10/2001	15, 23:53	05:48	GLF5	
N379P	EGPK	PRESTWICK	EDDF	FRANKFURT MAIN	16/10/2001	16, 06:40	08:09	GLF5	
N379P	EDDF	FRANKFURT MAIN	LPPT	LISBOA	16/10/2001	16, 12:22	14:55	GLF5	
N379P	LPPT	LISBOA	EDDF	FRANKFURT MAIN	16/10/2001	16, 15:52	18:07	GLF5	
N379P	EDDF	FRANKFURT MAIN	UGGG	TBILISI/NOV	18/10/2001	18, 12:35	16:04	GLF5	
N379P	UGGG	TBILISI/NOV	OJAM	AMMAN/MARKA CIV	18/10/2001	18, 16:45	18:51	GLF5	
N379P	OJAM	AMMAN/MARKA CIV	EDDF	FRANKFURT MAIN	18/10/2001	18, 19:55	00:32	GLF5	
N379P	EDDF	FRANKFURT MAIN	UGGG	TBILISI/NOV	19/10/2001	19, 12:35	15:58	GLF5	
N379P	UGGG	TBILISI/NOV	OJAM	AMMAN/MARKA CIV	19/10/2001	19, 16:45	18:53	GLF5	
N379P	OJAM	AMMAN/MARKA CIV	DAAG	ALGER	19/10/2001	19, 19:55	00:19	GLF5	
N379P	DAAG	ALGER	EDDF	FRANKFURT MAIN	20/10/2001	20, 00:50	02:46	GLF5	
N379P	EDDF	FRANKFURT MAIN	OJAI	AMMAN/QUEEN ALIA	22/10/2001	22, 10:25	14:44	GLF5	
N379P	OJAI	AMMAN/QUEEN ALIA	EDDF	FRANKFURT MAIN	23/10/2001	23, 03:24	08:17	GLF5	
N379P	OJAI	AMMAN/QUEEN ALIA	EDDF	FRANKFURT MAIN	24/10/2001	24, 01:15	06:04	GLF5	
N379P	EDDF	FRANKFURT MAIN	EGPK	PRESTWICK	24/10/2001	24, 04:52	06:18	GLF5	
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	24/10/2001	24, 07:30	13:41	GLF5	
N379P	KIAD	WASHINGTON	LGAV	ATHINAI/ELEFTHERIOS VENIZELOS	12/09/2002	12, 00:16	09:05	GLF5	
N379P	LGAV	ATHINAI/ELEFTHERIOS VENIZELOS	FJDG	DIEGO GARCIA (SEE "KJDG")	13/09/2002	13, 08:12	17:14	GLF5	
N379P	GMME	RABAT/SALE	LPPR	PORTO	14/09/2002	14, 21:40	22:57	GLF5	
N379P	HECA	CAIRO	GMME	RABAT/SALE	15/09/2002	15, 15:17	20:10	GLF5	
N379P	LPPR	PORTO	OAKB	KABUL/KHWADJA RAWASH	17/09/2002	17, 04:47	12:02	GLF5	
N379P	OAKB	KABUL/KHWADJA RAWASH	OJAI	AMMAN/QUEEN ALIA	17/09/2002	17, 13:45	18:37	GLF5	
N379P	OJAI	AMMAN/QUEEN ALIA	GMME	RABAT/SALE	17/09/2002	17, 18:23	01:22	GLF5	
N379P	GMME	RABAT/SALE	EINN	SHANNON	18/09/2002	18, 02:14	04:47	GLF5	
N379P	EINN	SHANNON	KIAD	WASHINGTON	19/09/2002	19, 10:01	15:57	GLF5	
N379P	KIAD	WASHINGTON	EDDF	FRANKFURT MAIN	14/05/2003	14, 20:40	03:38	GLF5	
N379P	EDDF	FRANKFURT MAIN	HDAM	DIJBOUTI AMBOULI	15/05/2003	15, 05:00	11:29	GLF5	
N379P	OAKB	KABUL/KHWADJA RAWASH	HECA	CAIRO	19/05/2003	19, 13:15	18:22	GLF5	
N379P	HECA	CAIRO	LPPR	PORTO	19/05/2003	19, 18:59	23:46	GLF5	
N379P	DAAG	ALGER	LPPR	PORTO	22/05/2003	22, 17:40	19:15	GLF5	
N379P	LPPR	PORTO	DAAG	ALGER	22/05/2003	22, 21:10	22:35	GLF5	
N379P	DAAG	ALGER	OAKB	KABUL/KHWADJA RAWASH	23/05/2003	23, 00:29	07:03	GLF5	
N379P	OAKB	KABUL/KHWADJA RAWASH	DAAG	ALGER	23/05/2003	23, 09:03	15:51	GLF5	
N379P	DAAG	ALGER	LPPR	PORTO	23/05/2003	23, 16:42	18:15	GLF5	
N379P	LPPR	PORTO	KIAD	WASHINGTON	24/05/2003	24, 10:54	17:30	GLF5	

N379P	KIAD	WASHINGTON	EDDF	FRANKFURT MAIN	03/06/2003	03, 23:22	06:42	GLF5	
N379P	EDDF	FRANKFURT MAIN	UTTT	TASHKENT	04/06/2003	04, 08:33	13:55	GLF5	
N379P	GMME	RABAT/SALE	LPPR	PORTO	05/06/2003	05, 06:10	07:25	GLF5	
N379P	OAKB	KABUL/KHWADJA RAWASH	EPWA	WARSZAWA/OKECIE	05/06/2003	05, 17:15	22:33	GLF5	
N379P	EPWA	WARSZAWA/OKECIE	GMME	RABAT/SALE	06/06/2003	06, 01:04	04:39	GLF5	
N379P	GMME	RABAT/SALE	LPPR	PORTO	06/06/2003	06, 05:30	06:45	GLF5	
N379P	LPPR	PORTO	KIAD	WASHINGTON	07/06/2003	07, 09:07	16:26	GLF5	
N379P	KIAD	WASHINGTON	LPPR	PORTO	12/08/2003	12, 19:24	01:51	GLF5	
N379P	LPPR	PORTO	OMDB	DUBAI	14/08/2003	14, 14:18	21:10	GLF5	
N379P	LCLK	LARNACA	OMDB	DUBAI	15/08/2003	15, 17:57	20:48	GLF5	
N379P	UTTT	TASHKENT	EGPK	PRESTWICK	17/08/2003	17, 04:27	10:58	GLF5	
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	18/08/2003	18, 10:04	16:23	GLF5	
N379P	KIAD	WASHINGTON	LKPR	PRAHA RUZYNE	24/10/2003	24, 18:03	01:46	GLF5	
N379P	LKPR	PRAHA RUZYNE	LRCK	CONSTANTA	25/10/2003	25, 20:48	22:16	GLF5	
N379P	LRBS	BANEASA-BUCURESTI	OJAM	AMMAN/MARKA CIV	25/10/2003	25, 23:12	01:10	GLF5	
N379P	OJAM	AMMAN/MARKA CIV	OAKB	KABUL/KHWADJA RAWASH	26/10/2003	26, 04:15	08:25	GLF5	
N379P	OAKB	KABUL/KHWADJA RAWASH	ORBI	BAGHDAD INTERNATIONAL AIRPORT	28/10/2003	28, 08:45	12:59	GLF5	
N379P	OAKB	KABUL/KHWADJA RAWASH	ORBI	BAGHDAD INTERNATIONAL AIRPORT	29/10/2003	29, 08:45	12:55	GLF5	
N379P	ORBI	BAGHDAD INTERNATIONAL AIRPORT	LPPR	PORTO	29/10/2003	29, 13:33	20:04	GLF5	
N379P	LPPR	PORTO	KIAD	WASHINGTON	30/10/2003	30, 13:00	19:53	GLF5	
N379P	KIAD	WASHINGTON	LPPR	PORTO	02/12/2003	02, 15:30	21:59	GLF5	
N379P	LPPR	PORTO	GMME	RABAT/SALE	03/12/2003	03, 19:11	20:23	GLF5	
N379P	GMME	RABAT/SALE	MUGM	GUANTANAMO (US NAVEL AIR BASE)	03/12/2003	03, 21:42	05:29	GLF5	
N4476S	KMEM	MEMPHIS/TENNESSEE	LPAZ	SANTA MARIA,ACORES	14/04/2005	14, 15:15	21:42	B737	JEPPESEN DATAPLAN 2
N4476S	LPAZ	SANTA MARIA,ACORES	HAAB	ADDIS ABABA BOLE INTL	14/04/2005	14, 23:05	07:27	B737	JEPPESEN DATAPLAN 2
N4476S	HSSS	KHARTOUM	LPPR	PORTO	17/04/2005	17, 05:35	12:55	B737	JEPPESEN DATAPLAN 2
N4476S	LPPR	PORTO	KBWI	BALTIMORE WASHINGTON	17/04/2005	17, 14:52	22:08	B737	JEPPESEN DATAPLAN 2
N4476S	KBWI	BALTIMORE WASHINGTON	LPPR	PORTO	22/04/2005	22, 12:56	19:33	B737	JEPPESEN DATAPLAN 2
N4476S	LPPR	PORTO	HSSS	KHARTOUM	22/04/2005	22, 21:19	02:40	B737	JEPPESEN DATAPLAN 2
N4476S	HSSS	KHARTOUM	LDDU	DUBROVNIK	23/04/2005	23, 04:22	08:45	B737	JEPPESEN DATAPLAN 2
N4476S	LDDU	DUBROVNIK	KMHT	MANCHESTER/MANCHESTER,NH.	25/04/2005	25, 11:00	19:46	B737	JEPPESEN DATAPLAN 2
N4476S	KORF	KORF NORFOLK (VIRGINIA)	LPPR	PORTO	02/07/2005	02, 17:34	00:28	B737	JEPPESEN DATAPLAN 2
N4476S	LPPR	PORTO	OJAM	AMMAN / MARKA	03/07/2005	03, 01:51	06:35	B737	JEPPESEN DATAPLAN 2
N4476S	OJAM	AMMAN / MARKA	LPAZ	SANTA MARIA,ACORES	04/07/2005	04, 18:04	01:30	B737	JEPPESEN DATAPLAN 2

N4476S	LPAZ	SANTA MARIA,ACORES	KIAD	WASHINGTON	05/07/2005	05, 04:15	09:38	B737	JEPPESEN DATAPLAN 2
N4476S	KPVD	PROVIDENCE/THEODORE	LPPR	PORTO	05/09/2005	06, 00:07	05:55	B737	JEPPESEN DATAPLAN 2
N4476S	LPPR	PORTO	OTBH	AL UDEID	06/09/2005	06, 07:56	14:32	B737	JEPPESEN DATAPLAN 2
N4476S	OTBH	AL UDEID	LPPR	PORTO	08/09/2005	08, 07:10	14:24	B737	JEPPESEN DATAPLAN 2
N4476S	LPPR	PORTO	KPVD	PROVIDENCE/THEODORE	08/09/2005	08, 16:08	22:22	B737	JEPPESEN DATAPLAN 2
N44982	KIAD	WASHINGTON	HECA	CAIRO INTL	04/06/2005	04, 20:19	06:43	GLF5	JEPPESEN DATAPLAN 2
N44982	ORBI	BAGHDAD INTERNATIONAL	LPPR	PORTO	09/06/2005	09, 15:15	21:11	GLF5	JEPPESEN DATAPLAN 2
N44982	LPPR	PORTO	KIAD	WASHINGTON	09/06/2005	09, 23:23	05:44	GLF5	JEPPESEN DATAPLAN 2
N4557C	CYQX	GANDER INTL	LEST	SANTIAGO	09/11/2004	09, 11:25	18:15	C130	
N4557C	LEST	SANTIAGO	LGIR	IRAKLION NIKOS KAZANZAKIS	10/11/2004	10, 08:23	14:03	C130	
N4557C	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	11/11/2004	11, 06:53	09:30	C130	
N4557C	OJAM	AMMAN / MARKA	LGRP	DIAGORAS	27/06/2005	27, 08:33	11:02	ZZZZ	
N4557C	LGRP	DIAGORAS	LPPR	PORTO	28/06/2005	28, 05:34	12:57	C130	
N4557C	LPPR	PORTO	CYQX	GANDER INTL	29/06/2005	29, 08:02	16:06	ZZZZ	
N4557C	CYQX	GANDER INTL	EGPK	PRESTWICK	29/11/2005	29, 11:01	17:20	C130	
N4557C	EGPK	PRESTWICK	LGIR	IRAKLION NIKOS KAZANZAKIS	30/11/2005	30, 08:44	14:58	C130	
N4557C	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	01/12/2005	01, 06:39	09:05	C130	
N505LL	CYJT	STEPHENVILLE	LPPD	PONTA DELGADA,ACORES	15/11/2001	15, 11:53	17:53	DH8C	
N505LL	LPPD	PONTA DELGADA,ACORES	EDDF	FRANKFURT MAIN	16/11/2001	16, 09:55	16:25	DH8C	
N505LL	LFRB	BREST/GUIPAVAS	EDDM	MUNCHEN	17/11/2001	17, 07:05	14:57	DH8C	
N505LL	EDDM	MUNCHEN	LTAC	ANKARA / ESENBOGA	17/11/2001	17, 09:57	13:59	DH8C	
N505LL	LTAC	ANKARA / ESENBOGA	UTTT	TASHKENT / YUZHNY	18/11/2001	18, 06:06	12:43	DH8C	
N505LL	UBBB	BAKU/BINA	LTAC	ANKARA / ESENBOGA	29/04/2002	29, 08:17	11:41	DH8C	PATH
N505LL	LTAC	ANKARA / ESENBOGA	EDDF	FRANKFURT MAIN	30/04/2002	30, 07:16	12:50	DH8C	PATH
N505LL	EDDF	FRANKFURT MAIN	BIRK	REYKJAVIK H 1749M 64 08N 21 57W	06/05/2002	06, 09:32	14:34	DH8C	PATH

N505LL	CYYT	ST. JOHN'S	LPPD	PONTA DELGADA,ACORES	01/02/2003	01, 12:26	17:28	DH8C	PATH
N505LL	LPPD	PONTA DELGADA,ACORES	LFRB	BREST/GUIPAVAS	02/02/2003	02, 09:04	12:51	DH8C	PATH
N505LL	LFRB	BREST/GUIPAVAS	EDDF	FRANKFURT MAIN	03/02/2003	03, 08:05	10:11	DH8C	PATH
N505LL	EDDF	FRANKFURT MAIN	LGAV	ATHENS/ELEFTHERIOS VENIZELOS	04/02/2003	04, 08:13	12:38	DH8C	PATH
N505LL	LGAV	ATHENS/ELEFTHERIOS VENIZELOS	UBBB	BAKU/BINA	05/02/2003	05, 07:36	11:46	DH8C	PATH
N505LL	OJAM	AMMAN / MARKA	LIPZ	VENEZIA / TESSERA	20/05/2004	20, 05:11	12:01	DH8C	PATH
N505LL	LIPZ	VENEZIA / TESSERA	EIDW	DUBLIN	21/05/2004	21, 07:32	11:37	DH8C	PATH
N505LL	EIDW	DUBLIN	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	22/05/2004	22, 09:21	13:00	DH8C	PATH
N505LL	CYYT	ST. JOHN'S	LPPD	PONTA DELGADA,ACORES	28/10/2005	28, 11:40	17:26	DH8C	PATH
N505LL	LPPD	PONTA DELGADA,ACORES	LEBL	BARCELONA	29/10/2005	29, 09:09	14:04	DH8C	PATH
N505LL	LEBL	BARCELONA	LTFJ	SABIHA GOKCEN	31/10/2005	31, 08:12	13:10	DH8C	PATH
N505LL	LTFJ	SABIHA GOKCEN	UBBB	BAKU/BINA	01/11/2005	01, 08:55	11:34	DH8C	PATH
N505LL	UBBB	BAKU/BINA	LTFJ	SABIHA GOKCEN	15/11/2005	15, 05:11	09:22	DH8C	PATH
N505LL	LTFJ	SABIHA GOKCEN	EHAM	AMSTERDAM SCHIPHOL	16/11/2005	16, 07:11	13:01	DH8C	PATH
N505LL	EHAM	AMSTERDAM SCHIPHOL	BIKF	KEFLAVIK 63 59N 22 36W H3000	18/11/2005	18, 08:21	13:14	DH8C	PATH
N50BH	KIAD	WASHINGTON	LPPT	LISBOA	13/05/2003	13, 18:01	00:30	GLF3	RICHMOR AVIATION
N50BH	LPPT	LISBOA	LPFR	FARO	14/05/2003	14, 11:49	12:08	GLF3	RICHMOR AVIATION
N50BH	LPFR	FARO	LEBL	BARCELONA	16/05/2003	16, 09:23	10:41	GLF3	RICHMOR AVIATION
N50BH	LEBL	BARCELONA	LEAL	ALICANTE	16/05/2003	16, 14:08	14:45	GLF3	RICHMOR AVIATION
N50BH	LPFR	FARO	LEBL	BARCELONA	16/05/2003	16, 09:23	10:41	GLF3	RICHMOR AVIATION
N50BH	LEBL	BARCELONA	LEAL	ALICANTE	16/05/2003	16, 14:08	14:45	GLF3	RICHMOR AVIATION
N50BH	LEAL	ALICANTE	CYQX	GANDER INTL	17/05/2003	17, 06:52	12:25	GLF3	RICHMOR AVIATION
N58AS	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	EICK	CORK	09/12/2003	09, 10:02	14:00	BE20	AVIATION SPECIALTIE S
N58AS	EICK	CORK	LPPR	PORTO	10/12/2003	10, 09:56	12:34	BE20	AVIATION SPECIALTIE S
N58AS	LPPR	PORTO	GCLA	LA PALMA	10/12/2003	10, 13:58	17:47	BE20	AVIATION SPECIALTIE S
N58AS	GCLA	LA PALMA	GVAC	GVAC	12/12/2003	12, 09:55	13:45	BE20	AVIATION SPECIALTIE S
N8068V	OJAM	AMMAN / MARKA	OAKB	KABUL	14/02/2004	14, 10:15	13:58	GLF5	STEVENS EXPRESS

N8068V	OAKB	KABUL/KHWADJA RAWASH	OJAM	AMMAN/MARKA CIV	14/02/2004	14, 14:45	19:46	GLF5	
N8068V	OJAM	AMMAN/MARKA CIV	LPPR	PORTO	17/02/2004	17, 06:31	12:07	GLF5	
N8068V	LPPR	PORTO	KIAD	WASHINGTON	17/02/2004	17, 13:28	20:14	GLF5	
N8068V	KIAD	WASHINGTON	HECA	CAIRO INTL	07/07/2004	07, 21:35	08:12	GLF5	STEVENS EXPRESS
N8068V	HECA	CAIRO	LCPH	PAPHOS	08/07/2004	08, 10:15	11:12	GLF5	
N8068V	HECA	CAIRO INTL	LCPH	PAPHOS	08/07/2004	08, 10:15	11:12	GLF5	STEVENS EXPRESS
N8068V	LCPH	PAPHOS	LPPR	PORTO	09/07/2004	09, 08:06	12:59	GLF5	
N8068V	LCPH	PAPHOS	LPPR	PORTO	09/07/2004	09, 08:06	12:59	GLF5	STEVENS EXPRESS
N8068V	LPPR	PORTO	KIAD	WASHINGTON	09/07/2004	09, 13:50	20:23	GLF5	
N8068V	KIAD	WASHINGTON	LPPR	PORTO	11/07/2004	11, 20:00	02:27	GLF5	STEVENS EXPRESS
N8068V	LPPR	PORTO	LGAV	ATHINA/ELEFThERIOS VENIZELOS	12/07/2004	12, 05:12	08:16	GLF5	
N8068V	LPPR	PORTO	LGAV	ATHENS/ELEFThERIOS VENIZELOS	12/07/2004	12, 05:12	08:16	GLF5	STEVENS EXPRESS
N8068V	LGAV	ATHINA/ELEFThERIOS VENIZELOS	OERK	RIYADH KING KHALID	14/07/2004	14, 06:12	09:18	GLF5	
N8068V	LGAV	ATHENS/ELEFThERIOS VENIZELOS	OERK	RIYADH / KING KHALID INTL	14/07/2004	14, 06:12	09:18	GLF5	STEVENS EXPRESS
N8068V	ORBI	BAGHDAD INTERNATIONAL AIRPORT	EDDS	STUTT GART	21/07/2004	21, 00:19	04:51	GLF5	
N8068V	ORBI	BAGHDAD INTERNATIONAL	EDDS	STUTT GART	21/07/2004	21, 00:19	04:51	GLF5	STEVENS EXPRESS
N8068V	EDDS	STUTT GART	KIAD	WASHINGTON	22/07/2004	22, 10:02	17:39	GLF5	
N8183J	CYQX	GANDER INTL	EGPK	PRESTWICK	06/04/2005	06, 11:21	17:36	ZZZZ	TEPPER AVIATION
N8183J	EGPK	PRESTWICK	LGIR	IRAKLION NIKOS KAZANZAKIS	07/04/2005	07, 09:15	15:49	C130	TEPPER AVIATION
N8183J	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	08/04/2005	08, 08:30	11:14	C130	TEPPER AVIATION
N8183J	OJAM	AMMAN / MARKA	DTTA	TUNIS / CARTHAGE	27/11/2005	27, 08:07	14:07	C130	TEPPER AVIATION
N8183J	DTTA	TUNIS / CARTHAGE	LPLA	LAJES,ACORES	28/11/2005	28, 07:32	15:00	C130	TEPPER AVIATION
N8183J	LPLA	LAJES,ACORES	TXKF	TXKF	29/11/2005	29, 10:12	17:07	C130	TEPPER AVIATION
N8213G	KPSM	PORTSMOUTH	LPPD	PONTA DELGADA	23/06/2004	23, 04:36	11:31	C130	
N8213G	LPPD	PONTA DELGADA	LPPR	PORTO	23/06/2004	23, 11:36	14:15	C130	
N8213G	LPPR	PORTO	LGAV	ATHINA/ELEFThERIOS VENIZELOS	23/06/2004	23, 16:57	22:44	C130	
N8213G	LGAV	ATHINA/ELEFThERIOS VENIZELOS	EDDF	FRANKFURT MAIN	24/06/2004	24, 15:56	20:11	C130	
N8213G	EDDF	FRANKFURT MAIN	LGAV	ATHINA/ELEFThERIOS VENIZELOS	26/06/2004	26, 05:32	09:20	C130	
N8213G	LGAV	ATHINA/ELEFThERIOS VENIZELOS	OERK	RIYADH KING KHALID	26/06/2004	26, 11:12	16:16	C130	
N8213G	OBBI	BAHRAIN-INTL	LGAV	ATHINA/ELEFThERIOS VENIZELOS	29/06/2004	29, 07:59	14:11	C130	
N8213G	LGAV	ATHINA/ELEFThERIOS VENIZELOS	EDDF	FRANKFURT MAIN	29/06/2004	29, 14:57	19:22	C130	
N8213G	EDDF	FRANKFURT MAIN	LPPD	PONTA DELGADA	30/06/2004	30, 11:37	18:42	C130	
N8213G	LPPD	PONTA DELGADA	KIAD	WASHINGTON	01/07/2004	01, 13:35	23:43	C130	

N8213G	KIAD	WASHINGTON	LPPD	PONTA DELGADA	24/08/2004	24, 07:59	16:42	C130	
N8213G	LPPD	PONTA DELGADA	LMML	MALTA LUQA	25/08/2004	25, 05:14	14:07	C130	
N8213G	LMML	MALTA LUQA	HEGN	HURGHADA	25/08/2004	25, 15:07	19:13	C130	
N8213G	OOMS	MUSCAT	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	01/09/2004	01, 10:08	17:25	C130	
N8213G	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	LPPR	PORTO	02/09/2004	02, 09:29	15:19	C130	
N8213G	LPPR	PORTO	LPPD	PONTA DELGADA	02/09/2004	02, 16:42	19:48	C130	
N8213G	LPPD	PONTA DELGADA	CYJT	STEPHENVILLE	03/09/2004	03, 09:16	15:07	C130	
N8213G	KIAD	WASHINGTON	LPPD	PONTA DELGADA	06/01/2005	06, 01:13	08:38	C130	
N8213G	LPPD	PONTA DELGADA	EDDF	FRANKFURT MAIN	06/01/2005	06, 08:31	15:43	C130	
N8213G	EDDF	FRANKFURT MAIN	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	08/01/2005	08, 09:55	13:57	C130	
N8213G	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	OBBI	BAHRAIN-INTL	08/01/2005	08, 15:42	21:08	C130	
N8213G	OBBI	BAHRAIN-INTL	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	23/01/2005	23, 04:15	11:30	C130	
N8213G	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	EDDF	FRANKFURT MAIN	23/01/2005	23, 12:32	17:29	C130	
N8213G	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	EDDF	FRANKFURT MAIN	24/01/2005	24, 06:41	11:23	C130	
N8213G	EDDF	FRANKFURT MAIN	LPPD	PONTA DELGADA	25/01/2005	25, 10:23	16:33	C130	
N8213G	LPPD	PONTA DELGADA	KIAD	WASHINGTON	26/01/2005	26, 12:04	21:09	C130	
N829MG	KFXE		LPAZ	SANTA MARIA	27/06/2002	27, 22:34	04:42	GLF3	
N829MG	LPAZ	SANTA MARIA	LFMN	NICE	28/06/2002	28, 06:00	09:25	GLF3	
N829MG	LFMN	NICE	LFPB	PARIS LE BOURGET	02/07/2002	02, 07:56	09:07	GLF3	
N829MG	LFPB	PARIS LE BOURGET	LFMN	NICE	02/07/2002	02, 19:37	20:41	GLF3	
N829MG	LFMN	NICE	LIML	MILANO LINATE	05/07/2002	05, 15:45	16:15	GLF3	
N829MG	LIML	MILANO LINATE	LPAZ	SANTA MARIA	07/07/2002	07, 08:57	12:51	GLF3	
N829MG	LPAZ	SANTA MARIA	KFXE		07/07/2002	07, 13:26	19:53	GLF3	
N829MG	KJFK	NEW YORK	LIRA	ROMA CIAMPINO	07/10/2002	07, 13:15	20:46	GLF3	
N829MG	KBGR	BANGOR INTL	LIRA	ROMA CIAMPINO	08/10/2002	08, 13:45	20:22	GLF3	
N829MG	LIRA	ROMA CIAMPINO	OJAM	AMMAN/MARKA CIV	08/10/2002	08, 20:59	23:54	GLF3	
N829MG	OJAM	AMMAN/MARKA CIV	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	09/10/2002	09, 01:15	03:23	GLF3	
N829MG	LGAV	ATHINAI/ELEFThERIOS VENIZELOS	LPAZ	SANTA MARIA	09/10/2002	09, 17:36	23:09	GLF3	
N829MG	LPAZ	SANTA MARIA	KIAD	WASHINGTON	09/10/2002	10, 00:01	06:30	GLF3	

N829MG	CYJT	STEPHENVILLE	EGKB	BIGGIN HILL		27/10/2002	27, 14:45	19:17	GLF3	
N829MG	EGKB	BIGGIN HILL	LEBL	BARCELONA		30/10/2002	30, 16:40	18:17	GLF3	
N829MG	LEBL	BARCELONA	LPAZ	SANTA MARIA		07/11/2002	07, 08:52	11:38	GLF3	
N829MG	LPAZ	SANTA MARIA	KFXE			07/11/2002	07, 12:36	19:53	GLF3	
N85VM	KFRG	FARMINGDALE	EGQL	LEUCHARS		20/09/2003	20, 13:18	19:17	GLF4	RICHMOR AVIATION
N85VM	EGQL	LEUCHARS	KFRG	FARMINGDALE		27/09/2003	27, 17:52	00:16	GLF4	RICHMOR AVIATION
N85VM	MUGM	GUANTANAMO	LPAZ	SANTA MARIA,ACORES		07/11/2003	07, 03:08		GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA,ACORES	LQTZ	TUZLA		07/11/2003	07, 04:32	10:08	GLF4	RICHMOR AVIATION
N85VM	LQTZ	TUZLA	EINN	SHANNON		07/11/2003	07, 11:13	13:49	GLF4	RICHMOR AVIATION
N85VM	EINN	SHANNON	KIAD	WASHINGTON		07/11/2003	07, 14:45	21:02	GLF4	RICHMOR AVIATION
N85VM	KIAD	WASHINGTON	LPAZ	SANTA MARIA,ACORES		25/07/2004	25, 21:18	02:35	GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA,ACORES	HLLM	MISURATA E1504 APPROX 3219		26/07/2004	26, 03:34	07:37	GLF4	RICHMOR AVIATION
N85VM	HLLM	MISURATA APPROX 3219 E1504	LPAZ	SANTA MARIA,ACORES		28/07/2004	28, 23:55	04:31	GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA,ACORES	KIAD	WASHINGTON		29/07/2004	29, 05:24	10:49	GLF4	RICHMOR AVIATION
N85VM	KIAD	WASHINGTON	GMME	RABAT		30/07/2004	30, 14:53	22:19	GLF4	RICHMOR AVIATION
N85VM	GMME	RABAT	LPAZ	SANTA MARIA,ACORES		30/07/2004	30, 23:16	01:40	GLF4	RICHMOR AVIATION
N85VM	LPAZ	SANTA MARIA,ACORES	MUGM	GUANTANAMO		31/07/2004	31, 02:27		GLF4	RICHMOR AVIATION
N85VM	GMME	RABAT	LPAZ	SANTA MARIA,ACORES		31/07/2004	31, 23:52		GLF4	RICHMOR AVIATION
N85VM	MUGM	GUANTANAMO	GMME	RABAT		01/08/2004	01, 14:57	23:11	GLF4	RICHMOR AVIATION
N85VM	GMME	RABAT	GCTS	TENERIFE SUR / REINA SOFIA		01/08/2004	02, 00:20	02:04	GLF4	RICHMOR AVIATION
N85VM	GCTS	TENERIFE SUR / REINA SOFIA	KIAD	WASHINGTON		03/08/2004	03, 07:56	14:53	GLF4	RICHMOR AVIATION
N88ZL	KJFK	NEW YORK	LPPR	PORTO		23/12/2004	23, 16:08	22:24	B703	
N88ZL	LPPR	PORTO	FLLI	LIVINGSTONE		23/12/2004	24, 00:21	09:30	B703	
N88ZL	FYWH	WINDHOEK	LPPR	PORTO		31/12/2004	31, 15:27	00:51	B703	
N88ZL	LPPR	PORTO	KJFK	NEW YORK		01/01/2005	01, 02:42	09:19	B703	

c) Porto

N313P	KIND	INDIANAPOLIS	DAAG	ALGER/HOUARI BOUMEDIENNE	23/08/2003	23, 13:49	22:46	B737	STEVENS EXPRESS
N313P	DAAG	ALGER/HOUARI BOUMEDIENNE 3500M	LPPR	PORTO	24/08/2003	24, 00:37	02:04	B737	STEVENS EXPRESS

N313P	LPPR	PORTO	UBBB	BAKU/BINA	25/08/2003	25, 08:14	13:52	B737	STEVENS EXPRESS
N313P	UGGG	TBILISI/NOVOALEXEYVKA	EDDF	FRANKFURT MAIN	26/08/2003	26, 06:28	10:27	B737	STEVENS EXPRESS
N313P	EDDF	FRANKFURT MAIN	KIAD	WASHINGTON	26/08/2003	26, 12:29	20:25	B737	STEVENS EXPRESS

c) Azores

N8183J	CYQX	GANDER INTL	EGPK	PRESTWICK	06/04/2005	06, 11:21	17:36	ZZZZ	TEPPER AVIATION
N8183J	EGPK	PRESTWICK	LGIR	IRAKLION NIKOS KAZANZAKIS	07/04/2005	07, 09:15	15:49	C130	TEPPER AVIATION
N8183J	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	08/04/2005	08, 08:30	11:14	C130	TEPPER AVIATION
N8183J	OJAM	AMMAN / MARKA	DTTA	TUNIS / CARTHAGE	27/11/2005	27, 08:07	14:07	C130	TEPPER AVIATION
N8183J	DTTA	TUNIS / CARTHAGE	LPLA	LAJES,ACORES	28/11/2005	28, 07:32	15:00	C130	TEPPER AVIATION
N8183J	LPLA	LAJES,ACORES	TXKF	TXKF	29/11/2005	29, 10:12	17:07	C130	TEPPER AVIATION
N8213G	LPPD	PONTA DELGADA	LDZA	ZAGREB	14/08/2001	14, 20:05	03:00	C130	
N8213G	KPSM	PORTSMOUTH	LPPD	PONTA DELGADA	30/08/2001	30, 05:25	13:07	C130	
N8213G	LPPD	PONTA DELGADA	LDZA	ZAGREB	31/08/2001	31, 07:35	14:49	C130	
N8213G	LDZA	ZAGREB	LPPD	PONTA DELGADA	01/09/2001	01, 11:16	19:12	C130	
N8213G	LPPD	PONTA DELGADA	KPSM	PORTSMOUTH	02/09/2001	02, 14:05	22:17	C130	

N168D	BIKF	KEFLAVIK 63 59N 22 36W H3000	LKPR	PRAHA / RUZYNE	07/04/2005	07, 09:23	15:16	CN35	JEPPESEN DATAPLAN 2
N168D	LKPR	PRAHA / RUZYNE	UGGG	TBILISI/NOVOALEXEYVKA	08/04/2005	08, 07:00	12:50	CN35	JEPPESEN DATAPLAN 2
N168D	UBBB	BAKU/BINA	LGIR	IRAKLION NIKOS KAZANZAKIS	22/07/2005	22, 05:18	11:43	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LEZL	SEVILLA	23/07/2005	23, 14:05	16:19	CN35	JEPPESEN DATAPLAN 2
N168D	LGIR	IRAKLION NIKOS KAZANZAKIS	LEPA	PALMA DE MALLORCA	23/07/2005	23, 06:56	13:00	CN35	JEPPESEN DATAPLAN 2
N168D	OAKB	KABUL	ORBI	BAGHDAD INTERNATIONAL	29/07/2005	29, 03:45	12:42	CN35	
N168D	LEZL	SEVILLA	LGKR	KERKIRA IOANNIS KAPODISTRIAS	10/08/2005	10, 08:11	13:10	CN35	JEPPESEN DATAPLAN 2
N168D	LGKR	KERKIRA IOANNIS KAPODISTRIAS	OJAM	AMMAN / MARKA	11/08/2005	11, 06:53	11:33	CN35	JEPPESEN DATAPLAN 2
N168D	LMML	MALTA/LUQA	LEPA	PALMA DE MALLORCA	12/08/2005	12, 12:54	16:16	CN35	JEPPESEN DATAPLAN 2
N168D	OJAM	AMMAN / MARKA	LMML	MALTA/LUQA	12/08/2005	12, 06:10	12:22	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LPLA	LAJES,ACORES	13/08/2005	13, 08:34	15:10	CN35	JEPPESEN DATAPLAN 2
N168D	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	14/08/2005	14, 09:57	15:41	CN35	JEPPESEN DATAPLAN 2
N168D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	LHBP	BUDAPEST 3700 M	03/10/2005	03, 09:49	17:04	CN35	JEPPESEN DATAPLAN 2
N168D	LHBP	BUDAPEST 3700 M	OJAM	AMMAN / MARKA	04/10/2005	04, 08:29	14:12	CN35	JEPPESEN DATAPLAN 2
N168D	ORBI	BAGHDAD INTERNATIONAL	UBBB	BAKU/BINA	05/10/2005	05, 11:35	15:15	CN35	
N168D	OJAM	AMMAN / MARKA	UBBB	BAKU/BINA	06/10/2005	06, 03:10	07:28	CN35	JEPPESEN DATAPLAN 2

N2189M	CYQX	GANDER INTL	LPPR	PORTO	13/10/2004	13, 10:11	16:53	C130	TEPPER AVIATION
N2189M	LPPR	PORTO	LGIR	IRAKLION NIKOS KAZANZAKIS	14/10/2004	14, 06:50	12:19	C130	TEPPER AVIATION
N2189M	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	15/10/2004	15, 06:03	08:32	C130	TEPPER AVIATION



N2189M	OJAM	AMMAN / MARKA	LIEO	OLBIA/COSTA SMERALDA	30/03/2005	30, 08:05	13:48	C130	TEPPER AVIATION
N2189M	LIEO	OLBIA/COSTA SMERALDA	LPLA	LAJES,ACORES	31/03/2005	31, 07:15	13:53	C130	TEPPER AVIATION
N2189M	LPLA	LAJES,ACORES	TXKF	TXKF	01/04/2005	01, 11:46	18:36	C130	TEPPER AVIATION
N2189M	CYQX	GANDER INTL	LPPR	PORTO	25/06/2005	25, 11:24	18:09	C130	TEPPER AVIATION
N2189M	LPPR	PORTO	LGAV	ATHENS/ELEFTHERIOS VENIZELOS	26/06/2005	26, 09:40	15:15	C130	TEPPER AVIATION
N2189M	LGAV	ATHENS/ELEFTHERIOS VENIZELOS	OJAM	AMMAN / MARKA	27/06/2005	27, 08:57	11:49	C130	TEPPER AVIATION

N219D	LEZL	SEVILLA	LPLA	LAJES,ACORES	01/10/2004	01, 12:13	16:48	CN35	CASA
N219D	LPLA	LAJES,ACORES	CYJT	STEPHENVILLE	03/10/2004	03, 10:10	16:40	CN35	CASA
N219D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	LIPZ	VENEZIA / TESSERA	05/05/2005	05, 08:58	15:42	CN35	JEPPESEN DATAPLAN 2
N219D	LIPZ	VENEZIA / TESSERA	OJAM	AMMAN / MARKA	06/05/2005	06, 08:02	14:51	CN35	JEPPESEN DATAPLAN 2
N219D	OERK	RIYADH / KING KHALID INTL	LCPH	PAPHOS	09/05/2005	09, 07:06	12:42	CN35	JEPPESEN DATAPLAN 2
N219D	LCPH	PAPHOS	LICJ	PALERMO / PUNTA RAISI	10/05/2005	10, 07:32	12:29	CN35	JEPPESEN DATAPLAN 2
N219D	LICJ	PALERMO / PUNTA RAISI	LEPA	PALMA DE MALLORCA	10/05/2005	10, 13:39	16:42	CN35	JEPPESEN DATAPLAN 2
N219D	LEPA	PALMA DE MALLORCA	GCTS	TENERIFE SUR / REINA SOFIA	11/05/2005	11, 09:13	16:03	CN35	JEPPESEN DATAPLAN 2
N219D	GCTS	TENERIFE SUR / REINA SOFIA	GUCY	GUCY	12/05/2005	12, 09:02	14:56	CN35	JEPPESEN DATAPLAN 2
N219D	DGAA	ACCRA / KOTOKA INTL	GCTS	TENERIFE SUR / REINA SOFIA	16/05/2005	16, 09:11	17:05	CN35	JEPPESEN DATAPLAN 2
N219D	GCTS	TENERIFE SUR / REINA SOFIA	LPLA	LAJES,ACORES	17/05/2005	17, 08:12	12:55	CN35	JEPPESEN DATAPLAN 2
N219D	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	18/05/2005	18, 09:05	15:04	CN35	JEPPESEN DATAPLAN 2

N221SG	EGPF	GLASGOW	BIKF	KEFLAVIK 63 59N 22 36W H3000	20/05/2002	20, 13:10	14:58	LJ35	PATH
N221SG	LHBP	BUDAPEST 3700 M	EGPF	GLASGOW	20/05/2002	20, 09:15	11:52	LJ35	PATH
N221SG	UGGG	TBILISI/NOVOALEXEYVKA	LHBP	BUDAPEST 3700 M	20/05/2002	20, 05:22	08:21	LJ35	PATH
N221SG	OJAM	AMMAN / MARKA	LIBR	BRINDISE CASALE	28/03/2004	28, 09:40	13:35	LJ35	PATH
N221SG	LEMG	MALAGA	LPLA	LAJES,ACORES	29/03/2004	29, 11:31	14:38	LJ35	PATH
N221SG	LIBR	BRINDISE CASALE	LEMG	MALAGA	29/03/2004	29, 05:31	09:25	LJ35	PATH
N221SG	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	30/03/2004	30, 11:12	15:02	LJ35	PATH
N221SG	LPZ	SANTA MARIA,ACORES	LEMG	MALAGA	04/12/2004	04, 10:06	12:47	LJ35	
N221SG	CYYT	ST. JOHN'S	LPZ	SANTA MARIA,ACORES	08/12/2004	08, 13:39	16:56	LJ35	PATH
N221SG	LEMG	MALAGA	LIBR	BRINDISE CASALE	09/12/2004	09, 14:25	17:20	LJ35	PATH
N221SG	LPZ	SANTA MARIA,ACORES	LEMG	MALAGA	09/12/2004	09, 09:54	12:27	LJ35	PATH
N221SG	LIBR	BRINDISE CASALE	OJAM	AMMAN / MARKA	10/12/2004	10, 08:18	10:57	LJ35	PATH
N221SG	OERY	RIYADH	LTBA	ISTANBUL / ATATURK	06/03/2005	06, 06:15	11:25	LJ35	PATH
N221SG	LTBA	ISTANBUL / ATATURK	EKCH	KOBENHAVN/KASTRUP 3570M	07/03/2005	07, 06:04	08:57	LJ35	PATH
N221SG	EKCH	KOBENHAVN/KASTRUP 3570M	BIKF	KEFLAVIK 63 59N 22 36W H3000	08/03/2005	08, 08:05	11:11	LJ35	PATH

N8183J	CYQX	GANDER INTL	EGPK	PRESTWICK	06/04/2005	06, 11:21	17:36	ZZZZ	TEPPER AVIATION
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N8183J	EGPK	PRESTWICK	LGIR	IRAKLION NIKOS KAZANZAKIS	07/04/2005	07, 09:15	15:49	C130	TEPPER AVIATION
N8183J	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	08/04/2005	08, 08:30	11:14	C130	TEPPER AVIATION
N8183J	OJAM	AMMAN / MARKA	DTTA	TUNIS / CARTHAGE	27/11/2005	27, 08:07	14:07	C130	TEPPER AVIATION
N8183J	DTTA	TUNIS / CARTHAGE	LPLA	LAJES,ACORES	28/11/2005	28, 07:32	15:00	C130	TEPPER AVIATION
N8183J	LPLA	LAJES,ACORES	TXKF	TXKF	29/11/2005	29, 10:12	17:07	C130	TEPPER AVIATION

N168D	LPAZ	SANTA MARIA,ACORES	GCTS	TENERIFE SUR / REINA SOFIA	18/12/2004	18, 09:10	12:45	CN35	STEVENS EXPRESS
N168D	GCTS	TENERIFE SUR / REINA SOFIA	GUCY	GUCY	19/12/2004	19, 07:15	13:00	CN35	STEVENS EXPRESS
N168D	CYYT	ST. JOHN'S	LPPD	PONTA DELGADA,ACORES	11/01/2005	11, 12:23	18:23	CN35	JEPPESEN DATAPLAN 2
N168D	LPPD	PONTA DELGADA,ACORES	LIEE	CAGLIARI / ELMAS	12/01/2005	12, 07:59	17:32	CN35	JEPPESEN DATAPLAN 2
N168D	LIEE	CAGLIARI / ELMAS	OJAM	AMMAN / MARKA	13/01/2005	13, 08:19	14:53	CN35	JEPPESEN DATAPLAN 2
N168D	ORBI	BAGHDAD INTERNATIONAL	LCLK	LARNACA	14/01/2005	14, 11:15	14:12	CN35	JEPPESEN DATAPLAN 2
N168D	LCLK	LARNACA	LEPA	PALMA DE MALLORCA	15/01/2005	15, 06:45	13:43	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LPPD	PONTA DELGADA,ACORES	16/01/2005	16, 08:05	14:11	CN35	JEPPESEN DATAPLAN 2
N168D	LPPD	PONTA DELGADA,ACORES	CYYT	ST. JOHN'S	19/01/2005	19, 13:35	19:35	CN35	JEPPESEN DATAPLAN 2
N168D	BIKF	KEFLAVIK 63 59N 22 36W H3000	LKPR	PRAHA / RUZYNE	07/04/2005	07, 09:23	15:16	CN35	JEPPESEN DATAPLAN 2
N168D	LKPR	PRAHA / RUZYNE	UGGG	TBILISI/NOVOALEXEYVKA	08/04/2005	08, 07:00	12:50	CN35	JEPPESEN DATAPLAN 2
N168D	UBBB	BAKU/BINA	LGIR	IRAKLION NIKOS KAZANZAKIS	22/07/2005	22, 05:18	11:43	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LEZL	SEVILLA	23/07/2005	23, 14:05	16:19	CN35	JEPPESEN DATAPLAN 2
N168D	LGIR	IRAKLION NIKOS KAZANZAKIS	LEPA	PALMA DE MALLORCA	23/07/2005	23, 06:56	13:00	CN35	JEPPESEN DATAPLAN 2
N168D	OAKB	KABUL	ORBI	BAGHDAD INTERNATIONAL	29/07/2005	29, 03:45	12:42	CN35	
N168D	LEZL	SEVILLA	LGKR	KERKIRA IOANNIS KAPODISTRIAS	10/08/2005	10, 08:11	13:10	CN35	JEPPESEN DATAPLAN 2
N168D	LGKR	KERKIRA IOANNIS KAPODISTRIAS	OJAM	AMMAN / MARKA	11/08/2005	11, 06:53	11:33	CN35	JEPPESEN DATAPLAN 2
N168D	LMML	MALTA/LUQA	LEPA	PALMA DE MALLORCA	12/08/2005	12, 12:54	16:16	CN35	JEPPESEN DATAPLAN 2
N168D	OJAM	AMMAN / MARKA	LMML	MALTA/LUQA	12/08/2005	12, 06:10	12:22	CN35	JEPPESEN DATAPLAN 2
N168D	LEPA	PALMA DE MALLORCA	LPLA	LAJES,ACORES	13/08/2005	13, 08:34	15:10	CN35	JEPPESEN DATAPLAN 2
N168D	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	14/08/2005	14, 09:57	15:41	CN35	JEPPESEN DATAPLAN 2
N168D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	LHBP	BUDAPEST 3700 M	03/10/2005	03, 09:49	17:04	CN35	JEPPESEN DATAPLAN 2
N168D	LHBP	BUDAPEST 3700 M	OJAM	AMMAN / MARKA	04/10/2005	04, 08:29	14:12	CN35	JEPPESEN DATAPLAN 2
N168D	ORBI	BAGHDAD INTERNATIONAL	UBBB	BAKU/BINA	05/10/2005	05, 11:35	15:15	CN35	
N168D	OJAM	AMMAN / MARKA	UBBB	BAKU/BINA	06/10/2005	06, 03:10	07:28	CN35	JEPPESEN DATAPLAN 2

N2189M	CYQX	GANDER INTL	LPPR	PORTO	13/10/2004	13, 10:11	16:53	C130	TEPPER AVIATION
N2189M	LPPR	PORTO	LGIR	IRAKLION NIKOS KAZANZAKIS	14/10/2004	14, 06:50	12:19	C130	TEPPER AVIATION
N2189M	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	15/10/2004	15, 06:03	08:32	C130	TEPPER AVIATION
N2189M	OJAM	AMMAN / MARKA	LIEO	OLBIA/COSTA SMERALDA	30/03/2005	30, 08:05	13:48	C130	TEPPER AVIATION
N2189M	LIEO	OLBIA/COSTA SMERALDA	LPLA	LAJES,ACORES	31/03/2005	31, 07:15	13:53	C130	TEPPER AVIATION

N2189M	LPLA	LAJES,ACORES	TXKF	TXKF	01/04/2005	01, 11:46	18:36	C130	TEPPER AVIATION
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N219D	LEZL	SEVILLA	LPLA	LAJES,ACORES	01/10/2004	01, 12:13	16:48	CN35	CASA
N219D	LPLA	LAJES,ACORES	CYJT	STEPHENVILLE	03/10/2004	03, 10:10	16:40	CN35	CASA
N219D	BIRK	REYKJAVIK 64 08N 21 57W H 1749M	LIPZ	VENEZIA / TESSERA	05/05/2005	05, 08:58	15:42	CN35	JEPPESEN DATAPLAN 2
N219D	LIPZ	VENEZIA / TESSERA	OJAM	AMMAN / MARKA	06/05/2005	06, 08:02	14:51	CN35	JEPPESEN DATAPLAN 2
N219D	OERK	RIYADH / KING KHALID INTL	LCPH	PAPHOS	09/05/2005	09, 07:06	12:42	CN35	JEPPESEN DATAPLAN 2
N219D	LCPH	PAPHOS	LICJ	PALERMO / PUNTA RAISI	10/05/2005	10, 07:32	12:29	CN35	JEPPESEN DATAPLAN 2
N219D	LICJ	PALERMO / PUNTA RAISI	LEPA	PALMA DE MALLORCA	10/05/2005	10, 13:39	16:42	CN35	JEPPESEN DATAPLAN 2
N219D	LEPA	PALMA DE MALLORCA	GCTS	TENERIFE SUR / REINA SOFIA	11/05/2005	11, 09:13	16:03	CN35	JEPPESEN DATAPLAN 2
N219D	GCTS	TENERIFE SUR / REINA SOFIA	GUCY	GUCY	12/05/2005	12, 09:02	14:56	CN35	JEPPESEN DATAPLAN 2
N219D	DGAA	ACCRA / KOTOKA INTL	GCTS	TENERIFE SUR / REINA SOFIA	16/05/2005	16, 09:11	17:05	CN35	JEPPESEN DATAPLAN 2
N219D	GCTS	TENERIFE SUR / REINA SOFIA	LPLA	LAJES,ACORES	17/05/2005	17, 08:12	12:55	CN35	JEPPESEN DATAPLAN 2
N219D	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	18/05/2005	18, 09:05	15:04	CN35	JEPPESEN DATAPLAN 2

N221SG	OJAM	AMMAN / MARKA	LIBR	BRINDISE CASALE	28/03/2004	28, 09:40	13:35	LJ35	PATH
N221SG	LEMG	MALAGA	LPLA	LAJES,ACORES	29/03/2004	29, 11:31	14:38	LJ35	PATH
N221SG	LIBR	BRINDISE CASALE	LEMG	MALAGA	29/03/2004	29, 05:31	09:25	LJ35	PATH
N221SG	LPLA	LAJES,ACORES	CYYT	ST. JOHN'S	30/03/2004	30, 11:12	15:02	LJ35	PATH
N221SG	LPZ	SANTA MARIA,ACORES	LEMG	MALAGA	04/12/2004	04, 10:06	12:47	LJ35	
N221SG	CYYT	ST. JOHN'S	LPZ	SANTA MARIA,ACORES	08/12/2004	08, 13:39	16:56	LJ35	PATH

N312ME	BIRK	REYKJAVIK	EDDF	FRANKFURT MAIN	23/04/2003	23, 09:22	13:50	BE20	AVIATION SPECIALTIES
N312ME	EDDF	FRANKFURT MAIN	LRBS	BUCURESTI BANEASA RWY 3200M	24/04/2003	24, 05:29	09:13	BE20	AVIATION SPECIALTIES
N312ME	LRBS	BUCURESTI BANEASA RWY 3200M	UBBB	BAKU/BINA	24/04/2003	24, 10:22	14:01	BE20	AVIATION SPECIALTIES
N312ME	UDYZ	YEREVAN / ZVARTNOTS	LGAV	ATHENS/ELEFTHERIOS VENIZELOS	05/01/2005	05, 05:28	09:52	BE20	JEPPESEN DATAPLAN 2
N312ME	LFML	MARSEILLE/MARIGNANE	LPPT	LISBOA	06/01/2005	06, 12:35	15:28	BE20	JEPPESEN DATAPLAN 2
N312ME	LGAV	ATHENS/ELEFTHERIOS VENIZELOS	LFML	MARSEILLE/MARIGNANE	06/01/2005	06, 06:51	11:32	BE20	JEPPESEN DATAPLAN 2
N312ME	LPPT	LISBOA	LPPD	PONTA DELGADA,ACORES	07/01/2005	07, 07:17	10:37	BE20	JEPPESEN DATAPLAN 2
N312ME	LPPD	PONTA DELGADA,ACORES	CYYT	ST. JOHN'S	08/01/2005	08, 10:05	15:34	BE20	JEPPESEN DATAPLAN 2

N8183J	CYQX	GANDER INTL	EGPK	PRESTWICK	06/04/2005	06, 11:21	17:36	ZZZZ	TEPPER AVIATION
N8183J	EGPK	PRESTWICK	LGIR	IRAKLION NIKOS KAZANZAKIS	07/04/2005	07, 09:15	15:49	C130	TEPPER AVIATION
N8183J	LGIR	IRAKLION NIKOS KAZANZAKIS	OJAM	AMMAN / MARKA	08/04/2005	08, 08:30	11:14	C130	TEPPER AVIATION
N8183J	OJAM	AMMAN / MARKA	DTTA	TUNIS / CARTHAGE	27/11/2005	27, 08:07	14:07	C130	TEPPER AVIATION

N8183J	DTTA	TUNIS / CARTHAGE	LPLA	LAJES,ACORES	28/11/2005	28, 07:32	15:00	C130	TEPPER AVIATION
N8183J	LPLA	LAJES,ACORES	TXKF	TXKF	29/11/2005	29, 10:12	17:07	C130	TEPPER AVIATION

N8213G	LEVC	VALENCIA	HELX	LUXOR	04/05/2002	04, 13:31	20:04	C130	
N8213G	LPPD	PONTA DELGADA	LEVC	VALENCIA	04/05/2002	04, 07:59	12:26	C130	
N8213G	HELX	LUXOR	LEVC	VALENCIA	06/05/2002	06, 11:55	20:03	C130	
N8213G	LEVC	VALENCIA	LPPD	PONTA DELGADA	08/05/2002	08, 07:50	12:08	C130	
N8213G	LPPD	PONTA DELGADA	KPSM	PORTSMOUTH	08/05/2002	08, 13:05	21:48	C130	

N8213G	EDDF	FRANKFURT MAIN	LATI	TIRANA	05/02/2003	05, 11:14	14:03	C130	
N8213G	LATI	TIRANA	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	05/02/2003	05, 14:35	16:01	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	EDDF	FRANKFURT MAIN	05/02/2003	05, 17:48	22:10	C130	
N8213G	EDDF	FRANKFURT MAIN	LEMD	MADRID BARAJAS	06/02/2003	06, 12:06	14:51	C130	
N8213G	LEMD	MADRID BARAJAS	LPPD	PONTA DELGADA	07/02/2003	07, 12:42	17:01	C130	
N8213G	LPPD	PONTA DELGADA	CYJT	STEPHENVILLE	08/02/2003	08, 11:50	18:29	C130	

N8213G	KIAD	WASHINGTON	LPPD	PONTA DELGADA	08/05/2003	09, 00:08	08:19	C130	
N8213G	LEVC	VALENCIA	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	09/05/2003	09, 14:51	19:31	C130	
N8213G	LPPD	PONTA DELGADA	LEVC	VALENCIA	09/05/2003	09, 09:29	13:40	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	UGEE	YEREVAN/ZVARTNOSJ	10/05/2003	10, 23:13	03:05	C130	
N8213G	OAKB	KABUL/KHWADJA RAWASH	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	11/05/2003	11, 10:19	18:52	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	LLBG	TEL AVIV/BEN GURION	13/05/2003	13, 03:12	05:38	C130	
N8213G	LLBG	TEL AVIV/BEN GURION	UGEE	YEREVAN/ZVARTNOSJ	13/05/2003	13, 07:10	10:32	C130	
N8213G	UGEE	YEREVAN/ZVARTNOSJ	EDDF	FRANKFURT MAIN	14/05/2003	14, 13:25	20:19	C130	
N8213G	EDDF	FRANKFURT MAIN	EFHK	HELSINKI-VANTAA	16/05/2003	16, 10:33	13:39	C130	
N8213G	EFHK	HELSINKI-VANTAA	ESSA	STOCKHOLM-ARLANDA	16/05/2003	16, 14:31	15:26	C130	
N8213G	DAAG	ALGER	LPPD	PONTA DELGADA	18/05/2003	18, 11:40	17:16	C130	
N8213G	ESSA	STOCKHOLM-ARLANDA	EDDF	FRANKFURT MAIN	18/05/2003	18, 10:11	12:45	C130	
N8213G	DAAG	ALGER	LPPD	PONTA DELGADA	19/05/2003	19, 12:08	18:01	C130	
N8213G	EDDF	FRANKFURT MAIN	DAAG	ALGER	19/05/2003	19, 06:07	09:30	C130	
N8213G	LPPD	PONTA DELGADA	CYJT	STEPHENVILLE	20/05/2003	20, 12:05	17:53	C130	

N8213G	KPSM	PORTSMOUTH	LPPD	PONTA DELGADA	07/06/2003	07, 00:25	06:52	C130	
N8213G	LPPD	PONTA DELGADA	LEVC	VALENCIA	07/06/2003	07, 07:21	11:19	C130	
N8213G	LEVC	VALENCIA	EDDF	FRANKFURT MAIN	08/06/2003	08, 11:17	14:32	C130	
N8213G	EDDF	FRANKFURT MAIN	LQSA	SARAJEVO	09/06/2003	09, 09:28	12:05	C130	
N8213G	LQSA	SARAJEVO	EDDF	FRANKFURT MAIN	09/06/2003	09, 13:52	15:56	C130	
N8213G	DTTA	TUNIS/CARTHAGE	EDDF	FRANKFURT MAIN	10/06/2003	10, 16:23	19:30	C130	
N8213G	EDDF	FRANKFURT MAIN	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	10/06/2003	10, 08:02	12:06	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	DTTA	TUNIS/CARTHAGE	10/06/2003	10, 13:12	15:39	C130	
N8213G	EDDF	FRANKFURT MAIN	BIRK	REYKJAVIK	11/06/2003	11, 08:59	14:00	C130	

N8213G	KIAD	WASHINGTON	LPPD	PONTA DELGADA	06/08/2003	06, 09:06	17:08	C130	
N8213G	LEVC	VALENCIA	HEGN	HURGHADA	07/08/2003	07, 13:56	21:33	C130	
N8213G	LPPD	PONTA DELGADA	LEVC	VALENCIA	07/08/2003	07, 08:21	12:36	C130	
N8213G	HEGN	HURGHADA	EDDF	FRANKFURT MAIN	25/08/2003	25, 20:52	04:17	C130	
N8213G	EDDF	FRANKFURT MAIN	HEGN	HURGHADA	30/08/2003	30, 21:40	04:20	C130	
N8213G	HEGN	HURGHADA	EDDF	FRANKFURT MAIN	01/09/2003	01, 13:53	21:33	C130	
N8213G	EDDF	FRANKFURT MAIN	HEGN	HURGHADA	03/09/2003	03, 06:02	12:33	C130	
N8213G	HEGN	HURGHADA	EDDF	FRANKFURT MAIN	03/10/2003	03, 11:12	18:50	C130	
N8213G	EDDF	FRANKFURT MAIN	HEGN	HURGHADA	04/10/2003	04, 16:58	23:43	C130	
N8213G	HEGN	HURGHADA	EDDF	FRANKFURT MAIN	06/10/2003	06, 01:22	09:03	C130	
N8213G	EDDF	FRANKFURT MAIN	HEGN	HURGHADA	07/10/2003	07, 05:51	12:10	C130	
N8213G	HDAM	DIJBOUTI AMBOULI	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	11/11/2003	11, 11:15	19:08	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	LPPD	PONTA DELGADA	12/11/2003	12, 11:36	21:10	C130	
N8213G	LPPD	PONTA DELGADA	KPSM	PORTSMOUTH	13/11/2003	13, 11:35	21:52	C130	
N8213G	KPSM	PORTSMOUTH	LPPD	PONTA DELGADA	27/02/2004	27, 06:15	13:01	C130	
N8213G	KPSM	PORTSMOUTH	LPPD	PONTA DELGADA	30/03/2004	30, 01:02	08:06	C130	
N8213G	LMML	MALTA LUQA	OKBK	KUWAIT	31/03/2004	31, 14:55	21:21	C130	
N8213G	LPPD	PONTA DELGADA	LMML	MALTA LUQA	31/03/2004	31, 06:47	13:09	C130	
N8213G	OMAA	ABU DHABI INTL	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	03/04/2004	03, 05:36	15:03	C130	
N8213G	LEVC	VALENCIA	LPPD	PONTA DELGADA	04/04/2004	04, 12:52	17:38	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	LEVC	VALENCIA	04/04/2004	04, 07:08	11:25	C130	
N8213G	LPPD	PONTA DELGADA	CYJT	STEPHENVILLE	05/04/2004	05, 13:43	19:33	C130	

N8213G	KPSM	PORTSMOUTH	LPPD	PONTA DELGADA	23/06/2004	23, 04:36	11:31	C130	
N8213G	LPPD	PONTA DELGADA	LPPR	PORTO	23/06/2004	23, 11:36	14:15	C130	
N8213G	LPPR	PORTO	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	23/06/2004	23, 16:57	22:44	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	EDDF	FRANKFURT MAIN	24/06/2004	24, 15:56	20:11	C130	
N8213G	EDDF	FRANKFURT MAIN	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	26/06/2004	26, 05:32	09:20	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	OERK	RIYADH KING KHALID	26/06/2004	26, 11:12	16:16	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	EDDF	FRANKFURT MAIN	29/06/2004	29, 14:57	19:22	C130	
N8213G	OBBI	BAHRAIN-INTL	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	29/06/2004	29, 07:59	14:11	C130	
N8213G	EDDF	FRANKFURT MAIN	LPPD	PONTA DELGADA	30/06/2004	30, 11:37	18:42	C130	
N8213G	LPPD	PONTA DELGADA	KIAD	WASHINGTON	01/07/2004	01, 13:35	23:43	C130	

N8213G	KIAD	WASHINGTON	LPPD	PONTA DELGADA	24/08/2004	24, 07:59	16:42	C130	
N8213G	LMML	MALTA LUQA	HEGN	HURGHADA	25/08/2004	25, 15:07	19:13	C130	
N8213G	LPPD	PONTA DELGADA	LMML	MALTA LUQA	25/08/2004	25, 05:14	14:07	C130	
N8213G	OOMS	MUSCAT	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	01/09/2004	01, 10:08	17:25	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	LPPR	PORTO	02/09/2004	02, 09:29	15:19	C130	
N8213G	LPPR	PORTO	LPPD	PONTA DELGADA	02/09/2004	02, 16:42	19:48	C130	
N8213G	LPPD	PONTA DELGADA	CYJT	STEPHENVILLE	03/09/2004	03, 09:16	15:07	C130	

N8213G	KIAD	WASHINGTON	LPPD	PONTA DELGADA	30/10/2004	30, 23:45	07:41	C130	
N8213G	LPPD	PONTA DELGADA	EDDF	FRANKFURT MAIN	30/10/2004	30, 09:12	17:32	C130	
N8213G	EDDF	FRANKFURT MAIN	LQSA	SARAJEVO	31/10/2004	31, 06:30	09:07	C130	
N8213G	LATI	TIRANA	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	31/10/2004	31, 12:20	13:46	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	EDDF	FRANKFURT MAIN	31/10/2004	31, 14:38	18:24	C130	
N8213G	LQSA	SARAJEVO	LATI	TIRANA	31/10/2004	31, 09:34	10:26	C130	
N8213G	EDDF	FRANKFURT MAIN	DAAG	ALGER	01/11/2004	01, 09:56	13:33	C130	
N8213G	GMME	RABAT/SALE	GQNN	NOUAKCHOTT	02/11/2004	02, 07:24	11:28	C130	
N8213G	GOOY	DAKAR	GMME	RABAT/SALE	09/11/2004	09, 13:51	18:08	C130	
N8213G	GMME	RABAT/SALE	EDDF	FRANKFURT MAIN	10/11/2004	10, 09:26	14:01	C130	
N8213G	EDDF	FRANKFURT MAIN	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	12/11/2004	12, 07:31	11:42	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	OBBI	BAHRAIN-INTL	12/11/2004	12, 12:57	18:14	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	EDDF	FRANKFURT MAIN	15/11/2004	15, 09:33	13:37	C130	
N8213G	OBBI	BAHRAIN-INTL	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	15/11/2004	15, 02:15	08:33	C130	
N8213G	EDDF	FRANKFURT MAIN	LPPD	PONTA DELGADA	17/11/2004	17, 11:10	17:35	C130	
N8213G	LPPD	PONTA DELGADA	CYHZ	HALIFAX INTL	18/11/2004	18, 11:05	17:39	C130	

N8213G	KIAD	WASHINGTON	LPPD	PONTA DELGADA	06/01/2005	06, 01:13	08:38	C130	
N8213G	LPPD	PONTA DELGADA	EDDF	FRANKFURT MAIN	06/01/2005	06, 08:31	15:43	C130	
N8213G	EDDF	FRANKFURT MAIN	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	08/01/2005	08, 09:55	13:57	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	OBBI	BAHRAIN-INTL	08/01/2005	08, 15:42	21:08	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	EDDF	FRANKFURT MAIN	23/01/2005	23, 12:32	17:29	C130	
N8213G	OBBI	BAHRAIN-INTL	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	23/01/2005	23, 04:15	11:30	C130	
N8213G	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	EDDF	FRANKFURT MAIN	24/01/2005	24, 06:41	11:23	C130	
N8213G	EDDF	FRANKFURT MAIN	LPPD	PONTA DELGADA	25/01/2005	25, 10:23	16:33	C130	
N8213G	LPPD	PONTA DELGADA	KIAD	WASHINGTON	26/01/2005	26, 12:04	21:09	C130	

### Appendix 10: Original Portuguese Flight Log data documenting aircraft transiting Portuguese jurisdiction en route to Guantanamo Bay

DIA	C_SIGN	CAT	AC	ORI	VEL	RFL	DEST	GFL	ENT	HENT	SAI	HSAI	COD_I	COD_E	COR	LOTE	CLAS	OBS
24-06-2006	SYA7267	TS	B743	MUGM	350	GAMN	350	3200N04000	1047	3617N01523	1319	Z	Z	Y	L	03		
07-05-2006	RCH957	IM	C17	LPLA	350	MUGM	350	LPLA	0527	3800N04000	0803	X	201	B	L	15		
05-05-2006	RCH957	IM	C17	MUGM	350	LATI	330	3400N04000	1146	3531N01614	1420	X	201	Y	L	13		
10-02-2006	RCH919	IM	DC10	GMME	340	MUGM	340	3700N01500	1836	3000N04000	2123		201	B		16		
08-02-2006	RCH916	IM	C17	MUGM	350	LTAG	310	3400N04000	1450	3531N01614	1732	X	201	Y	L	13		
07-02-2006	RCH919	IM	DC10	MUGM	350	GMME	350	3200N04000	1433	3531N01614	1703	X	201	Y	L	13		
06-02-2006	RCH918	IM	C17	MUGM	350	GMME	350	3200N04000	1412	3531N01614	1656	X	201	Y	L	13		
08-11-2005	RCH985	IM	DC10	LEMO	340	MUGM	310	3700N01500	0231	3300N04000	0519		201	B		16		
04-11-2005	RCH985	IM	DC10	MUGM	350	LTAG	350	3400N04000	1421	3531N01614	1643	X	201	Y	L	13		
03-11-2005	KAC66	IG	6LF5	MUGM	410	GAMN	450	3600N04000	1013	3355N01804	1226	Z	Z	Y	L	03		
03-11-2005	RCH353	IM	DC10	MUGM	350	LPLA	350	4200N04000	1405	LPLA	1529	X	201	Y	L	11		
30-09-2005	RCHDQ1	IM	6EF3	MUGM	410	LPLA	410	3700N04000	1346	LPLA	1517	X	201	Y	L	11		
08-09-2005	N248AB	IG	6LF4	LPAZ	400	MUGM	340	LPAZ	0625	3000N04000	0820	Z	Z	B	L	05	PRIME JET LLC ADS/11	
22-08-2005	RCH924	IM	C17	LPLA	340	MUGM	340	LPLA	1847	3800N04000	2036	X	201	B	L	15		
20-08-2005	RCH924	IM	C17	MUGM	310	LTAG	310	3400N04000	1332	3531N01614	1613	X	201	Y	L	13		
19-08-2005	RCH923	IM	C17	MUGM	330	LERT	330	3200N04000	1416	3531N01614	1700	X	201	Y	L	13		
22-07-2005	RCH925	IM	C17	LPLA	340	MUGM	320	LPLA	0152	3800N04000	0318	X	201	B	L	15		
19-07-2005	RCH925	IM	C17	MUGM	350	LTAG	330	3400N04000	1452	3531N01614	1744	X	201	Y	L	13		
18-07-2005	RCH924	IM	C17	MUGM	290	LETO	350	3200N04000	1130	3531N01614	1407	X	201	Y	L	13		
25-04-2005	BAF699A	IM	A310	MUGM	370	ERMS	390	4100N04000	1139	4500N02537	1256	M	002	Y	L	13		
20-04-2005	RCH950Y	IM	C17	LERT	300	MUGM	300	3800N01500	1910	4100N04000	2211		201	B		16		
18-04-2005	RCH950Y	IM	C17	MUGM	350	LTAG	310	3400N04000	1370	3531N01614	1551	X	201	Y	L	13		
17-04-2005	RCH951	IM	C17	MUGM	330	EDDF	350	4100N04000	1317	4500N02347	1442	X	201	Y	L	13		
14-03-2005	RCH914Y	IM	C17	LPLA	340	MUGM	340	LPLA	0129	3700N04000	0323	X	201	B	L	15		
11-03-2005	RCH914Y	IM	C17	MUGM	270	LTAG	350	3400N04000	1428	3531N01614	1706	X	201	Y	L	13		
07-03-2005	FAF4040	IM	K35R	MUGM	270	LPLA	270	3600N04000	1229	LPLA	1356	M	003	Y	L	11		
15-01-2005	KAC099	IG	6LF5	MUGM	450	GAMN	450	3600N04000	0943	3355N01804	1204	Z	Z	Y	L	03		

RIVSMA

DIA	C_SIGN	CAT	AC	ORI	VEL	RFL	DEST	CFL	ENT	HENT	SAI	HSAI	COD_I	COD_E	COR	LOTE	CLAS	OBS	NOTA
20-09-2004	RCH947	IM	C17	LPLA	280	MUGM	340	LPLA	1725	3500N04000	1902	X	201	B	L	15			
19-09-2004	RCH948Y	IM	C17	LTAG	240	MUGM	240	3531N01614	1650	3100N04000	1939		201	B		23	RES		
17-09-2004	RCH948Y	IM	C17	MUGM	350	LTAG	350	3300N04000	1441	3531N01614	1728		201	Y		23	RES		
16-09-2004	RCH947Y	IM	C17	MUGM	330	LTAG	290	3300N04000	1542	3531N01614	1812		201	Y		23	RES		
15-09-2004	NB068V	IG	GLF5	MUGM	410	HLLM	410	3500N04000	1325	3700N01500	1607	Z	Z	Y	L	03			
08-09-2004	NB068V	IG	GLF5	HLLM	400	MUGM	430	3800N01500	0019	3400N04000	0312			B		06			
01-08-2004	NB5VM	IG	GLF4	MUGM	410	GMME	430	3300N04000	1932	3531N01614	2206	Z	Z	Y	L	03	RICHMOR AVIATION INC		
31-07-2004	NB5VM	IG	GLF4	LPAZ	400	MUGM	290	LPAZ	0227	3400N04000	0408	Z	Z	B	L	05	RICHMOR AVIATION INC		
27-07-2004	FAP4050	IM	K35R	MUGM	270	LPLA	270	3600N04000	0328	LPLA	0458	M	003	Y	L	11			
26-07-2004	FAP4050	IM	K35R	LFOE	280	MUGM	280	4500N03000	0922	4100N04000	1021		003	B		16			
17-07-2004	N982RK	IG	GLF3	MUGM	410	LPAZ	410	3400N04000	1234	LPAZ	1424	Z	Z	Y	L	01	WATER ABOVE MOUNTAIN		
12-04-2004	NB5VM	IG	GLF4	MUGM	410	GCXD	410	2500N04000	1204	2735N02500	1342	Z	Z	Y	L	03	OPR/RICHMOR AVIATION INC		
31-03-2004	RCH927Y	IM	C17	MUGM	310	LTAG	330	3200N04000	1553	3531N01614	1817	X	201	Y	L	13			
30-03-2004	RCH926Y	IM	C17	MUGM	350	LTAG	330	3230N04000	1325	3531N01614	1559	X	201	Y	L	13			
28-03-2004	NB5VM	IG	GLF4	MUGM	410	GMME	410	2500N04000	0306	2505N02500	0432	Z	Z	Y	L	03			
14-03-2004	RCH958Y	IM	C17	MUGM	330	LTAG	290	3400N04000	1457	3031N01614	1719	X	201	Y	L	13			
12-03-2004	NB068V	IG	GLF5	GMME	410	MUGM	410	2800N02500	0027	2600N04000	0218			B		06			
09-03-2004	RRR6869	IM	C17	MUGM	350	EGWU	350	4300N04000	1522	4500N03347	1552	M	005	Y	L	13			
08-03-2004	RRR6868	IM	C17	EGVN	320	MUGM	320	4500N02425	0742	3500N04000	1003		005	B		16			
13-02-2004	AME4554	IM	F900	MUGM	400	LPLA	400	3500N04000	1510	LPLA	1645	M	011	Y	L	11			
28-01-2004	RCH912Y	IM	C17	MUGM	270	LTAG	340	3200N04000	1516	3531N01614	1748	X	201	Y	L	13			
28-12-2003	N313P	IG	B737	MUGM	400	GMME	400	2700N04000	0530	3327N01817	0758	Z	Z	Y	L	03			
03-12-2003	N379P	IG	GLF5	GMME	400	MUGM	400	3355N01804	2302	3100N04000	0128			B		06			
23-11-2003	RCH901V	IM	C17	LTAG	270	MUGM	270	3219N01607	0328	3030N04000	0610		201	B		16			
22-11-2003	N313P	IG	B737	GMME	350	MUGM	350	3611N01523	0057	3400N04000	0339			B		06			
21-11-2003	RCH901V	IM	C17	MUGM	330	LTAG	350	3130N04000	1635	3250N01819	1925	X	201	Y	L	13			
18-11-2003	RCH900Y	IM	C141	MUGM	330	LPLA	350	3700N04000	0814	LPLA	0942	X	201	Y	L	11			

RIVSMA



DEA	C_SIGN	CAT	AC	ORI	VEL	RPL	DEST	CPL	ENT	HENT	SAZ	HSAZ	COB_I	COB_E	COR	LOTE	CLAS	DBS	NOTA
07-01-2003	R05VA	16	6LJ4	MUSA			410 LPAZ	410	3400N04000	0308	LPAZ	0450	Z	Z	Y	L	01	BIG-MOR AVIATION INC	
23-09-2002	N00P	16	8731	MARE			330 MUSA	340	3100N02720	0135	0600N04000	0026			B		05		
08-07-2001	R0488Y	1M	C17	LTAG			250 MUSA	250	3531N0514	0528	3000N04000	0825		201	B		16		
26-07-2002	R0682Y	1M	C17	MUSA			330 LTAG	350	3200N04000	1848	3531N0514	2129	X	201	Y	L	13		
14-05-2002	R04278	1M	C81	MUSA			270 DEBY	280	3100N04000	1930	3531N0514	2225	X	201	Y	L	13		
09-05-2001	R0494Y	1M	C17	LTAG			250 MUSA	250	3531N0514	0429	3100N04000	0713		201	B		16		
07-05-2003	R0498Y	1M	C17	MUSA			330 LTAG	330	3300N04000	1752	3531N0514	2046	X	201	Y	L	13		
23-03-2003	R0491Y	1M	C17	LTAG			240 MUSA	240	3531N0514	0447	3100N04000	0745		201	B		16		
21-05-2003	R0481Y	1M	C17	MUSA			370 LTAG	390	3200N04000	1809	3531N0514	2046	X	201	Y	L	13		
07-02-2003	R0491Y	1M	C17	LTAG			240 MUSA	330	3531N0514	0400	3100N04000	0640		201	B		16		
24-12-2002	R07653	1M	6LJ5	LPCA			390 MUSA	393	094A	094A	3400N04000	0729	S	201	B	L	15	STS/STATE	
28-11-2002	R0731J	16	6LJ4	MUSA			450 MARE	430	3000N04000	1509	3355N03004	1823	Z	Z	Y	L	05	OPS/NEW WORLD	
28-10-2002	R0418Y	1M	C17	LTAG			240 MUSA	260	3531N0514	0508	3100N04000	0256		201	B		16		
28-10-2002	R0413Y	1M	C17	LEBT			340 MUSA	310	3531N0514	0837	3100N04000	1135		201	B		16		
15-10-2002	R04082Y	1M	C17	MUSA			270 LTAG	270	3100N04000	2048	3531N0514	2343	X	201	Y	L	13		
06-08-2002	R04033Y	1M	C17	LTAG			270 MUSA	270	3531N0514	0849	3100N04000	1137		201	B		16		
06-06-2002	R04764Y	1M	C141	LTAG			240 MUSA	240	3531N0514	3059	3100N04000	1346		201	B		16		
16-06-2002	R04793Y	1M	C141	LTAG			240 MUSA	280	3531N0514	3044	3000N04000	1327		201	B		16		
14-05-2002	R04700Y	1M	C141	LTAG			240 MUSA	240	3531N0514	3053	3000N04000	1342		201	B		16		
12-04-2002	R04781Y	1M	C141	LTAG			240 MUSA	240	3531N0514	3057	3000N04000	1344		201	B		05		
10-04-2002	R04784Y	1M	C141	LTAG			240 MUSA	310	3531N0514	3029	3000N04000	1336		201	B		16		
09-09-2002	R04781Y	1M	C141	LTAG			240 MUSA	320	3531N0514	3117	3100N04000	1407		201	B		06		
05-05-2002	R04711Y	1M	C141	LTAG			240 MUSA	330	3531N0514	3133	3100N04000	1525		201	B		16		
03-05-2002	R04708Y	1M	C141	LTAG			250 MUSA	260	3531N0514	3047	3100N04000	1330		201	B		16		
02-05-2002	R04036Y	1M	C141	MUSA			280 LTAG	330	3200N04000	0314	3531N0514	0400	X	201	Y	L	13		
02-05-2002	R04036Y	1M	C141	MUSA			330 LEWO	340	3100N04000	0355	3355N03004	0613	X	201	Y	L	13		
21-05-2002	R04036Y	1M	C17	LTAG			240 MUSA	240	3531N0514	0148	3000N04000	0325		201	B		16		

R05VA

DIA	C_SIGN	CAT	AC	ORI	VEL	RFL	DEST	CFL	ENT	HENT	SAI	HSAI	COD_I	COD_E	COR	LOTE	CLAS	OBS	NOTA
28-03-2002	ELD5111	TS	bc10	MUGM	360		E88R	370	4200N04000	0139	4500N03609	0216	Z	Z	Y	L	03		
26-03-2002	ELD5110	IN	dc10	EPAZ	340		MUGM	310	LPAZ	1152	3500N04000	1332	Z	Z	B	L	05		
15-02-2002	RCH486V	IM	C17	ZZZZ	240		MUGM	270	3531N01614	1138	3100N04000	1429		201	P		23	RES	
13-02-2002	RCH485V	IM	C141	LTA6	240		MUGM	260	3531N01614	1119	3100N04000	1417		201	B		23	RES	
11-02-2002	RCH481V	IM	C141	LTA6	250		MUGM	240	3531N01614	1104	3100N04000	1411		201	B		16		
09-02-2002	RCH074V	IM	C141	LTA6	240		MUGM	240	3531N01614	1042	3100N04000	1336		201	B		16		
07-02-2002	RCH071V	IM	C141	LTA6	260		MUGM	260	3531N01614	1050	3100N04000	1347		201	B		16		
21-01-2002	RCH180V	IM	C141	LTA6	250		MUGM	240	3531N01614	1102	3100N04000	1414		201	B		16		
20-01-2002	RCH317V	IM	C141	LTA6	250		MUGM	330	3531N01614	1109	3100N04000	1412		201	B		16		
17-01-2002	RCH178V	IM	C141	LTA6	240		MUGM	260	3530N01614	1028	2800N04000	1315		201	B		23	RES	
16-01-2002	RCH077V	IM	C141	LTA6	350		MUGM	350	3531N01614	1108	3100N04000	1353		201	B		16		
14-01-2002	RCH076V	IM	C141	LTA6	220		MUGM	270	3530N01614	1039	3100N04000	1335		201	B		23	RES	
11-01-2002	RCH0502	IM	C141	LEMO	240		MUGM	350	3530N01614	1001	3100N04000	1314		201	B		23	RES	