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# SCOTTISH INVOLVEMENT IN EXTRAORDINARY RENDITION

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# 1 Executive Summary

*Reprieve* welcomes the Scottish parliament's decision to fully investigate the alleged use of Scottish airports to support the CIA's illegal programme of enforced disappearance, illegal transfer and torture of prisoners in the 'war on terror.'<sup>1</sup>

Transfers to torture deprive the individual of their most basic human rights and subject them to the cruellest abuse. Many victims of rendition have simply disappeared, as documented by a recent report ('Off the Record') by *Reprieve* and five other major human rights groups.<sup>2</sup> Scotland's role in the global renditions network amounts to collusion in forcible transfer to torture. Serious questions must be asked as to how this was allowed to happen in Scotland's name, and steps taken to ensure that it never happens again.

*Reprieve* has compiled evidence showing that Glasgow Prestwick Airport functioned as a crucial '*staging point*' in renditions' circuits<sup>3</sup> where planes stopped to refuel en route to and from the United States and the various nations hosting secret prisons, and handing suspects to the CIA. These rendition missions simply could not have taken place had these planes not been granted refuelling rights in cooperating territories such as Scotland. This raises serious issues of criminal complicity in these acts by those who knew, or should have known, of the significance of these notorious jets refuelling on Scottish soil.

Compelling evidence revealed by *Reprieve* suggests that Scottish airports have been widely used by known CIA jets as integral refuelling bases for rendition planes, directly resulting in numerous known cases of kidnapping and torture discussed

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<sup>1</sup> As respected international lawyer Philippe Sands suggests, "Both elements - the forcible transportation outside of due process (characterised by Lord Steyn as "kidnapping" in the 2006 Attlee Foundation Lecture in April 2006), and the invasive forms of interrogation--raise the most serious issues under international law." *The International Rule of Law: Extraordinary Rendition, Complicity and its Consequences*, *European Human Rights Law Review*, 2006, 4, 408-421

<sup>2</sup> Off the record: <http://www.reprieve.org.uk/documents/OFFTHERECORDFINAL.pdf>

<sup>3</sup> *Ibid.* 'Staging points' are defined in the Council of Europe report as 'points at which aircraft land to refuel, mostly on the way home.'

above.<sup>4</sup> Transits through Scottish territory have apparently airlifted abusers to Amman and supported inhuman interrogations in black sites in ‘New’ Europe. Scottish refuelling rights have enabled the Americans to kidnap, torture, and indefinitely detain at least six known individuals, including Egyptian nationals Ahmed Agiza and Mohamed Al Zeri (seized in Sweden in December 2001) and Khalid Sheikh Mohammed (captured in Pakistan on 1 March 2003).

Between 2001-2005, 24 of these CIA jets which have been widely associated with renditions, such as the infamous ‘Guantanamo Bay Express,’ have stopped on Scottish soil a total of at least 107 times on their way to or returning from missions that have likely involved illegal activities, including kidnapping and torture (see Appendix 1). CIA planes, refuelled at Scottish airports en route to or from known destinations for extraordinary rendition and torture, visiting for example: Azerbaijan (15 times); Jordan (39 times); Uzbekistan (15 times); Oman (14 times); Egypt (27 times); Poland (6 times); Romania (7 times). (See Appendix 2)

*Reprieve* also presents clear evidence of systematic deception and cover-up by filing false flight plans, by private companies in league with the CIA, and national aviation authorities host states. In the case of Khalid Sheikh Mohammed, Scottish aviation personnel appear to have been deliberately misled by the Polish aviation authorities and a company employed by the CIA with an office in Crawley, England. In this case, false flight plans were filed when the plane left Poland for Glasgow stating that the plane had come from Prague when in fact it had come from dropping off Khalid Sheikh Mohammed at an airport servicing a secret prison in Poland.

## **Recommendations**

Reprieve calls on the Scottish Authorities to:

- i. In accordance with Scotland’s positive obligation to investigate credible allegations of collusion in torture under the Convention Against Torture (Art 4), the Scottish authorities should launch a full, frank and open investigation

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4 In the Council of Europe’s June 2006 report into Extraordinary Renditions Dick Marty describes his analysis of ‘flight circuits,’ as he puts it: Each circuit begins and ends, where possible, at the aircraft’s “home base” (very often Dulles Airport in Washington, DC) in the United States. Following these flight circuits helps to better understand the different categories of aircraft landings – simple stopovers for refuelling, staging points that host clusters of CIA aircraft or serve to launch operations, and detainee drop-off points.’

into all aspects of Scottish involvement in the U.S. High Value Detainee (HVD) programme.

- ii. The Scottish authorities must compel the Westminster government to reveal all information pertaining to any discussions or agreements with any other state or non-state party, and policy decisions, made on behalf of Scotland in relation to the operation of the “High Value Detainee (HVD) programme.
- iii. Demand full, frank and public disclosure from the Westminster government, aviation, and any other relevant authorities as to any agreements made with any other government, authority or organisation, regarding the obfuscation of information relating to any flights transiting Scottish territory or airspace.
- iv. The Scottish authorities must compel the Westminster government to reveal what guarantees were sought from the US or other relevant authorities with respect to the above.
- v. The Scottish authorities must fully examine gaps in the powers of the Scottish executive and police that allowed such acts to have been committed on Scottish territory apparently without consultation, and now without investigation, of and by the Scottish authorities.
- vi. The Scottish authorities must act to ensure the crimes are fully investigated and redressed, and adequate steps taken to prevent Scotland’s participation in such acts in the future. Such an investigation must include:
  - The urgent obtaining of full passenger manifests of all stops in Scotland of all planes believed to have been involved in the CIA rendition programme.
  - The urgent obtaining of all true and accurate flight records for CIA flights transiting Scottish territory and airspace.

## 2 Colluding in Kidnapping

*‘If you want a serious interrogation, you send a prisoner to Jordan. If you want them to be tortured, you send them to Syria. If you want someone to disappear—never to see them again—you send them to Egypt.’<sup>5</sup>*

**Former CIA official Robert Baer**

Enforced disappearance is a crime under international human rights law. According to the ICRC: ‘It is tantamount to deleting a person's very existence and denies him or her the basic protection of the law to which every man and woman, irrespective of guilt or innocence, is entitled.’<sup>6</sup> Victims of enforced disappearance are particularly vulnerable to further abuse and torture.

Scottish airports, particularly Prestwick and Glasgow have been used as ‘staging points’ in renditions’ circuits which have resulted in the kidnapping or ‘enforced disappearance’ of numerous individuals between 2001-2005.

The Intelligence and Security Committee’s report of July 2007<sup>7</sup> on Rendition identifies four cases in which the infamous N379P plane, on a rendition operation, stopped to refuel at Prestwick / Glasgow. These flights are:

- i. **24 October 2001** – N379P refuelled at Prestwick airport, returning from the rendition of **Jamil Qasim Saeed Mohammed** from Pakistan to Jordan on 23 October.
- ii. **20 December 2001** – N379P refuelled at Prestwick airport, returning from the transfer of **Ahmed Agiza and Mohammed al-Zery** from Sweden to Egypt on 18 December.
- iii. **15 January 2002** – N379P refuelled at Prestwick airport, returning from the rendition of **Mohammed Saad Iqbal Madni** from Indonesia to Egypt on 11 January.
- iv. **24 July 2003** – N379P refuelled at Glasgow airport, returning from the rendition of **Saifulla Paracha** from Thailand to Afghanistan on 22 July.

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<sup>5</sup>Former CIA official Robert Baer, in Stephen Grey, “America’s gulag,” The New Statesman, 17 May 2004.

<sup>6</sup> <http://www.icrc.org/Web/Eng/siteeng0.nsf/html/statement-missing-300806>

<sup>7</sup> <http://www.cabinetoffice.gov.uk/intelligence/>

Further details on these four cases follow below. Maps of the rendition flights are included in the appendices.

**i. The case of Jamil Qasim Saeed Mohammed**

Jamil Qasim Saeed Mohammed, a 27 year-old Yemeni national, arrived in Pakistan in 1993, as a student in the microbiology department of Karachi University. On 23 October 2001, witnesses saw Jamil Qasim Saeed Mohammed being bundled on board a Gulfstream V, registration N379P, by a group of masked men in Karachi airport, Pakistan. The plane flew Jamil Qasim Saeed Mohammed, shackled and blindfolded, to Jordan.<sup>8</sup> The following day, flight logs indicate the Gulfstream flew from Jordan to Frankfurt and then to Glasgow Prestwick to refuel, before returning to Dulles International near Washington DC. Amnesty International has repeatedly requested information from the US authorities about the current whereabouts and legal status of Jamil Qasim Saeed Mohammed, but has received no reply.

Flight logs from Eurocontrol and other sources confirm the centrality of Prestwick to Mohammed's rendition circuit. The N379P into which he was strapped originated in Washington, flying on the 15th September, 2001 to Prestwick for refuelling, before moving to destinations such as Lisbon, Frankfurt, Tblisi and finally Amman. For a map of the flight circuit see appendix 3.

**ii. Ahmed Agiza and Mohamed Al Zeri**

Ahmed Agiza and Mohamed Al Zeri are two Egyptian nationals who were seeking asylum in Sweden when they were 'handed over' to American agents in December 2001 and rendered to Egypt. In Egypt they were tortured, in spite of diplomatic assurances given to Sweden. Ahmed Agiza remains in prison in Egypt. Mohammed El Zeri was released from prison in Cairo in October 2003 without ever having been charged with a crime. The case led to Sweden being condemned by the United Nations Committee against Torture (UN-CAT).<sup>9</sup>

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<sup>8</sup> <http://www.cageprisoners.com/prisoners.php?id=1372>

<sup>9</sup> [http://www.globalsecurity.org/intell/library/reports/2006/secret-detentions\\_pace\\_060607-03.htm#P755\\_146375#P755\\_146375](http://www.globalsecurity.org/intell/library/reports/2006/secret-detentions_pace_060607-03.htm#P755_146375#P755_146375)

Flight logs (see Appendix 4) indicate the Gulf Stream V on which the men were rendered, leaving Washington on the 18th December 2001 and flying to Cairo, where we believe that it picked up two Egyptian security agents. The plane then left Cairo and flew to Stockholm, containing a crew and security team of seven or eight, among them a doctor and two Egyptian officials. Having been subjected to ‘security checks’ by the American renditions team, their clothes being cut off, and muscle relaxants inserted in their anuses, Agiza and Al Zeri were strapped inside the aircraft and flown back to Cairo.

The two men went on to suffer horrific torture and mistreatment in Egyptian jails, where Agiza still remains. Mohammed Zarai, former director of the Cairo-based Human Rights Centre for the Assistance of Prisoners, told the Guardian that ‘Agiza was repeatedly electrocuted, hung upside down, whipped with an electrical flex and hospitalised after being made to lick his cell floor clean.’<sup>10</sup>

On December 20th, 2001 the N379P aircraft flew to Prestwick, where it stopped to refuel before returning, with its US agents on board who are implicated in these crimes, back to Washington. Again, it is imperative to recognise that though it is not alleged the two men were on board the N379P plane when it landed in Scotland, this refuelling stop was an integral component of the rendition circuit, enabling their later mistreatment. Such complicity in crimes cannot be permitted. For map of flight circuit see appendix 4.

### **iii. Mohammed Saad Iqbal Madni**

On another mission, in January 2002, a Gulfstream was seen at Jakarta airport to deport Muhammad Saad Iqbal, 24, an Al-Qaeda suspect who was said by US officials to be an acquaintance of Richard Reid, the British “shoe-bomber” jailed in America for trying to blow up a flight from Paris to Miami. An Indonesian official told an American newspaper that Iqbal was “hustled aboard an unmarked, US-registered Gulfstream . . . and flown to Egypt”, where almost nothing has been heard of him since.

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<sup>10</sup> <http://www.guardian.co.uk/afghanistan/story/0,,1440836,00.html>



Analysis of flight logs again reveals Scotland's role in facilitating the rendition circuit which resulted in Muhammad Iqbal's torture. The CIA Gulfstream's flight logs show it flew from Washington to Cairo, where it picked up Egyptian security agents, before apparently going on to Jakarta to take Iqbal to Egypt. The Gulfstream N379P on which Iqbal was rendered, left Cairo on January 15 and headed for Scotland. After a brief refuelling stopover at Prestwick, it departed again for Washington. For map of flight circuit see appendix 5.

**iv. Saifulla Paracha**

Saifullah Paracha, a Pakistan national, a businessman and a client of *Reprieve*, was scheduled to fly to Thailand for a business meeting on 5 July 2003. He rang his daughter from Karachi airport just before boarding his flight but he never arrived at the meeting. For the next month his family had no idea of his whereabouts. Saifullah was rendered to Bagram a US air base north of Kabul, Afghanistan and then Guantanamo Bay, Cuba. As Saifullah Paracha states in declassified notes obtained through one of his attorneys:<sup>11</sup>

‘On July 6, 2003, I was attacked and illegally seized at the airport at Bangkok, Thailand. A few days later I was taken against my will to the United States Air Force base at Bagram, Afganistan. There I was held by the United States in inhuman conditions for over a year. In September 2004 I was moved, by force and against my will, to the United States prison at Guantanamo Bay, Cuba. At no point did I receive any legal process or any review by any judicial official, nor did I waive my rights, nor was I allowed to talk to any lawyer. All my captivity, including my move from Bagram to Guantanamo, was in violation of international law and many provisions of the laws of several nations.’

For map of Paracha's flight circuit see appendix 6.

**Recommendations**

Reprieve calls on Scottish Authorities to

- i. Launch a full and thorough investigation into the role of Scotland in supporting the enforced disappearance of the five individuals documented in this report and any other relevant individuals. This investigation should include obtaining the full passenger manifests from relevant authorities of the planes on which these five men were illegally transported.

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<sup>11</sup> Attorney Notes on transfer of Saifullah Paracha, June 20, 2006 by GT Hunt

- ii. Demand that the US government reveals the whereabouts of Jamil Qasim Saeed Mohammed, whose kidnap was facilitated by Scottish airports.
- iii. Ensure that sufficient steps are taken to prevent Scottish complicity with enforced disappearance does not happen again.
- iv. Ensure adequate public and criminal investigations of these matters.

### 3 Servicing Black sites in New Europe

The US administration has admitted that it practices rendition. It is now established that multiple secret CIA prisons were operated in Eastern Europe from 2002 until at least 2005<sup>12</sup> where torture techniques such as water-boarding, short-shackling, sleep deprivation and extensive solitary confinement were practiced.<sup>13</sup>

As the focal points of a trans-national system involving kidnap, torture and enforced disappearance, the operation of these black sites requires high-level co-operation and complicity from both state and non-state actors.

As the report below shows, the use of Scottish airports has been key to the functioning of at least two CIA torture sites in Poland and Romania, and at least one high-profile detainee transfer is known to have involved crucial use of Scottish territory.

The evidence contained in this report shows that Scottish aviation authorities were deliberately deceived by both the American and Polish governments, and reveals a considerable vacuum in terms of the enforcement of both domestic criminal and international human rights law in Scotland. This in turn raises difficult questions of the true independence of the Scottish criminal justice system, and highlights the urgent need for greater autonomy for Scotland in the context of “foreign affairs”.

#### **a) Black sites in Poland and Romania**

Allegations of secret US prisons run in Poland and Romania surfaced at the end of 2005, and were finally confirmed by the Council of Europe report of June 2007.<sup>14</sup>

It is now believed that there were at least three facilities in Poland, including a prison at the ex-Soviet military base of Szytno-Sxymany, and at least one facility in Romania, at Mihail Cogalniceanu Airbase. As part of the “High-Level Detainee” (HVD) programme, Poland was reportedly used primarily as a high-level

<sup>12</sup> See Council of Europe Rendition report of June 2007

[http://www.bernani.com/images/PDF/EMarty\\_20070608\\_NoEmbargo.pdf](http://www.bernani.com/images/PDF/EMarty_20070608_NoEmbargo.pdf)

<sup>13</sup> Such techniques constitute “torture” under the definition of the European Convention on Human Rights, the most important human rights treaty for the Scottish Courts

<sup>14</sup> Council of Europe Parliamentary Assembly Committee on Legal Affairs and Human Rights: Secret detentions and illegal transfers of detainees involving Council of Europe member states: Second report Rapporteur: Mr Dick Marty, Switzerland, ALDE; 7 June 2007

interrogation facility, housing prisoners including Khalid Sheikh Mohammed (see case study below), whereas Romania was used as a “hub,” and for the interrogation of prisoners regarded as marginally less “high-level”, but still of “intelligence value”. Prisoners believed by *Reprieve* to have been held in Romania include Marwan Jabour<sup>15</sup>, Muhammad Naim Noor Khan<sup>16</sup>, Muhammed Bashmillah, Salah Qaru and Muhammad al-Assad.<sup>17</sup>

#### b) Transfers to torture in New Europe involving Scottish airports

Flights logs available to *Reprieve* show at least 13 cases between 2003 and 2005 where CIA planes stopped in Scotland for essential refuelling purposes before continuing on their rendition missions to or from airports known to have serviced black sites in Poland and Romania.

Fig 1: No. of stopovers in suspect locations in Eastern Europe (2001-2005) during flight circuits also transiting Scottish airports

<b>Country</b> <b>Airport</b>	<b>Poland</b>		<b>Romania</b>
	<b>Szczytno/ Syzmany</b>	<b>Warsaw</b>	<b>Bucharest</b>
Aberdeen	0	0	2
Edinburgh	0	0	0
Glasgow	1	5	2
Wick	0	0	2
Inverness	0	0	0
Leuchars	0	0	0
Prestwick	0	0	1
<b>Totals</b>	<b>Poland 6</b>		<b>Romania 7</b>

For examples of Eastern European rendition circuits abusing Scottish airports and airspace, see appendix 7.

<sup>15</sup> A Palestinian national.

<sup>16</sup> A Pakistani national.

<sup>17</sup> All Yemeni nationals. See Amnesty International: Below the radar: Secret flights to torture and disappearance: 5 April 2006, p30115

**c) Deliberate deception, and crucial use of Scottish territory for the rendition of Khalid Sheikh Mohammed from Afghanistan to Poland**

Khalid Sheikh Mohammed (KSM) is the alleged “mastermind” of the 9/11 attacks. KSM was captured in Rawalpindi, Pakistan on 1 March 2003. Within days, KSM was transferred to a secret CIA facility now known to have been in Poland, with crucial help from Scotland.

Evidence has recently come to light that the CIA and Polish aviation authorities often purposely doctored logs by filing false flight plans, to disguise the locations of secret prisons.

The logs for KSM’s rendition circuit (see appendix 7) are a classic example of doctored logs, resulting in deliberately falsified and incoherent flight information. To file such records implicates various aviation laws, and again raises questions about Scottish devolution, given that many aviation matters are “reserved”. This also raises the spectre of additional flights through Scotland that are currently unknown. In this case there is compelling evidence to suggest that Scottish aviation personnel were deliberately misled by the Polish aviation authorities and a company employed by the CIA that has an office in Crawley, England.

On 7 March 2003 the well-known rendition plane N379P transported KSM from Kabul to Syzmany, in Poland, less than one week after his arrest. When the plane left Poland for Glasgow after dropping off KSM, false flight plans were filed saying that the plane had come from Prague.

Far from coming from Prague, in fact N379P had come from dropping off KSM at an airport servicing a secret prison in Poland.

The falsification of these flight plans and deliberate misleading of aviation personnel in Glasgow could not have happened without the active collusion of the Polish government and Jeppesen, a subsidiary of Boeing with an office in Crawley, England. According to the Council of Europe:

“In the majority of cases these CIA flights were **deliberately disguised so that their actual movements would not be tracked or recorded** – either “live” or after the fact – by the supranational air

safety agency Eurocontrol. The system of cover-up entailed several different steps involving both American and Polish collaborators.

The aviation services provider customarily used by the CIA,<sup>18</sup> **Jeppesen International Trip Planning**,<sup>19</sup> filed multiple “dummy” flight plans for many of these flights. The “dummy” plans filed by Jeppesen – specifically, for the N379P aircraft – often featured an airport of departure (ADEP) and / or an airport of destination (ADES) that the aircraft never actually intended to visit. If Poland was mentioned at all in these plans, it was usually only by mention of Warsaw as an alternate, or back-up airport, on a route involving Prague or Budapest, for example. Thus the eventual flight paths for N379P registered in Eurocontrol’s records were inaccurate and often incoherent, bearing little relation to the actual routes flown and almost never mentioning the name of the Polish airport where the aircraft actually landed – Szymany...

The **Polish Air Navigation Services Agency** (*Polska Agencja Żeglugi Powietrznej*), commonly known as PANSZA, also played a crucial role in this systematic cover-up...<sup>20</sup>

Moreover, in certain instances PANSZA took on the **responsibility of filing the onward flight plan for the next leg of the circuit after Szymany**. We know that PANSZA filed such flight plans in instances where Szymany had been omitted completely from the original Jeppesen flight plans, and where the aircraft was required to fly onwards from Szymany to a destination outside Poland.”

Despite being availed of this information for over a year, the Westminster government and Scotland Yard have both been entirely derelict in their duty to investigate or prosecute in relation to this extremely serious evidence of systematic cover-up of transfers to torture, and indeed nothing has been done to prevent this happening again in the future. This shows that the Westminster government and Metropolitan police

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<sup>18</sup> Jeppesen International Trip Planning is the travel service of Jeppesen Dataplan, an aviation services provider based in San Jose, California and a subsidiary of Boeing, the world’s largest aerospace company. On 30 May 2007, the ACLU announced a lawsuit against Jeppesen Dataplan for its involvement in the renditions of three individuals: Ahmed Agiza, Binyam Mohamed and El-Kassim Britel. See American Civil Liberties Union, “ACLU Sues Boeing Subsidiary for Participation in CIA Torture and Kidnapping,” 30 May 2007, available at <http://www.aclu.org/safefree/torture/29920prs20070530.html>. For the first revelations about Jeppesen’s involvement in CIA detainee transfers, including the rendition of Khaled El-Masri, see Jane Mayer, “Outsourcing: The CIA’s Travel Agent”, in *The New Yorker*, 30.10.2006, available at [http://www.newyorker.com/archive/2006/10/30/061030ta\\_talk\\_mayer](http://www.newyorker.com/archive/2006/10/30/061030ta_talk_mayer). The Managing Director of Jeppesen is quoted in the article as having said: “*We do all the extraordinary rendition flights – you know, the torture flights. Let’s face it, some of these flights do end up that way.*”

<sup>19</sup> Communications, notably flight plans, filed by Jeppesen International Trip Planning are identified in the AFTN system by the use of the company’s “originator address,” which is KSFOXLDI.

<sup>20</sup> Council of Europe Parliamentary Assembly Committee on Legal Affairs and Human Rights: Secret detentions and illegal transfers of detainees involving Council of Europe member states: Second report Rapporteur: Mr Dick Marty, Switzerland, ALDE; 7 June 2007; paras 184 - 187  
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cannot be trusted to take responsibility for investigating, prosecuting and preventing the use of Scottish territory and resources in torture and enforced disappearance.

#### **d) Recommendations**

Reprivee calls on Scottish Authorities to

- i. Demand full, frank and public disclosure from the Westminster government, aviation and any other relevant authorities or organisations, of the real number and purpose of flight circuits involving planes with tail-numbers associated with rendition operations,<sup>21</sup> which transited Scotland en-route to or from Poland and Romania from October 2001 until the present. Demand full details of every specific case.
- ii. Demand full, frank and public disclosure from the Westminster government, aviation, and any other relevant authorities as to any agreements made with the American, Polish, Romanian or any other government, authority or organisation, regarding the obfuscation of information relating to any flights that may have transited Scotland or Scottish airspace from October 2001 until the present, both at a policy level and in every specific case.
- iii. Demand full, frank and public disclosure from the Westminster government, aviation, and any other relevant authorities as to why there has been no adequate police or other inquiry regarding the above allegations in relation to Scotland.
- iv. Demand full, frank and public investigation from the Westminster government regarding the above allegations.
- v. Demand full, frank and public disclosure from the Polish government, aviation, and any other relevant authorities as to any agreements made with the Westminster or any other government regarding the deliberate obfuscation of information relating to any flights that may have transited Scotland or Scottish airspace from October 2001 until the present, both at a policy level and in every specific case.

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<sup>21</sup> *Reprivee* can provide details of suspicious planes

- vi. Fully investigate Jeppesen's role in the systematic falsification of rendition flight logs.
- vii. Obtain full passenger manifests for all planes with specific tail numbers (provided by Reprieve) en route to or from Poland and Romania.
- viii. Demand full, frank and public disclosure from the Romanian government and aviation authorities of the number and purpose of flights of planes with tail-numbers believed to indicate they are used for rendition operations, transiting Scotland en-route to or from Romania from 2002 until the present, both at a policy level and in every specific case.
- ix. Demand full, frank and public disclosure from the Romanian government, aviation, and any other relevant authorities as to any agreements made with Westminster or any other government regarding the deliberate obfuscation of information relating to any flights that may have transited Scotland or Scottish airspace from October 2001 until the present, both at a policy level and in every specific case.



## 4 Aiding and abetting torture in Jordan and Egypt

*'If you want a serious interrogation, you send a prisoner to Jordan...  
If you want someone to disappear - never to see them again -  
you send them to Egypt.'*  
Former CIA official Robert Baer<sup>22</sup>

Jordan and Egypt are countries in which torture and ill-treatment of political detainees is rife and well-documented. It is therefore unsurprising that both countries have also been used as bases for the rendition, imprisonment and torture of suspects for the US in its "war on terror." Numerous prisoners including **Sheikh al Libi**,<sup>23</sup> **Mamduh Habib**, **Hassan Bin Attash**, **Mohammed Sa'ad Iqbal Madni**, **Abo al-Hitham Sharqawi** are known to have been held for torturous interrogations by the Americans in Jordan and Egypt during the time period in which CIA jets were regularly criss-crossing between the US, Scotland, Egypt and Jordan. In some of these cases, Scottish airports are also directly implicated in the actual rendition of the men to Arab countries for torture.

CIA rendition planes have made stopovers in Jordan and Egypt at least 64 times having refuelled at Scottish airports (see fig 1). Some of those flights can already be linked to renditions of specific prisoners, others involve currently unknown victims. Flights regularly criss-crossed between Prestwick<sup>24</sup> and the Jordanian destinations of Aqaba and Amman, the location of the notorious detention centre of the GID, Jordan's General Intelligence Department, a military security agency widely acknowledged to be a torture centre. CIA planes also flew regularly between Scottish airports and the Egyptian rendition destinations of Cairo and Sharm el Sheikh.

*Fig 1: No. of stopovers by CIA jets in suspect locations in Jordan and Egypt (2001-2005) during flight circuits also transiting Scottish airports*

Country Airport	Jordan		Egypt	
	Amman	Aqaba	Cairo	Sharm el Sheikh
Aberdeen	0	0	0	0
Edinburgh	2	0	8	3
Glasgow	7	0	6	0
Wick	5	0	0	0
Inverness	4	0	0	0
Leuchars	0	0	0	0
Prestwick	20	1	8	0
<b>Totals</b>	<b>38</b>	<b>1</b>	<b>22</b>	<b>3</b>

<sup>22</sup> In Stephen Grey, "America's gulag," The New Statesman, 17 May 2004.

<sup>23</sup> The since discredited information given under torture by Sheikh al Libi was cited by the Bush Administration in the months preceding the Iraq war as evidence of a connection between Saddam Hussein and al-Qaeda.

<sup>24</sup> For example on 12/09/2003, N379P flew from Aqaba to Prestwick, leaving 08:27, arriving Prestwick, 14:09

## Torture, rendition and secret detention in Jordan

Torture of political detainees has been a longstanding problem in Jordan.<sup>25</sup> Torture methods used by the General Intelligence Department during interrogations include beatings with sticks, cables, plastic pipes, rope or whips; “falaqa” (whereby the soles of the victim’s feet are repeatedly beaten with a stick); threats of extreme violence, such as rape, electric shocks, and attack by dogs. The UN Special Rapporteur on torture stated last year stated that “torture is systematically practiced” at the General Intelligence Department (GID), a military security agency directly linked to the Jordanian Prime Minister.<sup>26</sup> Numerous and credible sources suggest that the Jordanian authorities have hosted a secret detention centre in coordination with the CIA.<sup>27</sup> Prisoners are believed to have been held and tortured in the GID headquarters in Wadi Sir, Amman and other locations.

Far from deterring the UK and the US from working closely with Jordan, since 9/11 both these countries have formed an increasingly close relationship with the country. Jordan functions as a ‘rendition hub’, meaning that prisoners are kidnapped, transported through *and* held there. Former CIA official Michael Scheuer<sup>28</sup> said:

"Jordan is at the top of our list of foreign partners, we have similar agendas, and they are willing to help any way they can."<sup>29</sup>

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<sup>25</sup> See, for example, *Jordan: Short-term detention without charge of political prisoners* (MDE 16/01/86), January 1986; *Jordan: Continued detention without charge of political prisoners by the General Intelligence Department* (MDE 16/03/87), May 1987; *Jordan: Detention without trial and torture by the General Intelligence Department* (MDE 16/13/88), November 1988; *Jordan: Human rights protection after the State of Emergency* (AI Index: MDE 16/02/90), June 1990; *Jordan: Incommunicado detention of political prisoners* (MDE 16/01/93), June 1993; *Jordan: Human rights reforms: Achievements and obstacles* (MDE 16/02/94), March 1994; *Jordan: An absence of safeguards* (MDE 16/11/98), November 1998; *Jordan: Security measures violate human rights* (MDE 16/001/2002), February 2002.

<sup>26</sup> The UN Special Rapporteur also said that torture was “systematically practiced” at the Criminal Investigation Department (CID). See press release: *Special Rapporteur Ends Mission to Jordan*, 29 June 2006. The UN Commission on Human Rights decided to appoint a special rapporteur to examine questions relevant to torture in 1985. The mandate covers all countries, irrespective of whether the state has ratified the UN Convention against Torture and other Cruel, Inhuman or Degrading Treatment or Punishment. The current Special Rapporteur, Manfred Nowak, was appointed on 1 December 2004. As Special Rapporteur, he is independent from any government and serves in his individual capacity.

<sup>27</sup> See AI report, *USA: Below the radar – Secret flights to torture and “disappearance”*, (AMR 51/051/2006), April 2006.

<sup>28</sup> Council of Europe report on rendition, June 2007

<sup>29</sup> [http://vredessite.nl/andernieuws/2005/week46/11-11\\_jordan.html](http://vredessite.nl/andernieuws/2005/week46/11-11_jordan.html)

## **Torture, rendition and secret detention in Egypt**

Egypt's role as a destination for the torture of suspects has also been well documented. As early as November 20, 2001 the Wall Street Journal published an investigative report on CIA renditions to torture in Egypt. The article described the arrests of several Egyptian terrorism suspects in Albania by local authorities at the behest of the CIA, and the use of unmarked "CIA-chartered plane[s]" to send them to Egypt, where they were detained and interrogated under torture. Two of the men were hanged in 2000.<sup>30</sup> In an interview in April 2005, Human Rights Watch special counsel Reed Brody stated that,

‘There is no case of a detainee that we know about, being sent to Egypt or Syria, in which the person has not credibly alleged that he was tortured.’<sup>31</sup>

### **Case-studies**

- i. The Gulfstream N379P on which **Mohammed Saad Iqbal Madni** was rendered to Egypt for torture left Cairo on January 15, 2002 and headed for Scotland. After a refuelling stopover at Prestwick, it departed again for Washington. See appendix 5 for flight circuit map.
- ii. **Hassan Salah bin Attash and Abo al-Hitham Sharqawi**,  
Scottish airports likely facilitated the transfers of CIA interrogators to participate in the abuse of these two prisoners who were kidnapped in Pakistan in 2002, transferred for two years of torture in Jordan before being taken, ultimately, to Guantanamo Bay. Describing the arrest and transfer to Jordan, Al-Sharqawi said in unclassified statements to his lawyer in Guantanamo Bay:

“Our house was raided late in the evening by joint American and Pakistani forces (from the Intelligence Agency), and we were moved to the Intelligence Agency’s prison in Karachi. The Americans started interrogating us ...we asked to get in touch with our embassies or our families, but that was rejected by the Americans. Our interrogation continued for about three weeks.... [then] I was taken to the airplane....It

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<sup>30</sup> <http://online.wsj.com/article/SB1006205820963585440.html>

<sup>31</sup> <http://www.democracynow.org/article.pl?sid=05/04/25/1342206>

was like a dark room. I was held tightly my neck forced down, and put on a chair, with guards on my left and right. The plane took off.

[Later] For three days I did not know anything, I was in Jordan. After the three days I was taken for interrogation. The interrogator started by introducing himself, and things were good and he was polite. He told me that this is routine, talk, tell us what you know and you'll go to your country and be reunited with your family and your life. I asked him why I was in Jordan? His response was forget about it, don't ask.

With this my two year ordeal in Jordan started.”

In unclassified statements to his lawyer in Guantanamo Bay, Hassan bin Attash narrates torture methods used on him in Jordan, include being hung upside down, beaten on the soles of his feet, and threatened with electric shocks.<sup>32</sup>

In unclassified statements to his lawyer in Guantanamo Bay, Al-Sharqawi says:

“I was being interrogated all the time, in the evening and in the day.... many many topics and the whats and ifs and unfounded paranoia ...And in between all this you have the torture, the abuse, the cursing, humiliation. They had threatened me with being sexually abused and electrocuted. I was told that if I wanted to leave with permanent disability both mental and physical, that that could be arranged. They said they had all the facilities of Jordan to achieve that. I was told that I had to talk, I had to tell them everything.

I was extremely confused and very depressed, I didn't know what to do. When I told them the truth I was tortured and beaten. Two years of a horrible ordeal, a real tragedy with a true sense of the word. And after all that, I was told that I will be taken to Guantanamo, and I will remain there for the rest of my life.”

True to their word, in early 2004 the Americans ultimately sent bin Attash and al Sharqawi via Afghanistan to Guantanamo Bay, where they remain.<sup>33</sup>

Flight logs available to Reprieve from multiple sources reveal that at least **10 suspicious flight circuits** involved planes refuelling at Scottish airports before

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<sup>32</sup> Amnesty International Jordan Torture and Detention Report, July 2006

<sup>33</sup> <http://web.amnesty.org/library/index/engmde160102006>

moving on to Jordan during the time period (see Appendix 8) when bin Attash and al-Sharqawi were being tortured, often staying in the country for significant periods of time.<sup>34</sup> Of these, three flights passed through Glasgow, four through Prestwick and two through Wick.

Reprieve believes it highly likely that interrogators were transited through Scottish airports by the CIOA to conduct torturous interrogations in Jordan and Egypt. Scotland's role in supporting the illegal transfer, torture and mistreatment of suspects in Jordan and Egypt through facilitating these renditions' circuits must be fully investigated and prevented from recurring.

### **Recommendations**

- i. Demand full, frank and public disclosure from the Westminster government, aviation and any other relevant authorities or organisations, of the real number and purpose of flight circuits involving planes with tail-numbers associated with rendition operations, which transited Scotland en-route to or from Jordan and Egypt from October 2001 until the present. Demand full details of every specific case.
- ii. Obtain from Westminster and all relevant authorities information regarding what agreements were made on behalf of Scotland in support of renditions flights.
- iii. Obtain full passenger manifests for all planes with specific tail numbers (provided by Reprieve) en route to or from Jordan and Egypt.
- iv. Ensure that new legislation and procedures are developed in order to prevent Scotland's further facilitation of rendition flights to torture.
- v. Ensure that full public and criminal investigations are launched into these matters

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<sup>34</sup>For instance, in the morning of 12/01/2003 the known rendition jet N1016M arrived in Amman having on the 16/12/2002 refuelled in Glasgow. The next record of the plane leaving Amman is four months later on 16/04/2003. (See Appendix 1)

## 5 Aiding and abetting torture in Uzbekistan

The Central Asian Republic of Uzbekistan has long been on the map as one of the world's torture hotspots. Complaints of systematic and widespread practise of torture, and brutal repression of the native Muslim population have been commonplace in reports from international NGOs since at least 2001 to the present.<sup>35</sup> Uzbekistan has also been the subject of numerous condemnations from inter-governmental organisations and committees, notably the UN Committee Against Torture<sup>36</sup>, the UN Human Rights Committee<sup>37</sup>, and the UN Committee on the Rights of the Child.<sup>38</sup>



The reports note favoured torture methods include: beating, often with blunt weapons; asphyxiation with a gas mask; boiling of body parts; using electroshock on genitals; plucking off fingernails and toenails with pliers; and boiling to death. Given this record, it is

sadly unsurprising that Uzbekistan also features heavily as an important hub in the global system of secret US prisons and transfers to torture.

The ex-Soviet era military base at Karshi-Kanabad shares many features with other known black sites,<sup>39</sup> and Tashkent is described by the Council of Europe as occupying the same category as Guantanamo Bay in its role in the US detention system.<sup>40</sup>

<sup>35</sup> See for example, Amnesty International Central Asia: No Excuse for Escalating Human Rights Violations; AI Index EUR 04/002/2001; 11 October 2001:

<http://web.amnesty.org/library/Index/ENGEUR040022001?open&of=ENG-2S2>

Amnesty International UZBEKISTAN: The Rhetoric of Human Rights Protection: Briefing for the United Nations Human Rights Committee; AI Index EUR 62/006/2001; 1 June 2001;

<http://web.amnesty.org/library/Index/ENGEUR620062001?open&of=ENG-380>

Uzbekistan: Violence, Repression and Denial of Economic, Social and Cultural Rights Report, Prepared by the World Organisation Against Torture (OMCT) And the Legal Aid Society (LAS) to the United Nations Committee Against Torture; May 2002; <http://www.omct.org/pdf/ESCR/UzbekESCR.pdf>

Human Rights Watch, In the Name of Counter-Terrorism: Human Rights Abuses Worldwide; A Human Rights Watch Briefing Paper for the 59th Session of the United Nations Commission on Human Rights 25 March 2003: [http://www.hrw.org/un/chr59/counter-terrorism-bck4.htm#P364\\_91494](http://www.hrw.org/un/chr59/counter-terrorism-bck4.htm#P364_91494)

<sup>36</sup> See for Example CAT/C/TGO/CO/1, para.12, 18 May 2006

<sup>37</sup> See for Example CCPR/CO/71/UZB, 26 April 2001; CCPR/CO/83/UZB, 26 April 2005. Uzbekistan was found by the UNHRC to have violated Art 7 (prohibition of cruel, inhuman and degrading treatment) of the ICCPR in the following cases: Siragev v. Uzbekistan, 907/2000, 01 November 2005; Sultanova et al. v. Uzbekistan, 915/2000, 30 March 2006; Bazarov v. Uzbekistan, 959/2000, 14 July 2006

<sup>38</sup> CRC/C/UZB/CO/2, 2 June 2006

<sup>39</sup> It was leased just after September 11 2001 to the United States for the express purpose of servicing the “war against Al-Qaeda” in neighbouring Afghanistan. During the following years, a new run-way



*Tashkent, Uzbekistan: According to the Council of Europe Rapporteur Senator Dick Marty, "A detainee transfer/ drop-off point... either close to a site of a known detention facility, or a prima facie case can be made to indicate a detention facility in the vicinity."*

Karshi-Kanabad Military Base, Uzbekistan<sup>41</sup>

According to the New York Times,

“Uzbekistan's role as a surrogate jailer for the United States was confirmed by a half-dozen current and former intelligence officials working in Europe, the Middle East and the United States. The CIA declined to comment on the prisoner transfer program, but an intelligence official estimated that the number of terrorism suspects sent by the United States to Tashkent was in the dozens.”<sup>42</sup>

Flight data in the possession of Reprieve shows that CIA jets have stopped at least 15 times in Uzbekistan, during flight circuits which refuelled at Scottish airports Glasgow / Prestwick, confirming the centrality of these airports as CIA refuelling hubs en route to Uzbekistan. See appendix 10.

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was built and long-forgotten buildings were refurbished. The host-state features heavily on the CIA flight logs, and persistent and credible rumours indicate that the base has been used as a secret US prison.

40 Council of Europe Parliamentary Assembly Committee on Legal Affairs and Human Rights Alleged secret detentions and unlawful inter-state transfers involving Council of Europe member states Draft report – Part II (Explanatory memorandum); 7 June 2006 ajdoc16 2006 Part II, para 43

41 [http://www.defense-update.com/images/maps/Karshi-Kanabad\\_c130.jpg](http://www.defense-update.com/images/maps/Karshi-Kanabad_c130.jpg)

42 Don Van Natta Jr; US Recruits a Rough Ally to Be a Jailer; The New York Times Sunday 1 May 2005: <http://select.nytimes.com/gst/abstract.html?res=FB0910F935550C728CDDAC0894DD404482>

Suspect flight circuits implicating Prestwick in relation to Uzbekistan include those listed in appendix 11, which focus on the notorious N379P Gulfstream V executive jet, also used in the illegal transfers of British residents including Bisher al Rawi, Jamil el Banna and Binyam Mohammed.

## **Recommendations**

Reprieve calls on Scottish Authorities to

- i. Demand full, frank and public disclosure from the Westminster government, aviation and any other relevant authorities or organisations, of the real number and purpose of flight circuits involving planes with tail-numbers associated with rendition operations, which transited Scotland en-route to or from Uzbekistan from October 2001 until the present. Demand full details of every specific case.
- ii. Given the severity of aforementioned concerns regarding Uzbekistan's human rights records, and the close relationship of the country to the US in the 'war on terror,' flight circuits passing through Scotland made by planes whose tail-numbers have been associated with rendition operations warrant full public and criminal investigation.<sup>43</sup>
- iii. Obtain full passenger manifests for all planes with specific tail numbers (provided by Reprieve) en route to or from Uzbekistan.
- iv. Demand full, frank and public disclosure from the Uzbek government and aviation authorities of the number and purpose of flights of planes with tail-numbers associated with rendition, transiting Scotland en-route to or from Uzbekistan from 2001 until the present, both at a policy level and in every specific case.

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<sup>43</sup> Reprieve can provide lists of these planes



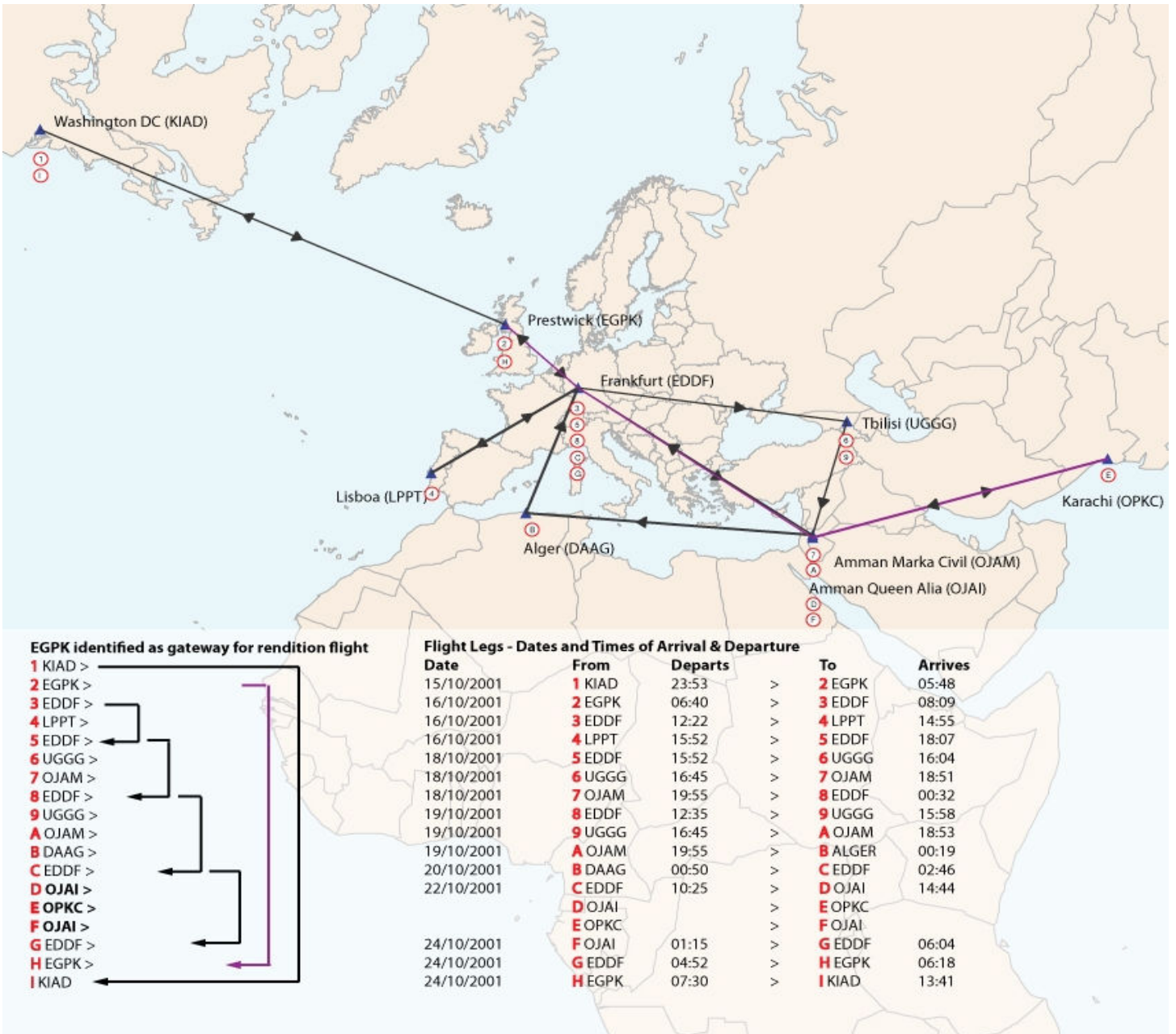
Appendix 1: Suspect Stopovers by CIA aircraft at Scottish airports

Airport	Flight No	CIA Operating Company / Shell company	Suspect stopovers	Total stopovers at Scottish airports
Aberdeen (EGPD)	N965BW	AVIATION WORLD WIDE SERVICES	Bucharest (via Amsterdam)	2
	N4009L	STEVENS EXPRESS LEASING, INC	Bucharest and Baku (via Munich)	
Inverness (EGPE)	N368CE	PREMIER AIRCRAFT MANAGEMENT		5
	N6161Q	AVIATION SPECIALTIES, INC	Amman (via Frankfurt)	
Wick (EGPC)	N6161Q, N5155A, N5139A	AVIATION SPECIALTIES, INC	Amman (via Frankfurt) Baku (via Frankfurt)	6
	N168D, N196D	DEVON HOLDING AND LEASING	Baku (via Budapest and Frankfurt), Baghdad (via Split and Larnaca)	
	N4009L	STEVENS EXPRESS LEASING, INC	Bucharest (via Munich)	
Edinburgh (EGPH)	N168BF	WELLS FARGO BANK	Cairo, Casablanca	19
	N187D, N196D	DEVON HOLDING AND LEASING	Amman, (via Frankfurt and Malta)	
	N85VM	RICHMOR AVIATION	Kabul	
	N88ZL	Lowa Ltd	Cairo, Sharm el Sheikh, Muscat	
Prestwick (EGPK)	N1016M	CROWELL AVIATION TECHNOLOGIES;	Tashkent, Cairo, Karshi, Karachi, Amman	41
	N157A	Aviation specialities Inc	Baku, Tehran (via Ankara, Budapest, Munich)	
	N168D	DEVON HOLDING/AEROCONTRACTORS	-	
	N173S	Stevens Express Leasing, Inc	Baku, Bucharest (via Munich)	
	N1HC	Premier Aircraft Management	Marrakech	
	N2189M, N8183J	RAPID AIR TRANS INC./ TEPPER AVIATION	Amman, Baku (via Frankfurt), Baku and Tashkent (via Frankfurt)	
	N8068V, N379P	Premier Executive Transport Services	Karshi, Cairo, Tashkent	
	N4009L	STEVENS EXPRESS LEASING	Luxor (via Frankfurt)	
	N4466A	According to Eurocontrol it is owned by Stevens Express while according to the FAA it is owned by Aviation Specialities.	-	
	N4557C	Tepper Aviation	Amman/Marka	
	N478GS	BRAXTON MNG/ CENTURION AVIATION SERVICES	-	
N1016M	CROWELL AVIATION TECHNOLOGIES	Amman (via Larnaca...)		
Glasgow (EGPF)	N1016M	CROWELL AVIATION TECHNOLOGIES	Amman (via Larnaca)	24
	N221SG	Path Corporation (owned by Pegasus Technologies Inc	-	
	N379P, N4476S, N313P	Premier Executive Transport Services	Warsaw, Larnaca, Kabul, Tashkent, Luxor, Baku, Baghdad, Budapest, Rabat Amman (via Larnaca), Cairo, Kabul, Baghdad, Cape Verde	
	N88ZL	Lowa Ltd	Muscat, Cairo, Sharm El Sheikh	
	N4009L	STEVENS EXPRESS LEASING	Bucharest, Baku, Luxor	
	N4456A	Aviation specialities Inc	Bucharest	
	N6161Q	Aviation specialities Inc	Baku	
	N85VM	Assembly Point Aviation	-	
Leuchars (EGQL)	N85VM	Assembly Point Aviation	-	10
	N227SV	Richmor Aviation	-	
<b>Total Planes</b>	<b>24</b>		<b>Total flights</b>	<b>107</b>

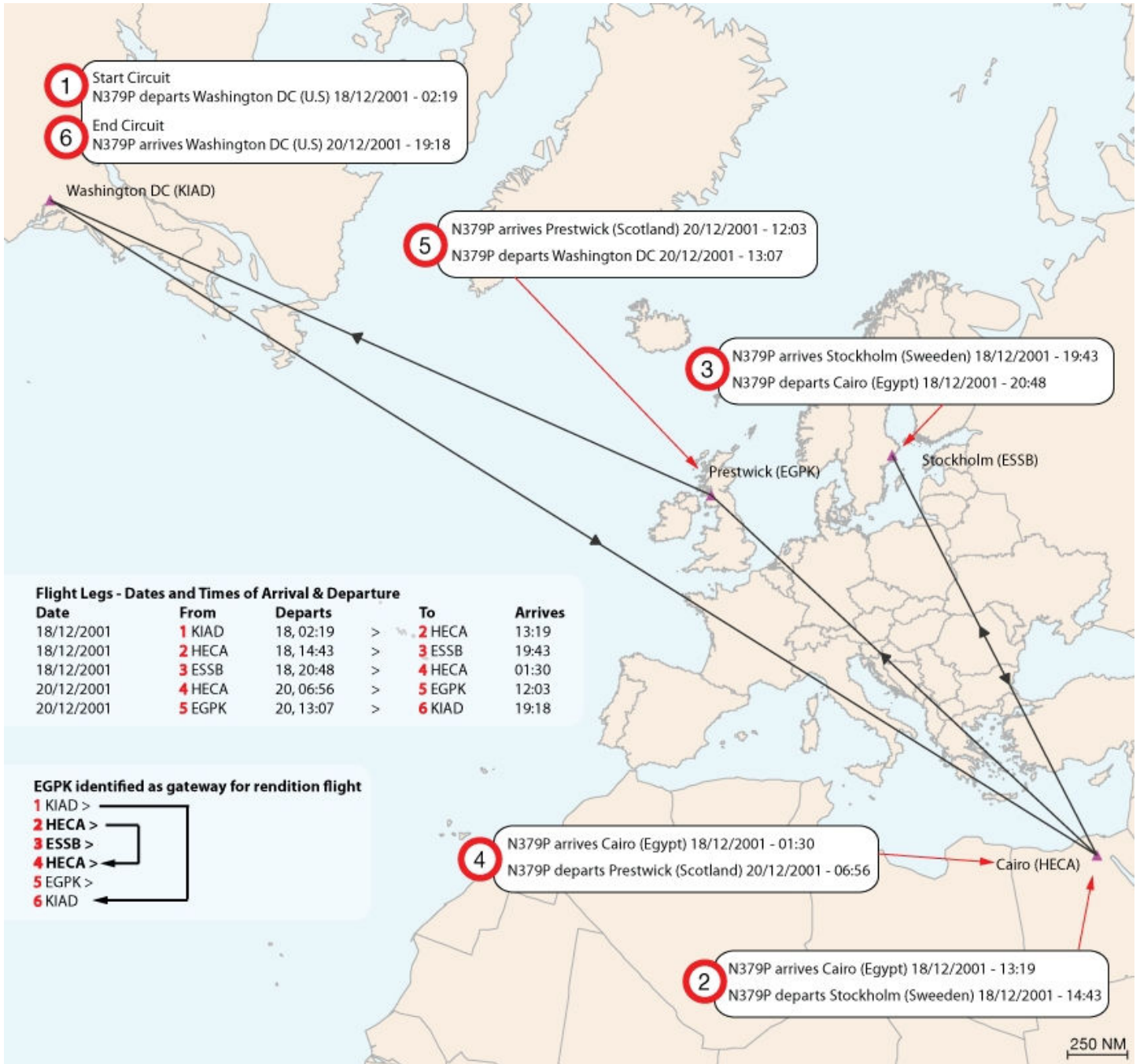
Appendix 2: No. of stopovers in suspect locations (2001-2005) during flight circuits also transiting Scottish airports

<b>No. of stopovers in suspect locations (2001-2005) during flight circuits also transiting Scottish airports</b>							
<b>Country / Airport</b>	<b>Egypt</b>	<b>Uzbekistan</b>	<b>Azerbaijan</b>	<b>Poland</b>	<b>Romania</b>	<b>Jordan</b>	<b>Oman</b>
<b>Aberdeen</b>	0	0	1	0	2	0	0
<b>Edinburgh</b>	11	0	1	0	0	2	12
<b>Glasgow</b>	6	5	4	6	2	7	0
<b>Leuchars</b>	0	0	0	0	0	0	0
<b>Prestwick</b>	8	10	5	0	1	21	0
<b>Wick</b>	0	0	4	0	2	5	0
<b>Inverness</b>	0	0	0	0	0	4	2
<b>TOTAL</b>	<b>25</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>7</b>	<b>39</b>	<b>14</b>

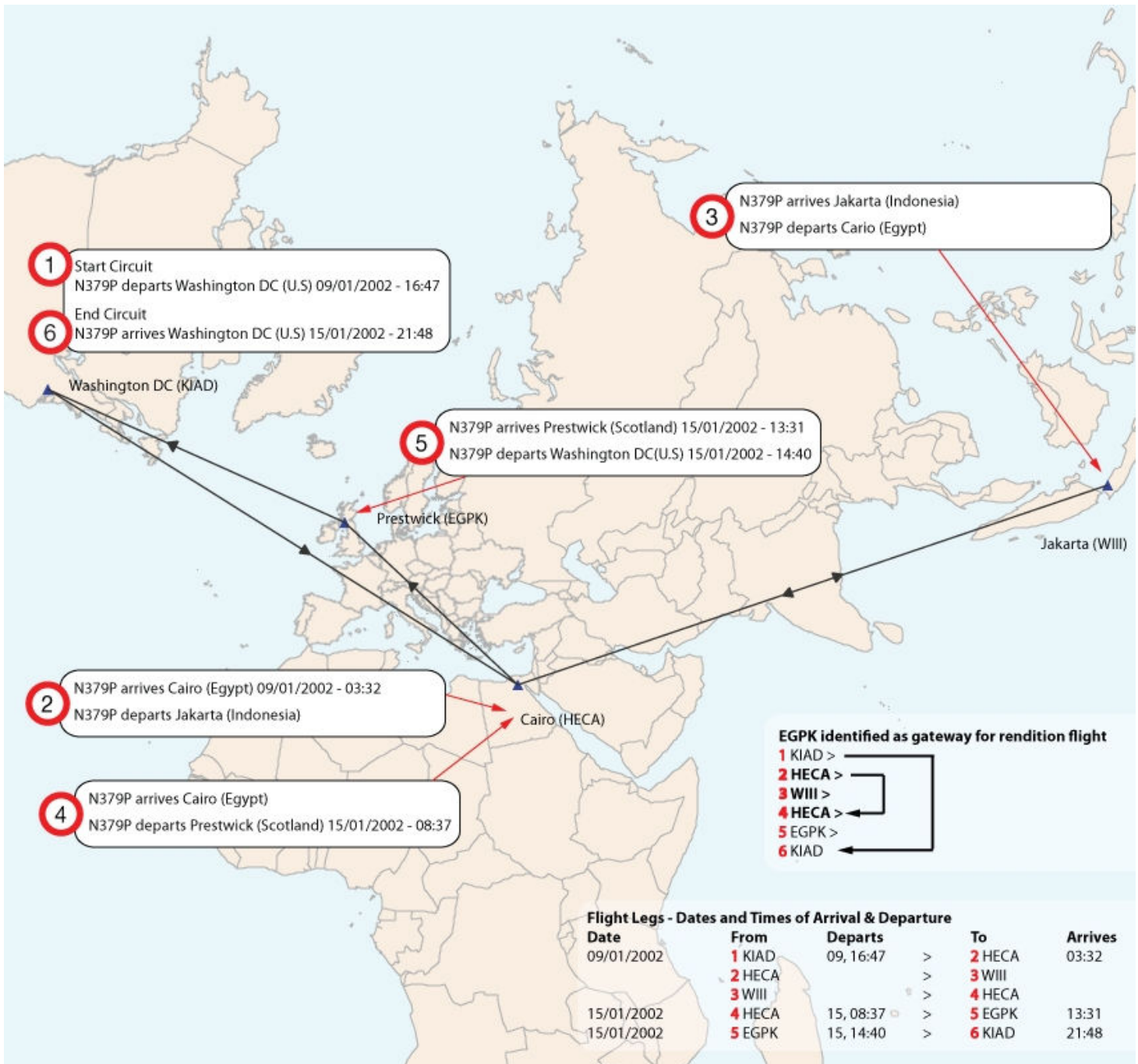
### Appendix 3: Rendition flight circuit of Jamil Qasim Saeed Mohammed



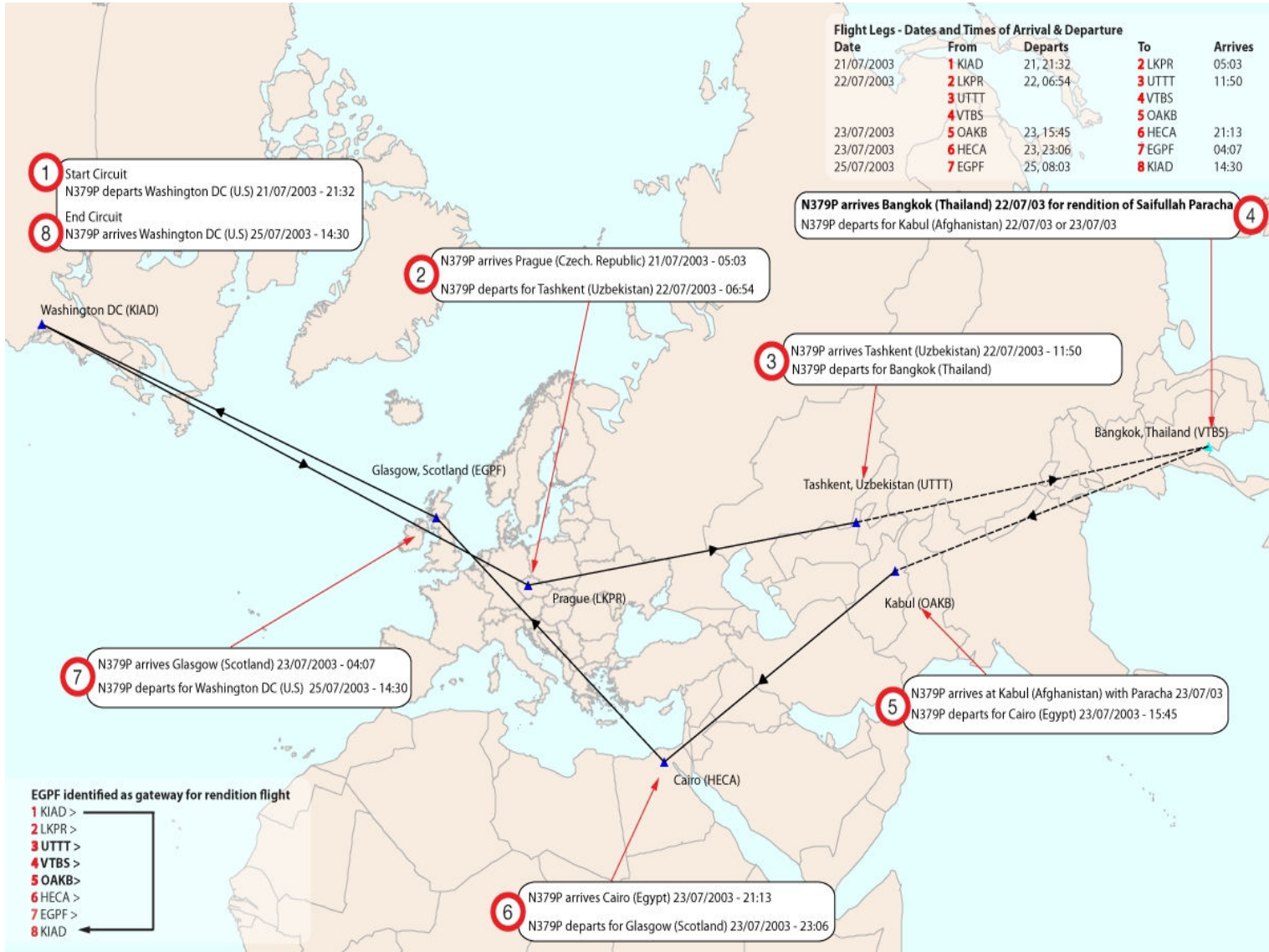
# Appendix 4: Rendition flight circuit of Ahmed Agiza and Mohamed Al Zeri



## Appendix 5: Rendition flight circuit of Mohammed Saad Iqbal Madni



# Appendix 6: Rendition flight circuit of Saifulla Paracha



Appendix 7: Suspicious flight circuits connecting Scottish airports with Eastern European 'Black Sites.'

- a) Flight circuit of N379P, possibly involving rendition of Khalid Sheikh Mohammed

Flight ID	Depart Code	Depart Airport	Destination code	Destination Airport	Departure date	Departure time	Arrival time
N379P	KIAD	WASHINGTON	LKPR	PRAHA RUZYNE	02/03/2003	02, 02:44	09:57
N379P	LKPR	PRAHA RUZYNE	UTTT	TASHKENT	03/03/2003	03, 11:07	16:10
N379P	OAKB	KABUL/KHWADJA RAWASH	LHBP	FERIHEGY-BUDAPEST	07/03/2003	07, 08:51	15:29
N379P	EPWA	WARSZAWA/OKECIE	LKPR	PRAHA RUZYNE	07/03/2003	07, 16:40	17:27
N379P	EPSY	SZCZYTNO/SZYMANY	LKPR	PRAHA RUZYNE	07/03/2003	07, 18:25	19:16
N379P	LKPR	PRAHA RUZYNE	EGPF	GLASGOW	07/03/2003	07, 20:44	22:42
N379P	EGPF	GLASGOW	KIAD	WASHINGTON	09/03/2003	09, 09:56	16:16

- b) Glasgow

ID	Depart code	Depart Airport	Arrival code	Arrival airport	Date depart	Time Depart	Arrival Time
N379P	KIAD	WASHINGTON	EDDF	FRANKFURT MAIN	27/07/2003	27, 21:29	04:34
N379P	EDDF	FRANKFURT MAIN	UTTT	TASHKENT	28/07/2003	28, 06:45	12:06
N379P	OAKB	KABUL/KHWADJA RAWASH	EPWA	WARSZAWA/OKECIE	29/07/2003	29, 19:17	00:47
N379P	EPWA	WARSZAWA/OKECIE	OAKB	KABUL/KHWADJA RAWASH	30/07/2003	30, 02:40	07:25
N379P	UTTT	TASHKENT	EGPF	GLASGOW	31/07/2003	31, 10:10	16:41
N379P	EGPF	GLASGOW	KIAD	WASHINGTON	01/08/2003	01, 08:01	14:16

- c) Wick

ID	Depart code	Depart Airport	Arrival code	Arrival airport	Date depart	Time Depart	Arrival Time
N965BW	LTAC	ANKARA-ESENBAGA	LRBS	BANEASA-BUCURESTI	12/05/2005	12, 10:16	13:53
N965BW	LRBS	BANEASA-BUCURESTI	EHAM	CHIPHOL AMSTERDAM	13/05/2005	13, 05:01	10:58
N965BW	EHAM	CHIPHOL AMSTERDAM	EGPD	BERDEEN	14/05/2005	14, 06:18	09:43
N965BW	EGPC	WICK	BIRK	EYKJAVIK	14/05/2005	14, 11:20	15:47

d) Wick

ID	Depart code	Depart Airport	Arrival code	Arrival airport	Date depart	Time Depart	Arrival Time
N965BW	LTAC	ANKARA-ESEENBOGA	LRBS	BANEASA-BUCURESTI	12/05/2005	12, 10:16	13:53
N965BW	LRBS	BANEASA-BUCURESTI	EHAM	SCHIPHOL AMSTERDAM	13/05/2005	13, 05:01	10:58
N965BW	EHAM	SCHIPHOL AMSTERDAM	EGPD	MUNCHEN	14/05/2005	14, 06:18	09:43
N965BW	EGPC	WICK	BIRK	REYKJAVIK	14/05/2005	14, 11:20	15:47

e) Aberdeen

ID	Depart code	Depart Airport	Arrival code	Arrival airport	Date depart	Time Depart	Arrival Time
N4009L	BIRK	REYKJAVIK	EGPC	WICK	20/05/2005	20, 08:54	11:59
N4009L	BIRK	REYKJAVIK	EGPD	ABERDEEN / DYCE	20/05/2005	20, 11:04	
N4009L	EGPD	ABERDEEN / DYCE	EDDM	MUNCHEN	20/05/2005	20, 14:12	17:18
N4009L	EDDM	MUNCHEN	LROP	BUCURESTI/OTOPENI RWY 3500M	21/05/2005	21, 08:43	11:18
N4009L	LROP	BUCURESTI/OTOPENI	UBBB	BAKU/BINA	21/05/2005	21, 12:54	16:52

f) Prestwick

ID	Depart code	Depart Airport	Arrival code	Arrival airport	Date depart	Time Depart	Arrival Time
N4466A	BIRK	REYKJAVIK	EGPK	PRESTWICK	18/3/2004	1020	05:03
N4466A	EGPK	PRESTWICK	EDDM	MUNCHEN	22/07/2003	1310	11:50
N4466A	EDDM	MUNCHEN	LRBC	BACAU	19/3/2004	0703	-
N4466A	LRBC	BACAU	LTAC	ANKARA / ESEENBOGA	19/3/2004	1001	-
N4466A	LTAC	ANKARA / ESEENBOGA	UBBB	BAKU/BINA	20/3/2004	0639	-



Appendix 8: Selected Suspect flight circuits linking Prestwick with Jordan

Flight ID	Depart Code	Depart Airport	Destination code	Destination Airport	Departure date	Departure time	Arrival Time
N1016M	BIRK	REYKJAVIK	EGPF	GLASGOW	15/12/2002	15, 11:41	16:09
N1016M	EGPF	GLASGOW	EDDF	FRANKFURT MAIN	16/12/2002	16, 11:59	16:10
N1016M	EDDF	FRANKFURT MAIN	LDSP	SPLIT	11/01/2003	11, 07:32	10:51
N1016M	LDSP	SPLIT	LGIR	IRAKLION NIKOS KAZANZAKIS	11/01/2003	11, 11:57	16:46
N1016M	LGIR	IRAKLION NIKOS KAZANZAKIS	LCLK	LARNACA	12/01/2003	12, 07:05	09:22
N1016M	LCLK	LARNACA	OJAM	AMMAN / MARKA	12/01/2003	12, 10:51	12:39
N1016M	OJAM	AMMAN / MARKA	LCLK	LARNACA	16/04/2003	16, 04:45	06:42
N1016M	LCLK	LARNACA	LGIR	IRAKLION NIKOS KAZANZAKIS	16/04/2003	16, 08:57	11:45
N1016M	LGIR	IRAKLION NIKOS KAZANZAKIS	LIBR	BRINDISE CASALE	17/04/2003	17, 04:50	07:46
N1016M	LIBR	BRINDISE CASALE	EDDN	NURNBERG	17/04/2003	17, 09:07	13:21
N1016M	EDDN	NURNBERG	EGPK	PRESTWICK	18/04/2003	18, 05:37	10:06
N1016M	EGPK	PRESTWICK	BIKF	KEFLAVIK 63 59N 22 36W H3000	19/04/2003	19, 09:02	13:54

Flight ID	Depart Code	Depart Airport	Destination code	Destination Airport	Departure date	Departure time	Arrival Time
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	15/10/2001	15, 23:53	05:48
N379P	EGPK	PRESTWICK	EDDF	FRANKFURT MAIN	16/10/2001	16, 06:40	08:09
N379P	EDDF	FRANKFURT MAIN	LPPT	LISBOA	16/10/2001	16, 12:22	14:55
N379P	LPPT	LISBOA	EDDF	FRANKFURT MAIN	16/10/2001	16, 15:52	18:07
N379P	EDDF	FRANKFURT MAIN	UGGG	TBILISI/NOV	18/10/2001	18, 12:35	16:04
N379P	UGGG	TBILISI/NOV	OJAM	AMMAN/MARKA CIV	18/10/2001	18, 16:45	18:51
N379P	OJAM	AMMAN/MARKA CIV	EDDF	FRANKFURT MAIN	18/10/2001	18, 19:55	00:32
N379P	EDDF	FRANKFURT MAIN	UGGG	TBILISI/NOV	19/10/2001	19, 12:35	15:58
N379P	UGGG	TBILISI/NOV	OJAM	AMMAN/MARKA CIV	19/10/2001	19, 16:45	18:53
N379P	OJAM	AMMAN/MARKA CIV	DAAG	ALGER	19/10/2001	19, 19:55	00:19
N379P	DAAG	ALGER	EDDF	FRANKFURT MAIN	20/10/2001	20, 00:50	02:46
N379P	EDDF	FRANKFURT MAIN	OJAI	AMMAN/QUEEN ALIA	22/10/2001	22, 10:25	14:44
N379P	OJAI	AMMAN/QUEEN ALIA	EDDF	FRANKFURT MAIN	23/10/2001	23, 03:24	08:17
N379P	OJAI	AMMAN/QUEEN ALIA	EDDF	FRANKFURT MAIN	24/10/2001	24, 01:15	06:04
N379P	EDDF	FRANKFURT MAIN	EGPK	PRESTWICK	24/10/2001	24, 04:52	06:18
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	24/10/2001	24, 07:30	13:41

Flight ID	Depart Code	Depart Airport	Destination code	Destination Airport	Departure date	Departure time	Arrival Time
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	06/02/2002	06, 13:34	19:19
N379P	EGPK	PRESTWICK	OMDB	DUBAI	06/02/2002	06, 21:19	04:53
N379P	OJAI	AMMAN/QUEEN ALIA	EGPK	PRESTWICK	11/02/2002	11, 23:40	06:00
N379P	EGPK	PRESTWICK	OBBI	BAHRAIN-INTL	13/02/2002	13, 11:43	18:58
N379P	OJAI	AMMAN/QUEEN ALIA	LIRF	ROME FIUMICINO	14/02/2002	14, 23:48	03:17
N379P	OJAI	AMMAN/QUEEN ALIA	LIRF	ROME FIUMICINO	15/02/2002	15, 22:35	02:04
N379P	LIRF	ROME FIUMICINO	KIAD	WASHINGTON	16/02/2002	16, 07:24	15:32

Flight ID	Depart Code	Depart Airport	Destination code	Destination Airport	Departure date	Departure time	Arrival Time
N379P	KIAD	WASHINGTON	OJAM	AMMAN/MARKA CIV	05/09/2003	05, 22:56	09:46
N379P	ORBI	BAGHDAD INTERNATIONAL AIRPORT	EDDF	FRANKFURT MAIN	06/09/2003	06, 13:43	18:57
N379P	EDDF	FRANKFURT MAIN	OJAM	AMMAN/MARKA CIV	08/09/2003	08, 20:23	23:56
N379P	OAKB	KABUL/KHWADJA RAWASH	EDDF	FRANKFURT MAIN	09/09/2003	09, 07:12	13:36
N379P	OJAM	AMMAN/MARKA CIV	OAKB	KABUL/KHWADJA RAWASH	10/09/2003	10, 01:30	05:46
N379P	EDDF	FRANKFURT MAIN	ORBI	BAGHDAD INTERNATIONAL AIRPORT	11/09/2003	11, 07:54	11:46
N379P	OJAQ	AQABA	EGPK	PRESTWICK	12/09/2003	12, 08:27	14:09
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	12/09/2003	12, 15:53	23:00

Appendix 9: Selected Suspect flight circuits linking Prestwick / Glasgow with Egypt

Flight ID	Depart Code	Depart Airport	Destination code	Destination Airport	Departure date	Departure time	Arrival Time
N379P	KIAD	WASHINGTON	OJAM	AMMAN/MARKA CIV	02/07/2003	02, 01:43	12:42
N379P	LKPR	PRAHA RUZYNE	OJAM	AMMAN/MARKA CIV	02/07/2003	02, 10:10	13:33
N379P	ORBS	BAGHDAD/SADDAM INTL	OAKB	KABUL/KHWADJA RAWASH	03/07/2003	03, 10:15	13:57
N313P	HECA	CAIRO INTL	LCLK	LARNACA	08/07/2003	08, 17:50	18:44
N379P	UBBB	BAKU	EGPF	GLASGOW	09/07/2003	09, 06:24	11:51
N379P	UBBB	BAKU	EGPF	GLASGOW	10/07/2003	10, 05:15	10:25
N379P	EGPF	GLASGOW	KIAD	WASHINGTON	10/07/2003	10, 08:49	15:05

Flight ID	Depart Code	Depart Airport	Destination code	Destination Airport	Departure date	Departure time	Arrival Time
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	07/11/2001	07, 22:25	04:22
N379P	EGPK	PRESTWICK	HECA	CAIRO	08/11/2001	08, 05:44	10:32
N379P	HECA	CAIRO	EDDF	FRANKFURT MAIN	09/11/2001	09, 03:14	06:58
N379P	EDDF	FRANKFURT MAIN	EGPK	PRESTWICK	10/11/2001	10, 08:57	10:24
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	10/11/2001	10, 11:28	17:35

Appendix 10: No. of stopovers in suspect locations in Uzbekistan (2001-2005) during flight circuits also transiting Scottish airports

<b>Uzbekistan stopovers</b>		
	<b>Tashkent</b>	<b>Karshi</b>
<b>Aberdeen</b>	0	0
<b>Edinburgh</b>	0	0
<b>Glasgow</b>	5	0
<b>Leuchars</b>	0	0
<b>Prestwick</b>	9	1
<b>Wick</b>	0	0
<b>Inverness</b>	0	0
<b>Total</b>	<b>14</b>	<b>1</b>

Appendix 11: Flight logs linking Scottish airports with suspect locations in Uzbekistan

<b>Flight ID</b>	<b>Depart Code</b>	<b>Depart Airport</b>	<b>Destination code</b>	<b>Destination Airport</b>	<b>Departure date</b>	<b>Departure time</b>	<b>Arrival time</b>
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	28/10/2001	28, 22:07	03:51
N379P	EGPK	PRESTWICK	UTSK	KARSHI	29/10/2001	29, 10:27	17:43
N379P	UTDD	DUSHANBE	EDDF	FRANKFURT MAIN	29/10/2001	29, 22:44	05:02
N379P	EDDF	FRANKFURT MAIN	UTTT	TASHKENT	04/11/2001	04, 22:26	04:02
N379P	UTTT	TASHKENT	EDDF	FRANKFURT MAIN	05/11/2001	05, 05:26	12:05
N379P	EDDF	FRANKFURT MAIN	EGPK	PRESTWICK	05/11/2001	05, 13:50	15:19
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	05/11/2001	05, 16:36	23:09

<b>Flight ID</b>	<b>Depart Code</b>	<b>Depart Airport</b>	<b>Destination code</b>	<b>Destination Airport</b>	<b>Departure date</b>	<b>Departure time</b>	<b>Arrival Time</b>
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	13/12/2001	13, 01:15	07:40
N379P	EGPK	PRESTWICK	UTTT	TASHKENT	13/12/2001	13, 08:58	15:24
N379P	UTTT	TASHKENT	EGPK	PRESTWICK	14/12/2001	14, 08:03	14:52
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	14/12/2001	14, 15:40	22:39

<b>Flight ID</b>	<b>Depart Code</b>	<b>Depart Airport</b>	<b>Destination code</b>	<b>Destination Airport</b>	<b>Departure date</b>	<b>Departure time</b>	<b>Arrival Time</b>
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	16/06/2002	16, 17:14	23:01
N379P	EGPK	PRESTWICK	OPKC	KARACHI/QUAID-E-AZAM	17/06/2002	17, 17:11	02:17
N379P	UTTT	TASHKENT	EGPK	PRESTWICK	19/06/2002	19, 05:00	11:55
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	20/06/2002	20, 06:58	13:48

<b>Flight ID</b>	<b>Depart Code</b>	<b>Depart Airport</b>	<b>Destination code</b>	<b>Destination Airport</b>	<b>Departure date</b>	<b>Departure time</b>	<b>Arrival Time</b>
N379P	KIAD	WASHINGTON	EGPK	PRESTWICK	14/11/2001	14, 01:16	07:27
N379P	EGPK	PRESTWICK	UTTT	TASHKENT	14/11/2001	14, 20:18	02:34
N379P	UTDD	DUSHANBE	EGPK	PRESTWICK	15/11/2001	15, 07:05	14:24
N379P	EGPK	PRESTWICK	KIAD	WASHINGTON	17/11/2001	17, 11:46	17:57