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*Temporary Committee on the alleged use of European countries by the CIA for the transport and illegal detention of prisoners*

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## WORKING DOCUMENT N° 8

on the companies linked to the CIA, aircraft used by the CIA and the European countries in which CIA aircraft have made stopovers

Temporary Committee on the alleged use of European countries by the CIA for the transport and illegal detention of prisoners

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## **A) GENERAL REMARKS**

### **1) INTRODUCTION**

This working document from the rapporteur is complementary to the *Working document on the "extraordinary renditions"*, which is already available.<sup>1</sup> In both working documents, the rapporteur intends to fulfil the remit included in the Decision of the European Parliament of 18 January 2006.

The aim of this working document is to analyse:

- The different private companies and charter services that have been used by the CIA;
- The aircraft used by the CIA (in some cases, for proven "extraordinary renditions"), listed by their Registration Number (or tail number);
- The European countries in which CIA aircraft have made stopovers.

It is worth to remind that, in many occasions, it is not only the CIA the single organiser of the flights included in this working document (as in working document n°7), but also other entities of US administration, among which the Department of Defence, when granting the Civil Aircraft Landing Permits (CALP).

### **2) THE USE OF PRIVATE COMPANIES AND CHARTER SERVICES BY THE CIA**

Within the context of the "extraordinary renditions", the CIA has often used private companies and charter services for aircraft rentals. Through civil flights it is possible to reach places where military aircraft would be considered suspicious. Furthermore, thanks to civil flights, the CIA avoids the duty to provide the information required by States concerning government or military flights, according to the Chicago Convention.

Most of these companies are the so-called "shell companies": they only exist on paper (post offices boxes, for instance) or they have a sole employee (normally a lawyer). These shell companies appear as the owners of aircraft which are systematically the subject of *buy-and-sell* operations. After each transaction, aircraft are re-registered in order to lose their tracks.

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<sup>1</sup> See Working Document n° 7 PE 380.593.

A good example of "shell game" operations is just the **Premier Executive's** history. Premier Executive is a company whose business address is a P.O. Box out of Washington. Premier had the ownership of two aircraft: the Gulfstream V (with Registration Numbers N379P, N8068V and N44982) and the Boeing 737 (with Registration Numbers N313P and N4476S), used by the CIA for "extraordinary renditions"<sup>2</sup>. Both aircraft belonged to **Steven Express**, another shell company. Steven Express has a business address in Tennessee which is not correlated to any premises. Steven Express was taken over by a lawyer, on behalf of **Devon Holding**, once again a shell company. The lawyer was the sole representative/employee of Devon Holding. This kind of shell game enables CIA aircraft to lose their paths, and thus deleting any track of illegal operation linked to the aircraft.

Another example is what happened in November 2004, when The Sunday Times reported that the US leased the Gulfstream V jet (with Registration Numbers N379P, N8068V and N44982) for the transfer of detainees to Guantanamo and other US military bases. Two days later Premier Executive sold the aircraft to **Bayard Foreign Marketing**, another shell company. The name of the administrator, Leonard Bayard, has never been found in any public register.

The other aircraft, the Boeing 737 (with Registration Numbers N313P and N4476S) was sold to **Keeler and Tate Management**, once again a shell company without premises, without a website, whose only property was the Boeing 737. On the other hand, Premier Executive has vanished since 2005.<sup>3</sup>

Sometimes, shell companies used by the CIA rely on other real companies endowed with premises and employees, so called: "operating companies". These companies are entrusted to stand behind the shell companies; they provide the CIA aircraft with all necessary logistics (pilots, catering and technical assistance). In some cases the operating companies are directly linked to the CIA. One example is **Aero Contractor**, a company described<sup>4</sup> as the "major domestic hub of the Central Intelligence Agency's secret air service".

Finally, in other cases, the CIA leases aircraft from normal charter agents, as it is the case for **Richmor Aviation**. Richmor Aviation is one of the oldest charter and flight management companies with many customers, including also the CIA. The Gulfstream IV (with Registration Number N85VM), which was used in the abduction of Abu Omar<sup>5</sup>, belongs to Richmor Aviation

Ultimately, in this inextricable net, there is also the possibility that a single aircraft managed by the CIA changes -in between missions- its Registration Number (as for the Gulfstream V, from Richmor Aviation, registered as N379P, then, N8068V and then

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<sup>2</sup> See working document n° 7 PE 380.593.

<sup>3</sup> 24 USA: Below the radar - Secret flights to torture and 'disappearance' Amnesty International 5 April 2006 AI Index: AMR 51/051/2006

<sup>4</sup> Scott Shane, Stephen Grey and Margot Williams, *CIA Expanding Terror Battle Under Guise of Charter Flights*, New York Times, 31 May 2005.

<sup>5</sup> See working document n° 7 PE 380.593.

N44982), as it will be explained later in this working document.

Some of the companies (namely: Centurion Aviation Services, Devon Holding Inc; Premier Executive Transport Services; Rapid Air Trans; Richmor Aviation Inc; Stevens Express and Tepper Aviation) have been beneficiaries of landing permits in the US military bases all over the world, also for purpose of refuelling aircraft. This kind of practice is usually excluded for all kind of civil flights.

### **3) DETAILS OF THE COMPANIES INVOLVED**

#### Shell Companies.

- CROWELL AVIATION TECHNOLOGIES, INC
- PATH CORPORATION
- RAPID AIR TRANS, INC.
- STEVENS EXPRESS LEASING, INC
- AVIATION SPECIALTIES, INC
- DEVON HOLDING AND LEASING, INC
- CENTURION AVIATION SERVICES
- BAYARD FOREIGN MARKETING, LLC.
- KEELER & TATE MANAGEMENT, LLC

The last two companies in the list have replaced the Premier Executive Transport Services, Inc., (one of the Operating Companies) once that Premier sold the aircraft Boeing 737 and Gulfstream V to Bayard Foreign Marketing, LLC and to Keeler & Tate Management, LLC. Afterwards Premier disappeared.

#### Operating Companies

- AERO CONTRACTORS, LTD. (NORTH CAROLINA)

Aero Contractors was funded in 1979 by Jim Rhyne, ex pilot of Air America, a company used by CIA during the Vietnam War. Aero Contractors' pilots, according to the New York Times "are the discreet bus drivers of the battle against terrorism, routinely sent on secret missions to Baghdad, Cairo, Tashkent and Kabul". The New York Times adds: "Aero Contractors is in fact a major domestic hub of the Central Intelligence Agency's secret air service".<sup>6</sup> Indeed, according to FAA records, Aero Contractors leases its aircraft from Premier Executive Transport (shell

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<sup>6</sup> *C.I.A. Expanding Terror Battle Under Guise of Charter Flights*  
By SCOTT SHANE, STEPHEN GREY and MARGOT WILLIAMS, May 31, 2005  
<http://www.nytimes.com/2005/05/31/national/31aircraft.html?ei=5088&en=6007accb4801296c&ex=1275192000&partner=rssnyt&emc=rss&pagewanted=print>

company)<sup>7</sup>, namely the Boeing 737 (N 4476S, ex N313P). Aero Contractor has no web site and does not advertise its activities. All the resources come from the CIA, from the US Army and other Government agencies. However, Aero Contractors remains a real company, with premises and eighty employees.

Aero Contractors is the operating company of the following shell companies:

- STEVENS EXPRESS LEASING, INC
- PREMIER EXECUTIVE TRANSPORT SERVICE
- AVIATION SPECIALTIES, INC
- DEVON HOLDING AND LEASING, INC

○ PEGASUS TECHNOLOGIES, INC

Pegasus Technologies works on avionics (aviation electronics), sensor, and electrical systems of CIA aircraft. This presumably includes top-secret encrypted-communications systems and night-vision systems.<sup>8</sup>

○ TEPPER AVIATION

Tepper Aviation is a company controlled directly by the CIA.<sup>9</sup> It operates from the Bob Sikes Airport, Florida. The European base is Rhein-Main, in Germany (an U.S. Air Force /NATO military, closed on 30 December 2005). Tepper uses three aircraft belonging to the shell company Rapid Air Trans: the Lockheed N2189M, the N4557C and N8183J (*see below*).

○ RICHMOR AVIATION

Philip H. Morse, owner of the Gulfstream IV jet (and partner of the Boston Red Sox), confirmed to the newspaper Globe and Tribune<sup>10</sup> that his private jet was rented several times to the CIA<sup>11</sup>. According to the FAA records, the aircraft belongs to the Assembly Point Aviation Inc., whose Mr. Morse is the sole employee. The renting company is Richmor Aviation, in Hudson. The jet's Registration Number was N85VM, then changed to N227SV, and it was used for the "extraordinary rendition" of Abu Omar<sup>12</sup>. Mr Morse

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<sup>7</sup> "Aero Contractors, which operates from a blue hangar at the Johnston airport, leased the jets for about a year, in about 2002 or 2003, from Massachusetts-based Premier Executive Transport Services, Blowers said. (...) Aero Contractors let its leases with Premier Executive expire about a year ago, Aero Contractors no longer offers jets for its clients and instead leases turboprop aircraft." <http://www.newsobserver.com/news>

<sup>8</sup> Pegasus Technologies, Inc. <http://sss-mag.com/rfss/intro.html>

<sup>9</sup> <http://www.nytimes.com/2005/05/31/national/31aircraft.html?ex=1275192000&en=6007accb4801296cei=5088partner=rssnytemc=rss>

<sup>10</sup> US: CIA Uses Jet Owned by Red Sox Partner, by Gordon Edes, The Boston Globe: <http://www.boston.com/news/globe>.

<sup>11</sup> "It's chartered a lot (...) It just so happens one of our customers is the CIA (...) I was glad to have the business, actually. I hope it was all for a real good purpose." <http://www.boston.com/news/globe>

<sup>12</sup> See working document n° 7 PE 380.593.

deems that his aircraft was rented to the CIA by Richmor Aviation for about three years.<sup>13</sup>

#### ○ SUBSIDIARIES OF BLACKWATER USA

This company is an important contractor for the CIA and the US military. It provides personnel and training as well as aviation services through its two subsidiaries:

- AVIATION WORLDWIDE SERVICES, INC. (FLORIDA)
- PRESIDENTIAL AIRWAYS (FLORIDA)

Both companies fly Spanish CASA C-212 wide-body passenger/cargo aircraft. These aircraft carry paratroopers and over-sized cargo and can operate from short and unimproved runways. In Europe, Malta is the base for these aircraft.

## 4) EUROPEAN STOPOVERS OF CIA FLIGHTS

Between the end of 2001 and the end of 2005, flights involving aircraft directly or indirectly operated by the CIA stopped over at European airports more than one thousand times. We know for certain that some of these flights were used to carry out "extraordinary renditions" (Abu Omar, Maher Arar, Khaled el-Masri, Ahmed al-Giza, Mohamed El-Zari, Binyam Mohammed, Bisher al Rawi, Jamil El-Banna, Abou Elkassim Britel<sup>14</sup>). However, given the routes taken by many flights and some of the countries of origin and destination (Afghanistan, Azerbaijan, Egypt, Iraq, Jordan, Libya, Morocco, Turkmenistan, Uzbekistan, Guantanamo), it is logical to assume that the involvement of these aircraft in the practice of "extraordinary renditions" and in the transport of detainees is more extensive than the number of proven cases.

### a) Research method used

The findings were obtained by comparing Eurocontrol (the agency responsible for controlling European air space) data with those of the FAA (the Federal Aviation Administration, which keeps data on all aircraft flying out of or into the USA).

The research focused on the aircraft belonging to or having been operated by airlines linked to the CIA and which have flown frequently in Europe after 9/11.

We focused our analysis on thirty-seven Registration Numbers of aircraft. Nevertheless

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<sup>13</sup> by Gordon Edes, The Boston Globe March 21st, 2005, <http://www.corpwatch.org/article.php?id=11988>

<sup>14</sup> See working document n° 7 PE 380.593.

it is very likely that the aircraft used by the CIA during these years in Europe were more copious.

The thirty-seven Registration Numbers analysed in this working document, correspond to thirty-two different aircraft; this means that, sometimes, the same aircraft has been re-registered at least once (*see below*).

## **b) Preliminary conclusions**

On the basis of the data obtained from Eurocontrol on the thirty-two aircraft (corresponding to thirty-seven Registration Numbers) monitored, it may be said that:

1. All the aircraft were operated by companies linked to or controlled by the CIA.
2. The flight logs obtained from Eurocontrol confirm that since 11 September the thirty-two aircraft monitored have made at least **1245 stopovers in Europe** (the 25 EU Member States, Romania, Iceland, Norway, Switzerland, Albania, Turkey, Bosnia Herzegovina, Croatia and the Former Yugoslavia Republic of Macedonia (FYROM)) very often flying between European airports and destinations in Asia, the Middle East and Africa.
3. In some cases we have evidence that some of these aircraft were used for proven "extraordinary renditions" (Abu Omar, Maher Arar, Khaled el-Masri, Ahmed al-Giza and Mohamed al-Zari, Binyam Mohammed, Bisher Al Rawi and Jamil El Banna, Abu Al Kassem Britel), given that aircraft on our list were used in each case.<sup>15</sup>
4. The routes taken and the countries flown to by CIA aircraft (including Afghanistan, Azerbaijan, Egypt, Iraq, Jordan, Libya, Morocco, Turkmenistan, Uzbekistan and Guantanamo) confirm that the flights could also have been used for "extraordinary renditions" or other cases of transfer of prisoners. Namely, the following suspect stopovers were recorded between the end of 2001 and the end of 2005:
  - a. 72 in Jordan
  - b. 76 in Azerbaijan
  - c. 52 in Turkmenistan
  - d. 61 in Egypt
  - e. 46 in Uzbekistan
  - f. 40 in Iraq
  - g. 38 in Afghanistan
  - h. 40 in Morocco
  - i. 14 in Libya

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<sup>15</sup> See working document n° 7 PE 380.593.

k. 11 at Guantanamo

5. It should be noted that in many of the countries referred to, torture and imprisonment without trial are common. Manfred Nowak, UN Special Rapporteur on Torture, stressed in his last report to the General Assembly that some countries, including the United States, the United Kingdom, France and Sweden, had violated international human rights conventions by deporting suspected terrorists to countries such as Egypt, Syria, Algeria and Uzbekistan, where there was a high risk of them being tortured.<sup>16</sup> Some of the countries referred to (namely Georgia, Morocco, Azerbaijan, Egypt, Uzbekistan, Jordan, Syria, Afghanistan, Turkmenistan and Iraq) were recently the subject of concerns expressed by the US State Department which took a critical view of the situation in the relevant Human Rights Country Reports, particularly as regards the use of torture, arbitrary detention and the situation of prison inmates<sup>17</sup>. Finally, Bob Baer, a former CIA agent, said in an interview given to the New Statesman<sup>18</sup>: "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>19</sup>
6. It is worth reminding that, on several occasions, prisoners are also transported by different means other than civil or military aircraft (i.e. helicopters, cars etc.). As an example, in the "extraordinary rendition" of Maher Arar, he was transported from Amman (where he arrived in a CIA flight from Bangor, Maine, via Rome) to the Syrian prison of Far'Falastin by car.

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<sup>16</sup> <http://daccessdds.un.org/doc/UNDOC/GEN/N05/476/51/PDF/N0547651.pdf?OpenElement>

<sup>17</sup> <http://www.state.gov/g/drl/rls/hrrpt>

Morocco: <http://www.state.gov/g/drl/rls/hrrpt/2003/27934.htm>

Azerbaijan: <http://www.state.gov/g/drl/rls/hrrpt/2003/27826.htm>

Egypt: <http://www.state.gov/g/drl/rls/hrrpt/2004/41720.htm>

Uzbekistan: [http://www.unhcr.ch/tbs/doc.nsf/\(Symbol\)/CAT.C.CR.28.7.En?Opendocument](http://www.unhcr.ch/tbs/doc.nsf/(Symbol)/CAT.C.CR.28.7.En?Opendocument)

Jordan: <http://www.unhcr.org/cgi-bin/txis/vtx/rsd/rsddocview.html?tbl=RSDCOI&id=441821a334>

Syria: <http://www.state.gov/g/drl/rls/hrrpt/2002/18289.htm>

Afghanistan: <http://www.state.gov/g/drl/rls/hrrpt/2000/sa/721.htm>

Turkmenistan: <http://www.state.gov/g/drl/rls/hrrpt/2004/41714.htm>

Iraq: <http://www.state.gov/g/drl/rls/hrrpt/2005/61689.htm>

Libya: [http://www.state.gov/www/global/human\\_rights/1998\\_hrp\\_report/libya.html](http://www.state.gov/www/global/human_rights/1998_hrp_report/libya.html)

<sup>18</sup> <http://www.newstatesman.com/Politics>

<sup>19</sup> <http://www.counterpunch.org/rajiva12052005.html>



**5) TABLE WITH THE COMPANIES AND AIRCRAFT USED BY THE CIA FOR THE "EXTRAORDINARY RENDITION" FLIGHTS**

<u>CIA OPERATING COMPANIES</u>	<u>SHELL COMPANIES</u>	<u>OTHER PRIVATE COMPANIES</u>	<u>REGISTRATION NUMBER OF THE AIRCRAFT USED BY THE CIA</u>
PEGASUS TECHNOLOGIES, INC →	→ PATH CORPORATION	.	N505LL; N221SG
TEPPER AVIATION →	→ RAPID AIR TRANS, INC. .		N2189M N8183J N4557C
AERO CONTRACTORS, LTD →	→ STEVENS EXPRESS LEASING, INC		N173S; N4009L; N313P+N4476S; N58AS;
	→ PREMIER EXECUTIVE =		
	→ BAYARD FOREIGN MARKETING, LLC.		N379P+N8068V+N44982 N313P+N4476S
	+ → KEELER & TATE MANAGEMENT, LLC		
	→ AVIATION SPECIALTIES, INC		N157A; N312ME; N4456A; N5139A N5155A; N6161Q;
	→ DEVON HOLDING AND LEASING, INC		N168D; N187D; N196D; N219D
BLACKWATER →	→ AVIATION WORLD WIDE SERVICES + → PRESIDENTIAL AIRWAYS		N964BW; N965BW; N966BW; N967BW; N968 BW
RICHMOR AVIATION			N227SV-N85VM
	CENTURION AVIATION SERVICES		N478GS; N475LC
	CROWELL AVIATION TECHNOLOGIES; PRESCOTT		N1016M; N8213G
		PREMIER AIRCRAFT MANAGEMENT; WELLS FARGO BANK; UNITED STATES AVUATION Co.; CRYSTAL JET AVIATION; PRESIDENTIAL AVIATION	N368CE; N168BF N1HC; N50BH N829MG+ N259SK

## **B) AIRCRAFT USED BY THE CIA FOR "EXTRAORDINARY RENDITIONS"**

This part of the working document indicates the thirty-two aircraft used by the CIA for its flights, including those operations to carry out "extraordinary renditions".

The following aircraft are ordered by their Registration Numbers. As already stated, this is because thirty-two aircraft have used a total amount of thirty-seven Registration Numbers. In the list below, when 2 or 3 Registration Numbers appear with the sign "+", it means that the aircraft was re-registered at least once.

### **N 313P + N4476S**

- N313P (later N4476S) is a Boeing 737-7ET aircraft,<sup>20</sup> and it can transport up to 127 passengers.
- First registered by Stevens Express Leasing Inc, and then re-registered, on 1<sup>st</sup> May 2002 by Premier Executive Transport Services. On 1<sup>st</sup> December 2004 Keeler & Tate Management re-registered the aircraft as N4476S. The three companies are all CIA shell companies.<sup>21</sup> Stevens Express Leasing Inc. and Premier Executive Transport Services were both permitted to land at US military bases worldwide.<sup>22</sup>
- It has been proved that this was the aircraft used for the "extraordinary renditions" of the German citizen Khaled el-Masri from Skopje to Afghanistan on 24 January 2004, and the Ethiopian citizen Binyam Mohammed, legal resident in the UK, from Rabat to Kabul on 22 January 2004.<sup>23</sup>
- Human Rights Watch has identified it as the "aircraft that the CIA used to move several prisoners to and from Europe, Afghanistan, and the Middle East in 2003 and 2004".<sup>24</sup> According to Eurocontrol records, the jet has flown regularly between destinations that are known for or suspected of being used for the detention or rendition of prisoners. From 2002 to 2005, it made at least three stops at Guantanamo, nine stops in Kabul, seven in Morocco, 13 in Jordan, five in Pakistan, three in Kuwait, ten in Baghdad, and eleven in Libya.
- Most of the landings by N313P in Europe have at major civilian airports or joint civilian-military airports including Frankfurt (72 times), Shannon (24), United Kingdom (23), Palma de Mallorca (7), Poland, Romania, Check Republic, Malta, Cyprus and Geneva.

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<sup>20</sup> <http://registry.faa.gov/aircraftinquiry>

<sup>21</sup> <http://web.amnesty.org/library/index/engamr510512006>

<sup>22</sup> [www.amnesty.org/resources/flash/torture/renditions/-12k](http://www.amnesty.org/resources/flash/torture/renditions/-12k)

<sup>23</sup> See Working Document n° 7 PE 380.593.

<sup>24</sup> [www.hrw.org](http://www.hrw.org)

### N85VM + N227SV

- N85VM (later N227SV) is a Gulfstream IV jet. It can transport up to 19 passengers, but it is usually configured for 8/14 passengers.
- It is owned by Assembly Point Aviation Inc., registered in May 1995 in New York State. The aircraft was registered as N85VM until September 2004, when it was re-registered as N227SV. Operated by Richmor Aviation, a company based at the Columbia County airport (Hudson, New York) and Scotia (New York).<sup>25</sup> Landing rights permitting to land at US military bases worldwide (expiration February 15, 2005) were granted to Richmor Aviation. Its owners have admitted leasing the aircraft to the CIA, but have said it is not used exclusively by the agency.<sup>26</sup>
- It has been proved that this was the aircraft used for the "extraordinary rendition" of the Egyptian national Abu Omar, who was granted a refugee status in Italy, from Ramstein to Cairo on 17 February 2003.<sup>27</sup>
- This jet has flown in Europe and Asia (Afghanistan, Morocco, Dubai, Jordan, Italy, Germany, Romania, Japan, Switzerland, Azerbaijan and the Czech Republic). It is reported to have flown in or out of military airports in Romania on three occasions in 2004. The flights included two direct flights from Amman, Jordan, and one flight from Guantanamo Bay (with a later stop in Morocco).

### N829MG+N259SK

- N829MG (later N259SK) is a Gulfstream III. It is registered to Presidential Aviation, one of the CIA shell companies.
- It has been proved that this was the aircraft used for the "extraordinary rendition" of Syrian-Canadian national Maher Arar from the US to Jordan, via Rome, on 8 October 2002.<sup>28</sup>

### N379P +N8068V + N44982

- N379P (later N8068V and N44982) is a Gulfstream V executive Jet. It can make non-stop Washington-Kabul in 12 hours. The aircraft can transport up to 18 passengers, but it is usually configured for 8 passengers.

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<sup>25</sup> [www.richmor.com](http://www.richmor.com)

<sup>26</sup> [http://www.boston.com/news/nation/washington/articles/2005/03/20/jet\\_owned\\_by\\_part\\_owner\\_of\\_red\\_sox\\_tied\\_to\\_us?mode=PF](http://www.boston.com/news/nation/washington/articles/2005/03/20/jet_owned_by_part_owner_of_red_sox_tied_to_us?mode=PF)

<sup>27</sup> See Working Document n° 7 PE 380.593.

<sup>28</sup> See Working Document n° 7 PE 380.593.

- It was registered N379P in February 2000 by Premier Executive Transport Services, a CIA shell company which exists only on papers. The address corresponds to a post office mail box. Over the past few years, those very same Post Office mail boxes have been registered to 325 other fictitious names, as well as a company called Executive Support OFC, another CIA shell company. Premier Executive's aircraft were permitted to land on US bases worldwide (expiration 15 October 2005).<sup>29</sup>
- The Gulfstream V was re-registered as N8068V at the beginning of 2004; again re-registered as N44982 in December 2004 by Bayard Foreign Marketing, a phantom company registered in Oregon State since August 2003. No other aircraft was registered by Bayard Foreign Marketing. The aircraft was put up for sale in late 2005, and is now the property of a company based in Miami, Florida.<sup>30</sup>
- It has been proved that this was the aircraft used for the "extraordinary renditions" of the two Egyptian asylum-seekers Agiza and el-Zary from Stockholm to Cairo on 18 December 2001, the Italian citizen Elkassim Britel from Islamabad to Rabat on 24 May 2002, the British residents Bisher Al-Rawi and Jamil El-Banna (who was granted refugee status) from Banjul to Kaboul, via Cairo, on 8 December 2002, and the Ethiopian citizen Binyam Mohammed, legal resident in the UK, from Islamabad to Rabat on 21 July 2001.<sup>31</sup>
- The N379P (known as "Guantanamo Express") is one of the most notorious prisoner transport aircraft used by the CIA.
- It made several landings in Poland and Romania on direct flights to and from Kabul. The N379P also filed flight records with Eurocontrol stating a direct flight from Kabul to Warsaw on June 5, 2003, arriving Warsaw at 10:33 PM and departing Warsaw early the next morning at 1:04 AM to arrive Rabat/Sale, Morocco at 4:39 AM. The N379P also filed flight records with Eurocontrol stating a direct roundtrip flight from Kabul to Warsaw on July 29, 2003, arriving Warsaw early July 30 at 12:47 AM and then departing Warsaw at 2:40 AM to arrive Kabul at 7:25 AM.

### N368CE

- The N368CE is a Boeing 737-300 registered to a shell company called Premier Aircraft Management and incorporated in North Las Vegas, Nevada. Recently, the ownership of the Boeing has shifted from Premier Aircraft Management to a sister company called Vision Airlines.

<sup>29</sup> <http://web.amnesty.org/library/index/engamr510512006>

<sup>30</sup> See an advertisement for the sale of this Gulfstream V executive jet at US Aircraft Sales:  
<http://www.usaircraftales.com/Forsale/SPECS%20GV%20581%20%202.pdf>.

<sup>31</sup> See Working Document n° 7 PE 380.593.

- It is surprising to notice the routes made by the N368CE from June 2005 to November 2005. It made almost daily the route Frankfurt (Germany)-Ashkhabad (Turkmenistan). From September 2005 to end of November 2005, the aircraft made the almost daily route to Frankfurt-Ashkhabad-Frankfurt and Frankfurt-Bagdad-Frankfurt.
- The N368CE was the object of an inquiry of the UK Parliament.<sup>32</sup>

### **N 2189M**

- The aircraft with number N2189M is a Lockheed L-100-30 Hercules (C-130). N2189M is owned by CIA contractor Tepper Aviation.
- Among its flights, it is surprising to notice that the aircraft has as a favourite route Frankfurt / Ramstein - Tashkent (Uzbekistan) (15 times), and Frankfurt / Ramstein - Baku (Azerbaijan) and back (38 times).
- The N2189M appeared in the House of Commons written answer from the Secretary of State for Transport, Mr Darling. On March the 17th 2006, Liberal Democrat Foreign Affairs spokesman Michael Moore asked Mr Darling for details of landings by six jets; among them, one with the Registration Numbers N2189M. In a written parliamentary answer, Mr Darling confirmed the aircraft had landed 10 times at UK airports since January 1 2001.

### **N1HC**

- N1HC is a Gulfstream V, registered to the Charter-Firma United States Aviation Co. (US AV) of Tulsa, Oklahoma, an air charter company. The US AV is a charter company working with the CIA as with any other private client. The N1HC is listed as an alleged CIA aircraft according to the report of the Scottish National Party .
- Between June 2002 and June 2005 N1HC lands or takes off from Italy ten times at the airports of Milano Malpensa e Linate, Venezia San Nicolò, Pisa Galilei, Napoli Capodichino, Roma Ciampino.

<sup>32</sup>[http://www.publications.parliament.uk/pa/cm200506/cmhansrd/cm060317/text/60317w02.htm#60317w02.html\\_sbhd2](http://www.publications.parliament.uk/pa/cm200506/cmhansrd/cm060317/text/60317w02.htm#60317w02.html_sbhd2)

<sup>33</sup><http://www.statewatch.org/cia/documents/cia-snp-report-scotland-18-01-06.pdf>

## N50BH

- N50BH is a Gulfstream III owned by Crystal Jet Aviation and used by the CIA in the past for prisoner transports and flights to Guantanamo. It has been seen at Stockholm's main airport Arlanda between June 21st and 23rd, 2002, before flying on to Iceland.
- It is investigated by the Canadian authorities, as it would have been flying from Canada, via Keflavík in Iceland before going to Turkey.<sup>34</sup> This Gulfstream III appears in sales and rental websites.<sup>35</sup>

## N221SG

- N221SG is a Lear Jet 35. The aircraft is registered to Path Corporation of Rehoboth Beach Delaware, identified as a CIA shell company.
- After the flight had been spotted in Istanbul on 7 March 2005, Turkish media reported that individuals of interest to the CIA have been captured by the country's security services and then handed over to the American intelligence agency.<sup>36</sup> The aircraft took off from Istanbul on March 7, 2005 and landed at Copenhagen at 09:00 local time, where it remained for 23 hours before departing at 08:04 on March the 8th directed to Keflavik, Iceland. National broadcaster DR (Denmark) reported that there has been an inquiry by Red-Green Alliance's MP on this aircraft<sup>37</sup>. Following the same line, also the Scottish National Party, discussed about this aircraft in one of its Reports.<sup>38</sup>

## N168BF

- N168BF is a Raytheon Hawker 800XP registered to Business Focus Sdn. of Kuala Lumpur, Malaysia (also reportedly owned by Wells Fargo Bank). It is a mid-size business jet which normally takes 6-8 passengers.
- The aircraft was not previously linked with the CIA but it is owned by a company which has other aircraft used by the intelligence organisation<sup>39</sup>.

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<sup>34</sup> [http://en.wikipedia.org/wiki/Black\\_site#\\_note-33](http://en.wikipedia.org/wiki/Black_site#_note-33)

<sup>35</sup> <http://www.controller.com/listings/forsale/list.asp?catid=&pcid=1003442&etid=1&dlr=1&setype=8&PREF=0&thumbs=0&pg=1&guid;>  
<http://www.charterhub.com/listings/forcharter/list.asp?guid=&dst=&PG=59&thumbs=1&pref=0>

<sup>36</sup> <http://en.wikipedia.org/wiki/N221SG>

<sup>37</sup> <http://www.cphpost.dk/get/91925.html>

<sup>38</sup> <http://www.statewatch.org/cia/documents/cia-snp-report-scotland-18-01-06.pdf>

<sup>39</sup> <http://www.eurotrib.com/story/2005/11/15/122813/72>

## N168D

- The N168D is a Cessna 120 Casa CN-235M-220 operated by Aero Contractors, the first pilots' provider for CIA aircraft.<sup>40</sup> N168D is an aircraft owned by the CIA front company Devon Holding & Leasing Inc.
- Another Devon ship, similar to N168D, is N187D, serial C143. It is also involved in the CIA rendition issue.<sup>41</sup>
- Amnesty International Canada formally asked Minister of Transport Jean Lapierre whether the government dealt with the allegations concerning the reported landings in Newfoundland of a turboprop with Registration Number N168D on August 13, 2005.<sup>42</sup>

## N505LL

- N505LL is a De Havilland (Canada) DHC-8-315B registered to Path Corporation of Rehoboth Beach. The company (Path Corporation) is listed among the CIA shell companies in the Scottish National Party report (by the MP Angus Robertson SNP Foreign Affairs Spokesman), together with the aircraft (N505LL), which is cited as an alleged CIA aircraft.<sup>43</sup>
- Hurriyet, a state-owned Anatolia news agency,<sup>44</sup> reported that the CIA aircraft N505LL is alleged to have been destined for a secret CIA prison, landed for a stopover in Istanbul on its way to the Netherlands on November 15, 2005. Hurriyet said the N505LL aircraft arrived at Istanbul's Sabiha Gokcen airport from Baku, Azerbaijan, and left for Amsterdam's Schiphol Airport the next day.

## N4557C

- N4557C is a Lockheed L-100-30 Hercules, registered to Rapid Air Transport Inc., identified by the New York Times as one of shell companies controlled by the CIA.<sup>45</sup>
- Flight logs indicate that the N4557C Hercules was among at least seven aircraft with alleged CIA links that have landed at Canadian airports in recent months.<sup>46</sup>

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<sup>40</sup> <http://www.airport-data.com/aircraft/N168D.html>

<sup>41</sup> [http://www.amnesty.ca/archives/CIA\\_aircraft\\_landings\\_open\\_letter\\_22nov05.php](http://www.amnesty.ca/archives/CIA_aircraft_landings_open_letter_22nov05.php)

<sup>43</sup> [www.snp.org/snpnews/2005/snp\\_press\\_release.2006-01-18.7084056278/2006-01-20.0197801266/download](http://www.snp.org/snpnews/2005/snp_press_release.2006-01-18.7084056278/2006-01-20.0197801266/download)

<sup>44</sup> <http://www.hurriyet.com.tr>

<sup>45</sup> [http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article\\_Type1&c=Article&pubid=968163964505&cid=1134915545866](http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article_Type1&c=Article&pubid=968163964505&cid=1134915545866)

<sup>46</sup> [http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article\\_Type1&c=Article&pubid=968163964505&cid=1134915545866](http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article_Type1&c=Article&pubid=968163964505&cid=1134915545866)

- According to newspaper *The Toronto Star*, “the Hercules, flying to Newfoundland via New Hampshire, began its journey at Bob Sikes Airport in Crestview (USA) a reported hub for CIA-owned aircraft.”<sup>47</sup> Alex Neve, secretary general of Amnesty's Canadian branch, wrote to Canadian Transport Minister Jean Lapierre inquiring about reports of possible CIA landings of N4557C in Canada.<sup>48</sup>

### N8213G

- N8213G is a Lockheed L100-30 Hercules. The aircraft has space for cargo and for about 100 passengers.
- It flies under Prescott Support's name. The name “Prescott” is painted on the side of the aircraft. According to US press reports, the Prescott Support's company serves as a cover for the CIA's prisoner transports and has been linked to the US government.<sup>49</sup>

### N 6161Q

- N6161Q is a Twin Otter aircraft. The Twin Otter is equipped with a number of unusual blade antennae on the upper fuselage.<sup>50</sup> The U.S. Federal Aviation Administration records show that the aircraft belongs to Aviation Specialties, a company identified by the New York Times as being a front for the CIA.<sup>51</sup>
- The Twin Otter aircraft was located at Shannon airport on the night of Sunday 7th August 2005. The Irish Department of Foreign affairs has refused to respond to citizen complaints on the issue of this aircraft identified as owned by and registered by the CIA front company Aviation Specialties Inc.<sup>52</sup>

### N8183J

- N8183J is a Hercules Lockheed cargo aircraft C-100-30 (L382G), owned by the CIA shell company Rapid Air Tran (Transport). Tepper Aviation, Inc., maintains and

<sup>47</sup> *Controversial 'CIA' aircraft landed in Nfld.* Dec. 18, 2005, by Jim Bronskill, *CANADIAN PRESS*:

<http://www.cp.org/english/hp.htm>

<sup>48</sup> [http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article\\_Type1&c=Article&pubid=968163964505&cid=1134915545866](http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article_Type1&c=Article&pubid=968163964505&cid=1134915545866), *The Toronto Star*

<sup>49</sup> CIA prisoner aircraft landed in Finland, claims paper, Thursday, November 24, 2005

[http://www.dailytimes.com.pk/default.asp?page=2005%5C11%5C24%5Cstory\\_24-11-2005\\_pg7\\_49](http://www.dailytimes.com.pk/default.asp?page=2005%5C11%5C24%5Cstory_24-11-2005_pg7_49)

<sup>50</sup> <http://www.airliners.net/search/photo.search?front=yes&maxres=500&keywords=N6161Q>

<sup>51</sup> <http://www.ltvnews.com/printarticle.php?id=4160>

<sup>52</sup> <http://www.villagemagazine.ie/article.asp?sid=1&sud=40&aid=243> *The Village*, Ireland's Current affairs weekly



operates these aircraft out of the Bob Sikes Airport in Crestview (a CIA hub). The European base of the Lockheeds N8183J is Rhein-Main, Germany. According to *Der Spiegel*, and the *New York Times*, Tepper is linked to CIA.<sup>53</sup> Tepper Aviation is also listed as a CIA company in the Amnesty report.<sup>54</sup>

- On January 21, 2003, N8183J was en route to Baku, Azerbaijan, from Frankfurt when it was intercepted by the two Austrian jet fighters over neutral Austrian airspace. The jet fighters normally would have forced the aircraft to land, but they only intercepted it. The Austrian Foreign Ministry considered the aircraft as "civilian" and saw no reason to authorize the ministry of defence to force the aircraft to land. The Hercules N8183J, was investigated but got a pass because it is a cargo aircraft. An investigation later revealed that the aircraft had taken off from the Rhein-Main Airbase in Frankfurt and was operated by Tepper Aviation, CIA front company.<sup>55</sup>
- According to European flight records, Tepper C-130 N8183J's favourite route seems to be Frankfurt-Tashkent; Frankfurt-Luxor; Frankfurt-Baku. It is spotted in other European places as Shannon, Antalya, Prestwick and Iraklion.
- It has been the subject of an enquiry in the House of Commons.<sup>56</sup>

## N157A

- N157A is an 11-seat Beech turboprop with Registration Number N157A.
- Flight logs indicate that the aircraft, registered to Washington by Aviation Specialties Inc., one of the alleged CIA front companies; has frequently turned up at Johnston County Airport in Smithfield, N.C., a known hub of covert U.S. air operations.<sup>57</sup>
- In May 17<sup>th</sup>, 2003, N157A filed incomplete data while travelling through Romania.<sup>58</sup>

## N173S

- The N173S is a Beech B300 registered to Stevens Express Leasing, Tennessee, one of the CIA front Companies.<sup>59</sup>

<sup>53</sup> <http://www.nytimes.com/2005/05/31/national/31aircraft.html?ei=5088&en=6007accb4801296c&ex=1275192000&partne r=rssnyt&emc=rss&pagewanted=print;http://service.spiegel.de/cache/international/spiegel/0.1518.387185.00.html>

<sup>54</sup> <http://web.amnesty.org/library/index/engamr510512006>

<sup>55</sup> <http://service.spiegel.de/cache/international/spiegel/0.1518.387185.00.html> "The Hunt for Hercules N8183J" Georg Mascolo, Hans-Jürgen Schlamp and Holger Stark.

<sup>56</sup> <http://www.statewatch.org/news/2006/mar/04uk-cia-flights.htm>

<sup>57</sup> [http://www.ctv.ca/servlet/ArticleNews/story/CTVNews/20060222/cialinked\\_landings\\_060222/20060222?hub=Canada](http://www.ctv.ca/servlet/ArticleNews/story/CTVNews/20060222/cialinked_landings_060222/20060222?hub=Canada)

<sup>58</sup> [www.hrw.org](http://www.hrw.org)

<sup>59</sup> <http://www.airport-data.com/aircraft/N173S.html>

- It appears in the list of landings and flights in Romania.<sup>60</sup>

### N187D

- **N187D** is a Casa CN235 CT7 registered to Devon Holding and Leasing, a CIA shell company.
- Its name appears in the website of the Austrian Parliament as a subject of parliamentary enquiries.<sup>61</sup>

### N196D

- The **N196D** is a Casa CN-235-300M which has been operated lately by the shell company Devon Holding and Leasing, Inc. Records indicate two owners: Devon Holding and Stevens Express Leasing Company of Tennessee, another shell company investigated for torture flights.<sup>62</sup>
- Its name appears in the website of the Canadian parliament as a subject of a parliamentary enquiry.<sup>63</sup>

### N219D

- **N219D** is a Casa CN235-300 (N219D) of Spanish manufacture. It is registered by Devon Holding and Leasing Inc, a CIA shell company operated by Aero Contractors.
- This aircraft has landed in Santa Maria (Azores) the 17 May 2004 and an identical aircraft with Registration Number N187D landed the next day in Lajes (Azores). It also appears in the documents of the Austrian parliament as a subject of a parliamentary enquiry.<sup>64</sup>

### N312ME

- The **N312ME** is a Beech B200C registered to Aviation Specialties of Washington, DC, a CIA shell company.

<sup>60</sup> <http://www.evz.ro/article.php?artid=256217>

<sup>61</sup> [http://www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/J/J\\_03666/FNAMEORIG\\_053586.HTML](http://www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/J/J_03666/FNAMEORIG_053586.HTML)

<sup>62</sup> [www.faa.gov](http://www.faa.gov)

<sup>63</sup> [http://www.parl.gc.ca/38/1/parlbus/chambus/house/debates/155\\_2005-11-22/han155\\_1435-F.htm](http://www.parl.gc.ca/38/1/parlbus/chambus/house/debates/155_2005-11-22/han155_1435-F.htm)

<sup>64</sup> [http://www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/J/J\\_03673/FNAMEORIG\\_053587.HTML](http://www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/J/J_03673/FNAMEORIG_053587.HTML)

- It appears in the list of landings in Romania. Notably, on April 24, 2003 the Beech aircraft departed from Frankfurt at 05:29 to arrive at Bucharest/Baneasa at 09:13; and took off from Bucharest Baneasa at 10:22 to arrive at Baku at 14:01.

### **N1016M**

- **N1016M** is a Cessna 208, registered, according to the Federal Aviation Administration, to Crowell Aviation Technologies, a CIA shell company.<sup>65</sup>
- **N1016M** was under scrutiny by the Scottish parliament<sup>66</sup> as well as by the Austrian parliament, as a subject of parliamentary enquiries linked to CIA activities in Europe.<sup>67</sup>

### **N4009L**

- N4009L is a Raytheon B300C, registered to Stevens Express Leasing (CIA shell company).
- It is one of the aircraft which have been submitted to a parliamentary enquiry by the Austrian Parliament.<sup>68</sup>

### **N4456A**

- N4456A is a Raytheon B200C, registered to Aviation Specialties, a CIA listed shell company.<sup>69</sup>
- It appears in the list of landings in Romania.

<sup>65</sup> <http://www.nytimes.com/2005/05/31/national/31aircraft.html?ei=5090&en=6087acc3480a296c&ex=1275192000&pagewanted=print>

<sup>66</sup> <http://www.scottish.parliament.uk/business/pqa/wa-06/wa0207.htm>;  
[http://www.snp.org/snpnews/2005/snp\\_press\\_release.2006-01-18.7084056278/plonearticle\\_preview\\_popup?attach\\_id=b80c20aeb35e51310131fb4348cf9f4](http://www.snp.org/snpnews/2005/snp_press_release.2006-01-18.7084056278/plonearticle_preview_popup?attach_id=b80c20aeb35e51310131fb4348cf9f4)

<sup>67</sup> [http://www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/J/J\\_03671/fname\\_053589.pdf](http://www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/J/J_03671/fname_053589.pdf)

<sup>68</sup> [www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/AB/AB\\_03643/fname\\_056733.pdf](http://www.parlament.gv.at/pls/portal/docs/page/PG/DE/XXII/AB/AB_03643/fname_056733.pdf) -

<sup>69</sup> <http://web.amnesty.org/library/index/ENGAMR510512006>

## **N5139A**

- N5139A is a BL-144 Beech B200C. It is registered by Aviation Specialties, a corporation listed as a shell company for the CIA.<sup>70</sup>

## **N5155A**

- N5155A is an aircraft which, according to the records of the Federal Aviation Administration, belongs to Aviation Specialties a corporation listed as a shell company for the CIA.<sup>71</sup>

## **N478GS and N475LC (2 different aircraft)**

- Aircraft N478GS and N475LC belong to the company Centurion Aviation Services.
- This company is relevant, within the framework of CIA flights, as a beneficiary of the so-called "landing permits" in the US military bases all over the world. The Civil Aircraft Landing Permit (CALP) authorizes aircraft to land on US military bases worldwide. These companies are generally private. In the past (until year 2005) such landing permits were attributed to companies notoriously linked to CIA such as Devon Holding Inc; Premier Executive Transport Services; Rapid Air Trans; Richmor Aviation, Inc; Stevens Express and Tepper Aviation. Currently 10 companies hold such certificates.<sup>72</sup> The last CALP granted to the company Centurion Aviation Services expired on 1 October 2006.
- According to flight logs, both aircraft (N478GS + N475LC) made the most frequent stopovers in Shannon airport, Ireland (76 stopovers in total). Other European airports constantly visited are: UK, Greece, Turkey and Romania. As regards non-European airports, the most used ones are: Kuwait, Egypt, Qatar, Israel, Georgia and Bahrain.
- As proved by official information received from the Romanian Government<sup>73</sup>, on 6 December 2004, the aircraft registered N478GS, coming from Bagram (Afghanistan) had an accident when landing in Bucharest and destroyed its wheels and its tank. On board

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<sup>70</sup><http://www.nytimes.com/2005/05/31/national/31aircraft.html?pagewanted=3&ei=5088&en=6007accb4801296c&ex=1275192000&partner=rssnyt&emc=rss>

<sup>71</sup><http://www.nytimes.com/2005/05/31/national/31aircraft.html?pagewanted=3&ei=5088&en=6007accb4801296c&ex=1275192000&partner=rssnyt&emc=rss>

<sup>72</sup> <http://web.amnesty.org/library/index/ENGAMR510512006>

<sup>73</sup> Document received during the official delegation of the temporary committee to Romania from 16 until 19 October 2006.

there were seven American passengers who disappeared quickly after the accident. One of them was carrying a gun.

### **N4466A**

- N4466A is a Raytheon B300C aircraft.
- According to Eurocontrol records, the aircraft N4466 is owned by Steven Express (whilst according to Federal Aviation Administration records, it is owned by Aviation Specialties, this might be explained by some buy-and-sell operations). Both companies are two of the most notorious CIA shell companies.

### **N58AS and N5139A (2 different aircraft)**

- N58AS is a Beech 200C aircraft; N5139 is a Cessna 172 aircraft.
- Eurocontrol data shows these aircraft are both owned by Steven Express, a CIA shell company.

### **C) EUROPEAN UNION MEMBER STATES ON WHICH CIA FLIGHTS HAVE MADE STOPOVERS**

The following tables show an overview of the Member States that have been used by the CIA flights to make their stopovers, and are [mainly] based on the information provided by Eurocontrol.

These are some common elements for all the tables below:

- The tables include flights that have taken place from the end of 2001 until 31 December 2005.
- They refer only to European Union Member States (including Romania) where CIA flights have stopped over.<sup>74</sup>
- The mentioned aircraft are those already referred at the beginning of this working document.
- The term "suspicious locations" means countries:
  - where the presence of secret detention centres is publicly acknowledged or has been ascertained by the different testimonies before the temporary committee;
  - where the arbitrary detentions and use of torture are common practice according to official reports by several countries and international organisations.

(A list of the flight stopovers of CIA flights in the "suspicious locations" is included at the beginning of this working document).

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<sup>74</sup> Tables do not include European countries like Iceland, Norway, Switzerland, Albania, Turkey, Bosnia Herzegovina, Croatia and FYROM. Thereafter, the whole amount of 1120 flights included in the tables is less than the total amount of 1245 flights (including all European countries) stated before.

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN GERMANY

<b>Total number of stopovers of CIA aircraft in German airports: 336</b>	
GERMAN AIRPORTS	
<b>Total number of German airports involved</b>	15 airports involved
<b>List of German airports</b>	Frankfurt (267 stopovers); Brunswick (3); Ramstein (13); Köln-Bonn (3); Nurnberg (2); Hahn (1); Bremen (1); Munich (14); Berlin (4); Karlsruhe (1); Hannover (1); Hamburg (3); Leipzig (2); Augsburg (11); Stuttgart (10).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Germany</b>	28 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Germany</b>	N313P; N85VM; N829MG; N379P; N368CE; N2189M; N1HC; N50BH; N168BF; N168D; N505LL; N8213G; N6161Q; N8183J; N157A; N173S; N187D; N312ME; N1016M; N4009L; N4456A; N5139A; N5155A; N478GS; N475LC; N4466A; N58AS; N5139A
<b>Total number of stopovers in Germany for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 47 stopovers in Germany. Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Benyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 12 stopovers in Germany. Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N379P:</b> 37 stopovers in Germany. Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed al-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N829MG:</b> 5 stopovers in Germany. Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N368CE:</b> 66 stopovers in Germany  <b>N2189M:</b> 44 stopovers in Germany  <b>N1HC:</b> 14 stopovers in Germany  <b>N50BH:</b> 1 stopover in Germany  <b>N168BF:</b> 3 stopovers in Germany</p>

	<b>N168D:</b> 1 stopover in Germany <b>N505LL:</b> 2 stopovers in Germany <b>N8213G:</b> 26 stopovers in Germany <b>N6161Q:</b> 5 stopovers in Germany <b>N8183J:</b> 27 stopovers in Germany <b>N157A:</b> 6 stopovers in Germany <b>N173S:</b> 2 stopovers in Germany <b>N187D:</b> 4 stopovers in Germany <b>N312ME:</b> 2 stopovers in Germany <b>N1016M:</b> 2 stopovers in Germany <b>N4009L:</b> 6 stopovers in Germany <b>N4456A:</b> 2 stopovers in Germany <b>N5139A:</b> 1 stopover in Germany <b>N5155A:</b> 1 stopover in Germany <b>N478GS:</b> 6 stopovers in Germany <b>N475LC:</b> 1 stopover in Germany <b>N4466A:</b> 1 stopover in Germany <b>N58AS:</b> 11 stopovers in Germany <b>N5139A:</b> 1 stopover in Germany
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Germany to or from suspicious locations</b>	<p><b>Afghanistan, Kabul: 12 flights</b></p> N313P: Frankfurt - Kabul, 21.11.2003 N313P: Kabul - Frankfurt, 24.10.2004 N313P: Frankfurt - Kabul, 13.12.2004 N313P: Kabul - via Baghdad - Frankfurt, 15-16.12.2004 N85VM: Frankfurt - Kabul, 01.08.2002 N379P: Kabul - Frankfurt, 09.06.2002 N379P: Kabul - Frankfurt, 08.07.2002 N379P: Frankfurt - via Amman - Kabul, 19.07.2002 N379P: Kabul - via Tashkent, Uzbekistan - Frankfurt, 10-11.12.2002 N379P: Frankfurt - via Rabat - Kabul, 11-12.12.2002 N379P: Frankfurt - via Amman - Kabul, 08-09.09.2003 N379P: Kabul -Frankfurt, 09.09.2003
	<p><b>Jordan, Amman: 25 flights</b></p> N313P: Frankfurt - Amman, 24.11.2002 N313P: Amman - Frankfurt, 24.11.2002 N313P: Frankfurt - Amman, 06.02.2003 N313P: Frankfurt - Amman, 14.08.2003 N313P: Frankfurt - Amman, 04.09.2003 N313P: Frankfurt - Amman, 06.01.2004 N313P: Frankfurt - Amman, 07.02.2004 N313P: Frankfurt - Amman, 03.03.2004 N313P: Frankfurt - Amman, 09.05.2004 N313P: Frankfurt - Amman, 03.09.2004 N313P: Frankfurt - Amman, 24.11.2004 N313P: Amman - Frankfurt, 24.11.2004 N58VM: Frankfurt - Amman, 18.01.2003 N379P: Frankfurt - Amman, 19.07.2002 N379P: Frankfurt - Amman, 08.09.2003 N379P: Amman - Frankfurt, 06.12.2003 N379P: Frankfurt - Amman, 18.01.2004 N379P: Amman - Frankfurt, 19.01.2004 N2189M: Amman - Frankfurt, 05.06.2003



	<p>N2189M: Amman - Frankfurt, 21.07.2003  N2189M: Frankfurt - Amman, 03.08.2003  N8183J: Amman - Frankfurt, 09.03.2003  N8183J: Amman - Frankfurt, 20.01.2004  N8183J: Amman - Frankfurt, 11.11.2004  N187D: Frankfurt - via Bucharest - Amman, 27.08.2004</p> <p><b>Uzbekistan, Tashkent: 28 flights</b>  N379P: Tashkent-Frankfurt, 13.04.2002  N379P: Frankfurt - Tashkent, 12.10.2002  N379P: Frankfurt - Tashkent, 13.11.2002  N379P: Tashkent-Frankfurt, 10.12.2002  N379P: Frankfurt - Tashkent, 30.12.2002  N379P: Tashkent-Frankfurt, 02.01.2003  N379P: Frankfurt - Tashkent, 24.03.2003  N379P: Frankfurt - Tashkent, 04.06.2003  N379P: Frankfurt - Tashkent, 28.07.2003  N2189M: Tashkent-Frankfurt, 05.01.2002  N2189M: Tashkent -Ramstein, 05.02.2002  N2189M: Tashkent-Frankfurt, 10.02.2002  N2189M: Tashkent-Frankfurt, 19.02.2002  N2189M: Tashkent-Frankfurt, 24.02.2002  N2189M: Tashkent-Frankfurt, 13.03.2002  N2189M: Tashkent-Frankfurt, 19.03.2002  N2189M: Tashkent-Frankfurt, 09.08.2002  N2189M: Tashkent-Frankfurt, 21.09.2002  N2189M: Tashkent-Frankfurt, 14.11.2002  N2189M: Tashkent-Frankfurt, 29.11.2002  N2189M: Tashkent-Frankfurt, 08.12.2002  N2189M: Tashkent-Frankfurt, 04.04.2003  N8183J: Tashkent-Frankfurt, 16.05.2002  N8183J: Tashkent-Frankfurt, 17.06.2002  N8183J: Tashkent-Frankfurt, 13.07.2002  N8183J: Tashkent-Frankfurt, 18.07.2002  N8183J: Tashkent-Frankfurt, 30.07.2002  N8183J: Tashkent-Frankfurt, 17.01.2003</p> <p><b>Turkmenistan, Ashkhabad: 99 flights</b>  N368CE:  Frankfurt - Ashkhabad  Ashkhabad - Frankfurt  <u>From 09.06.2005 to 30.11.2005 for 99 times.</u></p> <p><b>Egypt, Cairo + Luxor + Hurghada: 21 flights</b>  N85VM: Ramstein - Cairo, 17.02.2003  N739P: Cairo - via Tashkent - Frankfurt, 12-13.04.2002  N2189M: Frankfurt - Luxor, 22.10.2002  N2189M: Luxor - Frankfurt, 24.10.2002  N2189M: Frankfurt - Luxor, 04.11.2002  N2189M: Frankfurt - Luxor, 16.11.2002  N2189M: Luxor - Frankfurt, 18.11.2002  N8213G: Hurghada - Frankfurt, 25.08.2003  N8213G: Frankfurt - Hurghada, 30.08.2003  N8213G: Hurghada - Frankfurt, 01.09.2003  N8213G: Frankfurt - Hurghada, 03.09.2003  N8213G: Hurghada - Frankfurt, 03.10.2003  N8213G: Frankfurt - Hurghada, 04.10.2003</p>
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	<p>N8213G: Hurghada - Frankfurt, 06.10.2003  N8213G: Frankfurt - Hurghada, 07.10.2003  N8183J: Frankfurt - Luxor, 08.05.2002  N8183J: Frankfurt - Luxor, 18.05.2002  N8183J: Luxor - Frankfurt, 20.05.2002  N8183J: Frankfurt - Luxor, 20.07.2002  N8183J: Luxor - Frankfurt, 22.07.2002  N8183J: Frankfurt - Luxor, 11.12.2002</p> <p><b>Morocco, Rabat: 5 flights</b>  N313P: Rabat - Frankfurt, 19.11.2003  N85VM: Frankfurt - Rabat, 21.05.2004  N85VM: Rabat - Frankfurt, 22.05.2004  N379P: Frankfurt - Rabat, 11.12.2002  N8213G: Rabat - Frankfurt, 10.11.2004</p> <p><b>Azerbaijan, Baku: 61 flights</b>  N313P: Frankfurt - Baku, 14.06.2003  N2189M: Baku - Frankfurt, 15.12.2001  N2189M: Frankfurt - Baku, 16.12.2001  N2189M: Frankfurt - Baku, 06.01.2002  N2189M: Baku - Ramstein, 17.01.2002  N2189M: Ramstein - Baku, 22.01.2002  N2189M: Baku - Ramstein, 25.01.2002  N2189M: Frankfurt - Baku, 26.01.2002  N2189M: Frankfurt - Baku, 06.02.2002  N2189M: Frankfurt - Baku, 11.02.2002  N2189M: Ramstein - Baku, 20.02.2002  N2189M: Ramstein - Baku, 26.02.2002  N2189M: Frankfurt - Baku, 15.03.2002  N2189M: Frankfurt - Baku, 21.03.2002  N2189M: Frankfurt - Baku, 11.02.2002  N2189M: Frankfurt - Baku, 11.08.2002  N2189M: Frankfurt - Baku, 13.09.2002  N2189M: Frankfurt - Baku, 23.09.2002  N2189M: Baku - Frankfurt, 25.09.2002  N2189M: Frankfurt - Baku, 26.09.2002  N2189M: Baku - Frankfurt, 04.10.2002  N2189M: Frankfurt - Baku, 08.10.2002  N2189M: Baku - Frankfurt, 12.10.2002  N2189M: Frankfurt - Baku, 15.10.2002  N2189M: Baku - Frankfurt, 19.10.2002  N2189M: Frankfurt - Baku, 27.10.2002  N2189M: Baku - Frankfurt, 29.10.2002  N2189M: Frankfurt - Baku, 31.10.2002  N2189M: Baku - Frankfurt, 02.11.2002  N2189M: Frankfurt - Baku, 20.11.2002  N2189M: Frankfurt - Baku, 01.12.2002  N2189M: Frankfurt - Baku, 31.03.2003  N2189M: Frankfurt - Baku, 09.04.2003  N2189M: Baku - Frankfurt, 11.04.2003  N2189M: Frankfurt - Baku, 08.05.2003  N2189M: Baku - Frankfurt, 10.05.2003  N2189M: Frankfurt - Baku, 23.07.2003  N2189M: Baku - Frankfurt, 26.07.2003  N8183J: Baku - Frankfurt, 15.12.2001  N8183J: Frankfurt - Baku, 12.04.2002</p>
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	<p> N8183J: Baku - Frankfurt, 19.04.2002  N8183J: Ramstein - Baku, 21.04.2002  N8183J: Baku - Frankfurt, 25.04.2002  N8183J: Frankfurt - Baku, 27.04.2002  N8183J: Baku - Frankfurt, 05.05.2002  N8183J: Frankfurt - Baku, 22.05.2002  N8183J: Frankfurt - Baku, 19.06.2002  N8183J: Frankfurt - Baku, 27.06.2002  N8183J: Frankfurt - Baku, 15.07.2002  N8183J: Frankfurt - Baku, 24.07.2002  N8183J: Frankfurt - Baku, 08.01.2003  N8183J: Frankfurt - Baku, 21.01.2003  N8183J: Frankfurt - Baku, 10.02.2003  N8183J: Frankfurt - Baku, 12.03.2003  N8183J: Frankfurt - Baku, 03.09.2003  N8183J: Frankfurt - Baku, 09.09.2003  N8183J: Baku - Frankfurt, 12.09.2003  N8183J: Frankfurt - Baku, 14.09.2003  N8183J: Baku - Frankfurt, 16.09.2003  N8183J: Frankfurt - Baku, 18.09.2003  N187D: Munchen -Baku, 25.07.2005 </p> <p> <b>Iraq, Baghdad: 46 flights</b>  N313P: Baghdad - Frankfurt, 24.07.2003  N313P: Frankfurt - Baghdad, 06.08.2003  N313P: Frankfurt - Baghdad, 17.11.2003  N313P: Frankfurt - Baghdad, 14.12.2003  N313P: Baghdad - Frankfurt, 14.06.2004  N313P: Frankfurt - Baghdad, 30.07.2004  N313P: Baghdad - Frankfurt, 09.09.2004  N313P: Baghdad - Frankfurt, 16.12.2004  N379P: Baghdad - Frankfurt, 21.06.2003  N379P: Baghdad - Frankfurt, 06.09.2003  N379P: Frankfurt - Baghdad, 11.09.2003  N379P: Frankfurt - Baghdad, 23.06.2004  N368CE: Frankfurt - Baghdad, 05.09.2005  N368CE: Baghdad - Frankfurt, 06.09.2005  N368CE: Frankfurt - Baghdad, 12.09.2005  N368CE: Baghdad - Frankfurt, 13.09.2005  N368CE: Frankfurt - Baghdad, 19.09.2005  N368CE: Baghdad - Frankfurt, 20.09.2005  N368CE: Frankfurt - Baghdad, 26.09.2005  N368CE: Baghdad - Frankfurt, 27.09.2005  N368CE: Frankfurt - Baghdad, 03.10.2005  N368CE: Baghdad - Frankfurt, 04.10.2005  N368CE: Frankfurt - Baghdad, 10.10.2005  N368CE: Baghdad - Frankfurt, 11.10.2005  N368CE: Frankfurt - Baghdad, 17.10.2005  N368CE: Baghdad - Frankfurt, 18.10.2005  N368CE: Frankfurt - Baghdad, 24.10.2005  N368CE: Baghdad - Frankfurt, 25.10.2005  N368CE: Frankfurt - Baghdad, 31.10.2005  N368CE: Baghdad - Frankfurt, 01.11.2005  N368CE: Frankfurt - Baghdad, 07.11.2005  N368CE: Baghdad - Frankfurt, 08.11.2005  N368CE: Frankfurt - Baghdad, 11.11.2005  N368CE: Baghdad - Frankfurt, 12.11.2005 </p>
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	<p> N368CE: Frankfurt - Baghdad, 14.11.2005  N368CE: Baghdad - Frankfurt, 15.11.2005  N368CE: Frankfurt - Baghdad, 18.11.2005  N368CE: Baghdad - Frankfurt, 19.11.2005  N368CE: Frankfurt - Baghdad, 21.11.2005  N368CE: Baghdad - Frankfurt, 22.11.2005  N368CE: Frankfurt - Baghdad, 25.11.2005  N368CE: Baghdad - Frankfurt, 26.11.2005  N368CE: Frankfurt - Baghdad, 28.11.2005  N368CE: Baghdad - Frankfurt, 29.11.2005  N2189M: Frankfurt - Baghdad, 27.05.2003  N312ME Munchen - via Papos -Baghdad, 24-25.07.2005 </p> <p> <b>Lybia, Misurata: 1 flight</b>  N313P: Frankfurt - Misurata, 21.04.2004 </p> <p> <b>Guantanamo: 1 flight</b>  N313P Frankfurt - via Kabul and Rabat - Guantanamo, 21.11.2003 </p>
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## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN THE UK

Total number of stopovers of CIA aircraft in UK airports: 170	
UK AIRPORTS	
<b>Total number of UK airports involved</b>	26 airports involved
<b>List of UK airports</b>	London (26 stopovers); Luton (15); Glasgow (19); Brize Norton (3); Leuchars (5); Edinburgh (15); East Midlands (3); Biggin Hill (4); Londonderry (3); Prestwick (36); Farnborough (10); Birmingham (2) ; Inverness (1); Manchester (1); Coventry (1) ; Hawarden (1); Newcastle (1); Wick (4); Fairford (2); Portsmouth ; (1) Bournemouth (1); Aberdeen (1); Cardiff (3); Blackpool (1); Mildenhall (1); Northolt (10)
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in the UK</b>	24 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in the UK</b>	N313P; N85VM; N829MG; N379P; N368CE; N2189M; N1HC; N50BH; N168BF; N168D; N8213G; N8183J; N157A; N173S; N187D; N196D; N1016M; N4009L; N4456A; N5139A; N5155A; N478GS; N475LC; N4466A.
<b>Total number of stopovers in the UK for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 18 stopovers in the UK. Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Benyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 11 stopovers in the UK. Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N379P:</b> 34 stopovers in the UK. Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed al-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N829MG:</b> 3 stopovers in UK. Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N368CE:</b> 6 stopovers in the UK</p> <p><b>N2189M:</b> 5 stopovers in the UK</p> <p><b>N1HC:</b> 13 stopovers in the UK</p>

	<p> <b>N50BH:</b> 6 stopovers in the UK  <b>N168BF:</b> 31 stopovers in the UK  <b>N168D:</b> 3 stopovers in the UK  <b>N8213G:</b> 6 stopovers in the UK  <b>N8183J:</b> 6 stopovers in the UK  <b>N157A:</b> 1 stopover in the UK  <b>N173S:</b> 1 stopover in the UK  <b>N187D:</b> 1 stopover in the UK  <b>N196D:</b> 2 stopovers in the UK  <b>N1016M:</b> 1 stopover in the UK  <b>N4009L:</b> 3 stopovers in the UK  <b>N4456A:</b> 1 stopover in the UK  <b>N5139A:</b> 1 stopover in the UK  <b>N5155A:</b> 1 stopover in the UK  <b>N478GS:</b> 4 stopovers in the UK  <b>N475LC:</b> 11 stopovers in the UK  <b>N4466A:</b> 1 stopover in the UK </p>
SUSPICIOUS LOCATIONS	
<p><b>Total Number of CIA flights having stopped over in the UK to or from suspicious locations</b></p>	<p> <b>Afghanistan, Kabul: 5 flights</b>  N58VM: Kabul, Afghanistan -Edinburgh, 25.11.2002  N58VM: Luton- via Paphos, Cyprus –Kabul, Afghanistan, 15.12.2004  N739P: Kabul- via Baku, Azerbaijan –Glasgow, 9.07.2003  N739P: Kabul- via Cairo, Egypt – Glasgow, 24.07.2003  N739P: Kabul– Glasgow, 19.12.2003 </p> <p> <b>Jordan, Amman: 4 flights</b>  N739P: Amman-Prestwick, 12.02.2002  N739P: Amman-Northolt, 16.01.2003  N739P: Amman-Prestwick, 25.06.2004  N2189M: Prestwick- Amman, 19.01.2004 </p> <p> <b>Uzbekistan, Tashkent: 6 flights</b>  N739P: Prestwick-Tashkent-Prestwick, 13-14.12.2001  N739P: Tashkent-Prestwick, 19.06.2002  N739P: Tashkent-Glasgow, 11.02.2003  N739P: Tashkent-Glasgow, 31.07.2003  N739P: Tashkent-Prestwick, 17.08.2003  N739P: Tashkent-Prestwick, 24.09.2003 </p> <p> <b>Egypt, Cairo: 4 flights</b>  N739P: Cairo– Prestwick, 20.12.2001  N739P: Cairo– Glasgow, 24.07.2003  N168BF: London-Cairo, 05.05.2003  N168BF: Farnborough-Cairo, 14.03.2005 </p> <p> <b>Morocco, Casablanca + Tanger + Marrakech: 11 flights</b>  N739P: Marrakech-Northolt, 15.05.2004  N168BF: Casablanca-London, 16.12.2004  N168BF: London-Casablanca, 16.01.2005  N168BF: Casablanca- Farnborough, 05.02.2005  N168BF: Tanger-London, 02.04.2005  N168BF: Farnborough-Casablanca, 05.04.2005  N168BF: Casablanca-Farnborough, 08.04.2004  N168BF: Farnborough-Casablanca, 24.04.2005 </p>

	<p>N168BF: Casablanca-Farnborough, 02.05.2005  N168BF: Farnborough- Casablanca, 15.06.2005  N168BF: Tanger- Farnborough, 19.06.2005</p> <p><b>Lybia, Misurata+Tripoli: 9 flights</b>  N313P: Northolt - Tripoli, 19.10.2003  N313P: Misurata - Northolt, 22.10.2003  N313P: Northolt - Misurata, 28.10.2003  N313P: Misurata - Northolt, 29.10.2003  N313P: Northolt - Misurata, 01.12.2003  N313P: Misurata - Northolt, 03.12.2003  N313P: Northolt-via Malta- Tripoli, 12.12.2003  N313P: Misurata - Brize-Norton, 12.12.2003  N313P: Misurata - Glasgow, 19.01.2005</p>
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## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN IRELAND

<b>Total number of stopovers of CIA aircraft in Irish airports: 147</b>	
IRISH AIRPORTS	
<b>Total number of Irish airports involved</b>	4 airports involved
<b>List of Irish Airports</b>	Shannon (138 stopovers); Dublin (7); Cork (1); Eikn (1).
CIA AIRCRAFT	
<b>Total Number of CIA aircraft having stopped over in Ireland</b>	14 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Ireland</b>	N313P; N85VM; N829MG; N379P; N368CE; N2189M; N1HC; N50BH; N505LL; N6161Q; N8183J; N312ME; N478GS; N475LC.
<b>Total number of stopovers in Ireland for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 13 stopovers in Ireland Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 18 stopovers in Ireland Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N829MG:</b> 2 stopovers in Ireland Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N379P:</b> 14 stopovers in Ireland Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed El-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N368CE:</b> 4 stopovers in Ireland  <b>N2189M:</b> 3 stopovers in Ireland  <b>N1HC:</b> 1 stopover in Ireland  <b>N50BH:</b> 4 stopovers in Ireland  <b>N505LL:</b> 1 stopover in Ireland  <b>N6161Q:</b> 1 stopover in Ireland  <b>N8183J:</b> 3 stopovers in Ireland</p>



	<b>N312ME:</b> 1 stopover in Ireland <b>N478GS:</b> 42 stopovers in Ireland <b>N475LC:</b> 40 stopovers in Ireland
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Ireland to or from suspicious locations</b>	<p><b>Afghanistan, Kabul: 3 flights</b>  N85VM: Kabul- Shannon, 17.12.2003  N85VM: Shannon- Kabul, 13.08.2004  N478GS: Shannon- via Bucharest- Bagram, 04-05.12.2004</p> <p><b>Jordan, Amman: 8 flights</b>  N313P: Amman- Shannon, 04.03.2004  N313P: Amman- Shannon, 27.04.2004  N313P: Amman- Shannon, 10.05.2004  N313P: Shannon- Amman, 03.06.2004  N313P: Amman- Shannon, 01.08.2004  N85VM: Shannon- via Larnaca, Cyprus- Amman, 05-06.12.2002  N379P: Amman- Shannon, 01.08.2002  N379P: Amman- Shannon, 09.11.2002</p> <p><b>Baku, Azerbaijan: 3 flights</b>  N85VM: Baku- Shannon, 28.04.2004  N85VM: Baku- Shannon, 15.08.2004  N475LC: Baku- Shannon, 11.12.2005</p> <p><b>Egypt, Cairo, El Sheikh: 10 flights</b>  N85VM: Cairo- Shannon, 18.02.2003  N85VM: Shannon- El Sheikh, 26.04.2004  N478GS: Shannon- Cairo, 07.10.2003  N478GS: Cairo- Shannon, 16.10.2003  N478GS: Shannon- Cairo, 22.10.2003  N478GS: Cairo- Shannon, 31.10.2003  N478GS: Luxor- Shannon, 09.12.2003  N478GS: Luxor- Shannon, 21.01.2004  N478GS: Hurghada- Shannon, 07.03.2004  N478GS: Shannon- Hurghada, 19.11.2004</p> <p><b>Rabat, Morocco: 2 flights</b>  N379P: Rabbat- Shannon, 22.07.2002  N379P: Rabat- Shannon, 18.09.2002</p> <p><b>Baghdad, Iraq: 2 flights</b>  N313P: Baghdad- Shannon, 14.12.2003  N379P: Shannon- via Larnaca, Cyprus- Baghdad, 20-21.01.2004</p>

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN PORTUGAL

Total number of stopovers of CIA aircraft in Portuguese airports: 91	
PORTUGUESE AIRPORTS	
<b>Total number of Portuguese airports involved</b>	7 airports involved
<b>List of Portuguese airports</b>	Cascais (1 stopover); Faro (1); Lajes (6); Lisboa (4); Ponta Delgada (32); Porto (27); Santa Maria (20);
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Portugal</b>	17 different CIA aircraft
<b>List of CIA aircraft (Registration Numbers) having stopped over in Portugal</b>	N313P; N85VM; N829MG; N379P; N368CE; N2189M; N1HC; N50BH; N221SG; N168D; N505LL; N4557C; N8213G, N8183J; N187D; N219D; N312ME.
<b>Total number of stopovers in Portugal for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 8 stopovers in Portugal Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 8 stopovers in Portugal Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N829MG:</b> 7 stopovers in Portugal Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N379P:</b> 13 stopovers in Portugal Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed El-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N368CE:</b> 3 stopovers in Portugal</p> <p><b>N2189M:</b> 3 stopovers in Portugal</p> <p><b>N1HC:</b> 2 stopovers in Portugal</p> <p><b>N50BH:</b> 2 stopovers in Portugal</p>

	<b>N221SG:</b> 3 stopovers in Portugal <b>N168D:</b> 4 stopovers in Portugal <b>N505LL:</b> 2 stopovers in Portugal <b>N4557C:</b> 2 stopovers in Portugal <b>N8213G:</b> 28 stopovers in Portugal <b>N8183J:</b> 1 stopover in Portugal <b>N187D:</b> 1 stopover in Portugal <b>N219D:</b> 2 stopovers in Portugal <b>N312ME:</b> 2 stopovers in Portugal
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Portugal to or from suspicious locations</b>	<p><b>Afghanistan, Kabul: 3 flights</b>  N379P: Porto- Kabul, 17.09.2002  N379P: Kabul- via Cairo, Egypt- Porto, 19.05.2003  N379P: Kabul- via Alger, Algeria- Porto, 23.05.2003</p> <p><b>Jordan, Amman: 5 flights</b>  N313P: Porto- Amman, 03.07.2005  N313P: Amman- Santa Maria, 04.07.2005  N379P: Amman- Porto, 17.02.2004  N2189M: Porto- via Athens, Greece- Amman, 26-27.06.2005  N4557C: Amman- via Diagoras, Greece- Porto, 27-28.06.2005</p> <p><b>Baku, Azerbaijan: 1 flight</b>  N313P: Porto- Baku, 25.08.2003</p> <p><b>Egypt, Cairo: 1flight</b>  N379P: Cairo- Porto, 19.05.2003</p> <p><b>Rabat, Morocco: 6 flights</b>  N85VM: Rabat- Santa Maria, 31.07.2004  N379P: Rabat- Porto, 25.05.2002  N379P: Rabat- Porto, 15.09.2002  N379P: Rabat- Porto, 06.06.2003  N379P: Porto- Rabat, 03.12.2003  N368CE: Rabat- Santa Maria, 14.04.2004</p> <p><b>Lybia, Misurata: 1 flight</b>  N85VM: Santa Maria-Misurata-Santa Maria, 26-29.07.2004</p> <p><b>Guantanamo, Cuba: 3 flights</b>  N85VM: Guantanamo- Santa Maria, 07.11.2003  N85VM: Santa Maria- Guantanamo, 31.07.2004  N379P: Porto- via Rabat, Morocco- Guantanamo, 03.12.2003</p> <p><b>Baghdad, Iraq: 2 flights</b>  N379P: Baghdad- Porto, 29.10.2003  N379P: Baghdad- Porto, 09.06.2005</p>

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN SPAIN

<b>Total number of stopovers of CIA aircraft in Spain airports: 68</b>	
SPANISH AIRPORTS	
<b>Total number of Spanish airports involved</b>	10 airports involved
<b>List of Spanish airports</b>	Palma De Mallorca (18 stopovers); Ibiza (2); Madrid (3); Barcelona (4); Tenerife (17); Málaga (6); Alicante (1); Vigo (1); Sevilla (8); Valencia(8)
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Spain</b>	16 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Spain</b>	N313P; N85VM; N829MG; N379P; N2189M; N1HC; N50BH;N221SG; N168BF; N168D; N505LL; N8213G; N187D; N196D; N219D; N478GS.
<b>Total number of stopovers in Spain for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 7 stopovers in Spain. Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul, 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 9 stopovers in Spain. Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N379P:</b> 5 stopovers in Spain. Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed al-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N829MG:</b> 2 stopovers in Spain. Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N2189M:</b> 5 stopovers in Spain.</p> <p><b>N1HC:</b> 4 stopovers in Spain.</p> <p><b>N50BH:</b> 2 stopovers in Spain.</p> <p><b>N221SG:</b> 3 stopovers in Spain.</p> <p><b>N168BF:</b> 4 stopovers in Spain.</p> <p><b>N168D:</b> 6 stopovers in Spain.</p> <p><b>N505LL:</b> 1 stopover in Spain.</p> <p><b>N8213G:</b> 9 stopovers in Spain.</p> <p><b>N187D:</b> 5 stopovers in Spain.</p> <p><b>N196D:</b> 1 stopover in Spain.</p>

	<b>N219D:</b> 4 stopovers in Spain. <b>N478GS:</b> 1 stopover in Spain.
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Spain to or from suspicious location</b>	<p><b>Afghanistan, Kabul: 6 flights</b>  N313P: Palma De Mallorca -via Baghdad - Kabul, 12.03.2004  N313P: Kabul -via Algiers - Palma de Mallorca, 22.01.2004  N313P: Kabul - via Bucharest- Palma De Mallorca, 26.01.2004  N58VM: Kabul -via Djibouti - Palma De Mallorca, 13-14.06.2004  N58VM: Kabul -via Cairo- Palma de Mallorca, 07.09.2004  N58VM: Madrid- via Luxor, Egypt - Kabul, 16-17.12.2003</p> <p><b>Iraq, Baghdad: 4 flights</b>  N168D: Baghdad - via Larnaca, Cyprus- Palma De Mallorca, 14-15.01.2005  N187D: Sevilla - via Iraklion, Greece- Baghdad, 11-12.11.2005  N313P: Palma De Mallorca -via Skopje FYROM- Baghdad, 23-24.01.2004  N313P: Palma De Mallorca - Baghdad, 12.03.2004</p> <p><b>Cuba, Guantanamo: 3 flights</b>  N85VM: Guantanamo - Tenerife, 12.04.2004  N8068V: Palma De Mallorca - via Misurata, Libya- Guantanamo, 07.09.2004  N8068V: Guantanamo- via Misurata, Lybia- Palma De Mallorca, 15.09.2004</p> <p><b>Jordan, Amman: 5 flights</b>  N313P:Palma De Mallorca -via Misurata, Lybia- Amman, 26.04.2004  N85VM: Amman - via Bucharest - Barcelona, 26-27.01.2004  N221SG: Amman - via Brindisi, Italy - Malaga, 28-29.03.2004  N221SG: Malaga - via Brindisi, Italy - Amman, 10.12.2004  N168D: Amman - via Malta - Palma De Mallorca, 12.08.2005</p> <p><b>Lybia, Misurata: 8 flights</b>  N313P: Misurata - Palma De Mallorca, 09.03.2004  N313P: Palma De Mallorca - Misurata, 26.04.2004  N313P: Misurata - Palma De Mallorca, 17.01.2005  N313P: Palma De Mallorca - Misurata, 19.01.2005  N313P: Misurata - Ibiza, 15.02.2005  N85VM: Misurata -Tenerife, 05.05.2004  N379P: Palma De Mallorca -Misurata, 07.09.2004  N379P: Misurata - Palma De Mallorca, 15.09.2004</p> <p><b>Egypt, Cairo + Luxor + Hurghada: 10 flights</b>  N85VM: Madrid - Luxor, 16.12.2003  N85VM: Cairo - Palma De Mallorca, 07.09.2004  N379P: Tenerife - Luxor, 27.05.2003  N221SG: Malaga - via Brindisi, Italy - Luxor, 03-04.02.2004  N8213G: Valencia - Luxor, 26.03.2002  N8213G: Luxor - Valencia, 28.03.2002  N8213G: Valencia - Luxor, 04.05.2002  N8213G: Luxor - Valencia, 06.05.2002  N8213G: Valencia - Hurghada, 07.08.2003  N478GS: Cairo - Madrid, 08.03.2003</p> <p><b>Morocco, Casablanca + Rabat: 7 flights</b>  N313P: Rabat -Via Kabul and Algiers -Palma de Mallorca, 22.01.2004  N313P: Rabat -Ibiza, 12.02.2005</p>

	<p>N313P: Ibiza -Rabat, 15.02.2005</p> <p>N85VM: Tenerife -via Bucharest, Romania -Casablanca, 12.04.2004</p> <p>N85VM: Palma De Mallorca -Rabat, 04.05.2004</p> <p>N85VM: Tenerife - Rabat, 01.10.2004</p> <p>N739P: Rabat -Tenerife, 25.03.2004</p> <p><b>Romania, Bucharest + Constanta<sup>75</sup>: 3 flights</b></p> <p>N313P: Bucharest - Palma De Mallorca, 26.01.2004</p> <p>N85VM: Bucharest - Barcelona, 26.01.2004</p> <p>N85VM: Tenerife - Constanta, 12.04.2004</p>
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<sup>75</sup> Alleged presence of secret detention facilities in Romania

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN GREECE

<b>Total number of stopovers of CIA aircraft in Greek airports: 64</b>	
GREEK AIRPORTS	
<b>Total number of Greek airports involved</b>	8 airports involved
<b>List of Greek airports</b>	Athens (42 stopovers); Iraklion (10); Kerkira (5); Diagoras (1); Thessaloniki (1); Mikonos (1); Rodos (3); Khios (1).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Greece</b>	19 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Greece</b>	N313P; N829MG; N379P; N368CE; N2189M; N168BF; N168D; N505LL; N4557C; N8213G; N6161Q; N8183J; N187D; N312ME; N1016M; N4009L; N4456A; N478GS; N475LC.
<b>Total number of stopovers in Greece for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 1 stopover in Greece Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N829MG:</b> 1 stopover in Greece Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N379P:</b> 7 stopovers in Greece Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed El-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N368CE:</b> 2 stopovers in Greece</p> <p><b>N2189M:</b> 2 stopovers in Greece</p> <p><b>N168BF:</b> 1 stopover in Greece</p> <p><b>N168D:</b> 2 stopovers in Greece</p> <p><b>N505LL:</b> 1 stopover in Greece</p> <p><b>N4557C:</b> 3 stopovers in Greece</p> <p><b>N8213G:</b> 16 stopovers in Greece</p> <p><b>N6161Q:</b> 3 stopovers in Greece</p> <p><b>N8183J:</b> 2 stopovers in Greece</p>

	<b>N187D:</b> 3 stopover in Greece <b>N312ME:</b> 2 stopovers in Greece <b>N1016M:</b> 2 stopovers in Greece <b>N4009L:</b> 2 stopovers in Greece <b>N4456A:</b> 3 stopovers in Greece <b>N478GS:</b> 7 stopovers in Greece <b>N475LC:</b> 4 stopovers in Greece
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Greece to or from suspicious locations</b>	<p><b>Afghanistan, Kabul, Kandahar: 3 flights</b>  N313P: Athens- Kandahar, 01.05.2005  N379: Kabul- Athens, 29.09.2002  N8213G: Kabul- Athens, 11.05.2003</p> <p><b>Jordan, Amman: 13 flights</b>  N829MG: Amman- Athens, 09.10.2002  N2189M: Iraklion- Amman, 15.10.2004  N168D: Kerkira- Amman, 11.08.2005  N4557C: Iraklion- Amman, 11.11.2004  N4557C: Amman- Diagoras, 27.06.2005  N4557C: Iraklion- Amman, 01.12.2005  N6161Q: Amman- Iraklion, 21.07.2004  N6161Q: Kerkira- Amman, 08.08.2004  N8183J: Iraklion- Amman, 24.05.2004  N8183J: Iraklion- Amman, 08.04.2005  N4456A: Athens- Amman, 25.08.2004  N4456A: Amman- Mikonos, 19.08.2005  N4456A: Khios- Amman, 04.09.2005</p> <p><b>Baku, Azerbaijan: 3 flights</b>  N168D: Baku- Iraklion, 22.07.2005  N505LL: Athens- Baku, 05.02.2003  N187D: Baku- Kerkira, 23.04.2005</p> <p><b>Egypt, Cairo, Luxor, Hurghada: 3 flights</b>  N4009L: Athens- Cairo, 01.12.2001  N4009L: Kerkira- Luxor, 21.01.2003  N478GS: Hurghada- Athens, 10.10.2003</p> <p><b>Baghdad, Iraq: 1 flight</b>  N187D: Iraklion- Baghdad, 12.11.2005</p>



## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN CYPRUS

<b>Total number of stopovers of CIA aircraft in Cyprus airports: 57</b>	
CYPRUS AIRPORTS	
<b>Total number of Cyprus airports involved</b>	2 airports involved
<b>List of Cyprus airports</b>	Larnaca (48 stopovers); Paphos (9).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Cyprus</b>	15 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Cyprus</b>	N313; N85VM; N379; 368CE; 168BF; 168D; N6161Q; N219D; N312ME; N1016M; N4009L; N4456; N5155A; N478GS; N475LC.
<b>Total number of stopovers in Cyprus for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 5 stopovers in Cyprus Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 5 stopovers in Cyprus Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N379P:</b> 11 stopovers in Cyprus Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed El-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N368CE:</b> 10 stopovers in Cyprus</p> <p><b>168BF:</b> 4 stopovers in Cyprus</p> <p><b>N168D:</b> 1 stopover in Cyprus</p> <p><b>N6161Q:</b> 1 stopover in Cyprus</p> <p><b>N219D:</b> 1 stopover in Cyprus</p> <p><b>N312ME:</b> 1 stopover in Cyprus</p> <p><b>N1016M:</b> 2 stopovers in Cyprus</p> <p><b>N4009L:</b> 1 stopover in Cyprus</p> <p><b>N4456:</b> 2 stopovers in Cyprus</p> <p><b>N5155A:</b> 1 stopover in Cyprus</p>

	<b>N478GS:</b> 3 stopovers in Cyprus <b>N475LC:</b> 9 stopovers in Cyprus
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Cyprus to or from suspicious locations</b>	<p><b>Afghanistan, Kabul: 4 flights</b>  N313P: Kabul- Larnaca, 13.03.2004  N85VM: Paphos- Kabul, 13.06.2004  N85VM: Paphos- Kabul, 07.09.2004  N85VM: Paphos- Kabul, 16.12.2004</p> <p><b>Jordan, Amman: 9 flights</b>  N313P: Amman- Larnaca, 04.09.2003  N313P: Amman- Larnaca, 07.02.2004  N379: Larnaca- Amman, 10.05.2004  N6161Q: Larnaca- Amman, 10.03.2003  N1016M: Larnaca- Amman, 12.01.2003  N1016M: Amman- Larnaca, 16.04.2003  N4009L: Amman, Larnaca, 25.08.2003  N5155A: Larnaca- Amman, 25.08.2003  N475LC: Amman- Larnaca- Amman, 13-15.02.2005</p> <p><b>Egypt, Cairo: 3 flights</b>  N313P: Cairo- Larnaca, 08.07.2003  N379: Cairo- Larnaca, 21.11.2002  N379: Larnaca- Cairo, 09.02.2003</p> <p><b>Rabat, Morocco: 2 flights</b>  N313P: Larnaca- Rabat, 21.01.2004  N379: Larnaca- Rabat, 09.05.2003</p> <p><b>Baghdad, Iraq: 3 flights</b>  N379: Larnaca- Baghdad, 21.01.2004  168D: Baghdad- Larnaca, 14.01.2005  N312ME: Paphos- Baghdad, 25.07.2005</p>

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN ITALY

<b>Total number of stopovers of CIA aircraft in Italian airports: 46</b>	
ITALIAN AIRPORTS	
<b>Total number of Italian airports involved</b>	15 Italian airports
<b>List of Italian airports</b>	Pisa (3 stopovers); Rome (9); Sigonella (1); Naples (3); Bari (1); Florence (3) Venice (4); Palermo (3); Milan (9); Brindisi (4); Cagliari (1); Catania (1); Olbia (2); Genova (1); Montichiari (1)
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Italy</b>	13 different CIA aircraft
<b>List of CIA aircraft (Registration Numbers) having stopped over in Italy</b>	N313P; N85VM; N829MG; N379P; N2189M; N1HC; N50BH; N221SG; N168D; N505LL; N6161Q; N219D; N1016M
<b>Total number of stopovers in Italy for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 1 stopover in Italy Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Benyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 7 stopovers in Italy. Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N379P:</b> 3 stopovers in Italy. Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed al-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N829MG:</b> 6 stopovers in Italy. Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N2189M:</b> 2 stopovers in Italy</p> <p><b>N1HC:</b> 12 stopovers in Italy</p> <p><b>N50BH:</b> 5 stopovers in Italy</p> <p><b>N221SG:</b> 4 stopovers in Italy</p> <p><b>N168D:</b> 1 stopover in Italy</p> <p><b>N505LL:</b> 1 stopover in Italy</p> <p><b>N6161Q:</b> 1 stopover in Italy</p>

	<b>N219D:</b> 2 stopovers in Italy <b>N1016M:</b> 1 stopover in Italy
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Italy to or from suspicious locations</b>	<p><b>Jordan, Amman: 9 flights</b>  N829MG: Rome - Amman, 08.10.2002  N379P: Amman - Rome, 15.02.2002  N2189M: Amman - Genova, 19.09.2003  N2189M: Amman - Olbia, 30.03.2005  N221SG: Amman - Brindisi, 28.03.2004  N221SG: Brindisi - Amman, 10.12.2004  N168D: Cagliari - Amman, 13.01.2005  N505LL: Amman - Venice, 21.05.2004  N219D: Venice - Amman, 06.05.2005</p> <p><b>Egypt, Cairo + Luxor: 3 flights</b>  N379P: Cairo - Rome, 20.01.2002  N221SG: Rome - Cairo, 01.04.2002  N221SG: Brindisi - Luxor, 04.02.2004</p> <p><b>Morocco, Rabat: 1 flight</b>  N85VM: Rabat - Sigonella, 05.05.2004</p> <p><b>Lybia, Misurata: 1 flight</b>  N85VM: Naples - Misurata, 05.05.2004</p>

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN FRANCE

<b>Total number of stopovers of CIA aircraft in French airports: 28</b>	
FRENCH AIRPORTS	
<b>Total number of French airports involved</b>	7 airports involved
<b>List of French airports</b>	Nice (7 stopovers); Paris (14); Caen (1); Grenoble (1); Cannes (1); Brest (2); Marseille (2).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in France</b>	10 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in France</b>	N829MG; N368CE; N1HC; N50BH; N221SG; N168BF; N505LL; N8213G; N6161Q; N312ME.
<b>Total number of stopovers in France for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N829MG:</b> 6 stopovers in France Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N368CE:</b> 3 stopovers in France</p> <p><b>N1HC:</b> 10 stopovers in France</p> <p><b>N50BH:</b> 2 stopovers in France</p> <p><b>N221SG:</b> 1 stopover in France</p> <p><b>N168BF:</b> 2 stopovers in France</p> <p><b>N505LL:</b> 1 stopover in France</p> <p><b>N8213G:</b> 1 stopover in France</p> <p><b>N6161Q:</b> 1 stopover in France</p> <p><b>N312ME:</b> 1 stopover in France</p>
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in France to or from suspicious</b>	

locations	
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## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN ROMANIA

Total number of stopovers of CIA aircraft in Romanian airports: 21	
ROMANIAN AIRPORTS	
<b>Total number Romanian airports involved</b>	5 airports involved
<b>List of Romanian airports</b> <sup>76</sup>	Bucaresti, Otopeni and Baneasa: 13 stopovers + 5 take-offs, as filed in flight plans <sup>77</sup> Timisoara: 1 landing, as filed in flight plans <sup>78</sup> Constanta, Kogalniceanu: 2 stopovers + 4 landings, as filed in flight plans <sup>79</sup> Bacau: 1 stopover
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Romania</b>	14 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in</b>	N313P; N85VM; N379P; N2189M; N1HC; N8213G; N157A; N173S; N187D; N312ME; N4009L; N4456A; N478GS; N4466A.

<sup>76</sup> According to Eurocontrol data, flight logs concerning Romania have been filed with some inconsistencies. Flight Plans indicate a landing airport which does not correspond with the following taking off airport. This can be caused either because of emergency reasons or because the pilot of the aircraft hides intentionally the flight plans.

N313P:		
Kabul (Afghanistan)	<b>Timisoara (Romania)</b>	25/01/2004
<b>Bucaresti (Romania)</b>	Palma De Mallorca (Spain)	26/01/2004
N85VM:		
Amman (Jordan)	<b>Constanta (Romania)</b>	26/01/2004
<b>Bucaresti(Romania)</b>	Barcelona(Spain)	27/01/2004
N85VM:		
Tenerife(Spain)	<b>Constanta(Romania)</b>	12/04/2004
<b>Bucaresti(Romania)</b>	Casablanca (Morocco)	12/04/2004
N379		
Praha (Czech Republic)	<b>Constanta (Romania)</b>	25/10/2003
<b>Bucaresti (Romania)</b>	Amman (Jordan)	25/10/2003
N1HC		
Porto (Portugal)	<b>Constanta (Romania)</b>	05/11/2005
<b>Bucaresti (Romania)</b>	Amman (Jordan)	05/11/2005

<sup>77</sup> Flight Logs subject to inconsistencies, see above footnote

<sup>78</sup> Flight Logs subject to inconsistencies, see above footnote

<sup>79</sup> Flight Logs subject to inconsistencies, see above footnote

<b>Romania</b>	
<b>Total number of stopovers in Romania for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 2 stopovers in Romania. Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Benyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 3 stopovers in Romania. Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N379P:</b> 1 stopover in Romania. Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed al-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N2189M:</b> 1 stopover in Romania</p> <p><b>N1HC:</b> 1 stopover in Romania</p> <p><b>N8213G:</b> 1 stopover in Romania</p> <p><b>N157A:</b> 1 stopover in Romania</p> <p><b>N173S:</b> 1 stopover in Romania</p> <p><b>N187D:</b> 1 stopover in Romania</p> <p><b>N312ME:</b> 1 stopover in Romania</p> <p><b>N4009L:</b> 1 stopover in Romania</p> <p><b>N4456A:</b> 3 stopovers in Romania</p> <p><b>N478GS:</b> 3 stopovers in Romania</p> <p><b>N4466A:</b> 1 stopover in Romania</p>
<b>SUSPICIOUS LOCATIONS</b>	
<b>Total number of CIA flights having stopped over in Romania to or from suspicious locations</b>	<p><b>Afghanistan, Kabul + Bagram US Air Base: 5 flights</b>  N313P: Kabul– via Szymany, Poland – Bucharest, 22.09.2003  N313P: Kabul– Timisoara, 25.01.2004  N739P: Bucharest – via Amman, Jordan – Kabul, 25.10.2003  N478GS: Bucharest – Bagram US Air Base, 05.12.2004  N478GS: Bagram US Air Base - Bucharest, 06.12.2004</p> <p><b>Jordan, Amman: 8 flights</b>  N58VM: Amman – Constanta, 26.01.2004  N58VM: Amman – Constanta, 01.10.2004  N739P: Bucharest - Amman, 25.10.2003  N2189M: Amman – Constanta, 13.06.2003  N2189M: Costanta - Amman, 14.06.2003  N1HC: Bucharest – Amman, 05.11.2005  N187D: Bucharest – Amman, 27.08.2004  N4456A: Bucharest – via Athens, Greece – Amman, 25.08.2004</p> <p><b>Morocco, Rabat + Casablanca: 2 flights</b>  N313P: Bucharest – Rabat, 22.09.2003  N58VM: Bucharest – Casablanca, 12.04.2004</p> <p><b>Cuba, Guantanamo:</b>  N313P: Bucharest – via Rabat, Morocco – Guantanamo, 23.09.2003  N85VM: Guantanamo – via Tenerife, Spain – Constanta, 12.04.2004</p>

	<p><b>Iraq, Baghdad:</b>  N313P: Baghdad - via Kabul, Afghanistan – Timisoara, 25.01.2004<sup>80</sup>  N739P: Bucharest – via Amman, Jordan and Kabul, Afghanistan – Baghdad, 25.10.2003  N187D: Bucharest – via Amman, Jordan - Baghdad</p> <p><b>Azerbaijan, Baku</b>  N157A: Baku – Bucharest, 09.05.2003  N312ME: Bucharest – Baku, 24.04.2003  N4009L: Bucharest – Baku, 21.05.2005  N4466A: Bacau – via Ankara, Turkey – Baku, 19-20.03.2004</p>
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<sup>80</sup> Flight Logs subject to inconsistencies, see above footnote



## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN THE CZECH REPUBLIC

<b>Total number of stopovers of CIA aircraft in the Czech Republic airports: 21</b>	
CZECH AIRPORTS	
<b>Total number of Czech airports involved</b>	2 airports involved
<b>List of Czech airports</b>	Praha (19 stopovers); Pardubice (2).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in the Czech Republic</b>	7 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in the Czech Republic</b>	N313P; N85VM; N379; N2189M; N1HC; N168D; N4456A.
<b>Total number of stopovers in Czech Republic for each CIA aircraft and relevant details of specific aircraft.</b>	<p><b>N313P:</b> 3 stopovers in Czech Republic Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 3 stopovers in Czech Republic Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N379P:</b> 9 stopovers in Czech Republic Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed El-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N2189M:</b> 1 stopover in Czech Republic</p> <p><b>N1HC:</b> 3 stopovers in Czech Republic</p> <p><b>N168D:</b> 1 stopover in Czech Republic</p> <p><b>N4456A:</b> 1 stopover in Czech Republic</p>
SUSPICIOUS LOCATIONS	

<p><b>Total number of CIA flights having stopped over in the Czech Republic to or from suspicious locations</b></p>	<p><b>Afghanistan, Kabul, Kandahar: 4 flights</b>  N313P: Kabul- Praha, 08.01.2004  N313P: Kandahar- Praha, 06.05.2005  N85VM: Praha- Kabul- Praha, 20-21.09.2004  N379: Kabul- Praha, 22.01.2004</p> <p><b>Jordan, Amman: 2 flights</b>  N379: Praha- Amman, 05.12.2003  N2189M: Amman- Praha, 24.05.2004</p> <p><b>Uzbekistan, Tashkent: 3 flights</b>  N313P: Praha- Tashkent, 21.09.2003  N379: Praha- Tashkent, 03.03.2003  N379: Praha- Tashkent, 22.07.2003</p> <p><b>Baghdad, Iraq: 1 flight</b>  N379: Praha- Baghdad, 13.12.2003</p>
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## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN THE NETHERLANDS

<b>Total number of stopovers of CIA aircraft in the Netherlands airports: 15</b>	
NETHERLANDS AIRPORTS	
<b>Total number of Netherlands airports involved</b>	3 airports involved
<b>List of Netherlands airports</b>	Amsterdam (9 stopovers); Groningen (1); Rotterdam (5).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in the Netherlands</b>	3 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped in the Netherlands</b>	N829MG; N1HC; N505LL.
<b>Total number of stopovers in the Netherlands for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N829MG:</b> 4 stopovers in the Netherlands Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002).</p> <p><b>N1HC:</b> 10 stopovers in the Netherlands</p> <p><b>N505LL:</b> 1 stopover in the Netherlands</p>
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in the Netherlands to or from suspicious locations</b>	

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN HUNGARY

<b>Total number of stopovers of CIA aircraft in Hungarian airports: 13</b>	
HUNGARIAN AIRPORTS	
<b>Total number of Hungarian airports involved</b>	1 airport involved
<b>List of Hungarian airports</b>	Budapest (13 stopovers).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Hungary</b>	10 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Hungary</b>	N2189M; N1HC; N221SG; N168D; N6161Q; N8183J; N157A; N187D; N4456A; N475LC.
<b>Total number of stopovers in Hungary for each CIA aircraft and relevant details of specific aircraft</b>	<b>N2189M:</b> 1 stopover in Hungary <b>N1HC:</b> 1 stopover in Hungary <b>N221SG:</b> 1 stopover in Hungary <b>N168D:</b> 2 stopovers in Hungary <b>N6161Q:</b> 1 stopover in Hungary <b>N8183J:</b> 1 stopover in Hungary <b>N157A:</b> 1 stopover in Hungary <b>N187D:</b> 1 stopover in Hungary <b>N4456A:</b> 1 stopover in Hungary <b>N475LC:</b> 3 stopovers in Hungary
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Hungary to or from suspicious locations</b>	<b>Jordan, Amman: 2 flights</b> N168D: Budapest- Amman, 04.10.2005 N8183J: Amman- Budapest, 30.05.2003  <b>Baku, Azerbaijan: 1 flight</b> N168D: Baku- Budapest, 31.08.2004  <b>Tashkent, Uzbekistan: 1 flight</b> N2189M: Tashkent- Budapest, 27.03.2002

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN POLAND

<b>Total number of stopovers of CIA aircraft in Polish airports: 11</b>	
POLISH AIRPORTS	
<b>Total number of Polish airports involved</b>	3 airports involved
<b>List of Polish Airports</b>	Szymany (3 stopovers); Warszawa (7); Krakow (1).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Poland</b>	4 different CIA aircraft
<b>List of CIA aircraft (Registration Numbers) having stopped over in Poland</b>	N313P; N379; N1HC; N8213G.
<b>Total number of stopovers in Poland for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 1stopover in Poland Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N379P:</b> 6 stopovers in Poland Aircraft used for the Extraordinary Renditions of Ahmed Agiza and Mohammed El-Zari (Stockholm-Cairo, 18.12.2001), Abu Al Kassem Britel (Islamabad-Rabat, 25.05.2002), Benyamin Mohammed (Islamabad-Rabat, 21.07.2002) Bisher Al Rawi and Jamil El Banna (Banjul-Kabul, 09.12.2002).</p> <p><b>N1HC:</b> 3 stopovers in Poland</p> <p><b>N8213G:</b> 1 stopover in Poland</p>
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Poland to or from suspicious locations</b>	<p><b>Afghanistan, Kabul: 3 flights</b> N313P: Kabul- Szymany, 22.09.2003 N379: Kabul- Warszawa, 07.03.2003 N379: Kabul- Szymany, 25.03.2003</p> <p><b>Rabat, Morocco: 2 flights</b> N379: Rabat- Warszawa, 07.02.2003 N379: Warszawa- Rabat, 06.06.2003</p>

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN MALTA

<b>Total number of stopovers of CIA aircraft in Maltese airports: 7</b>	
MALTESE AIRPORTS	
<b>Total number Maltese airports involved</b>	1 airport involved
<b>List of Maltese airports</b>	Malta (7 stopovers).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Malta</b>	6 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Malta</b>	N313P; N85VM; N168D; N8213G; N6161Q; N196D.
<b>Total number of stopovers in Malta for each CIA aircraft and relevant details of specific aircraft</b>	<p><b>N313P:</b> 1 stopover in Malta Aircraft used for the Extraordinary Renditions of Khaled el-Masri (Skopje-via Baghdad-Kabul , 24.01.2004) and Binyam Mohammed (Rabat-Kabul, 22.01.2004)</p> <p><b>N85VM:</b> 1 stopover in Malta Aircraft used for the Extraordinary Rendition of Abu Omar (Ramstein-Cairo, 17.02.2003)</p> <p><b>N168D:</b> 1 stopover in Malta</p> <p><b>N8213G:</b> 2 stopovers in Malta</p> <p><b>N6161Q:</b> 1 stopover in Malta</p> <p><b>N196D:</b> 1 stopover in Malta</p>
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Malta to or from suspicious locations</b>	<p><b>Jordan, Amman: 2 flights</b> N168D: Amman- Malta, 12.08.2005 N196D: Malta- Amman, 18.05.2004</p> <p><b>Egypt, Alexandria, Cairo, Hurghada: 3 flights</b> N85VM: Cairo- Malta, 16.12.2004 N8213G: Malta- Hurghada, 25.08.2004 N6161Q: Alexandria- Malta, 02.08.2005</p> <p><b>Lybia, Hllt: 1 flight</b> N313P: Malta- Hllt, 12.12.2003</p>

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN SWEDEN

<b>Total number of stopovers of CIA aircraft in Swedish airports: 6</b>	
SWEDISH AIRPORTS	
<b>Total number of Swedish airports involved</b>	3 airports involved
<b>List of Swedish airports</b>	Stockholm (4 stopovers); Orebro (1); Malmoe (1).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Sweden</b>	5 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Sweden</b>	N829MG; N379; N50BH; N168BF; N8213G.
<b>Total number of stopovers in Sweden for each CIA aircraft and relevant details of specific aircraft</b>	<b>N829MG:</b> 1 stopover in Sweden. Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002). <b>N379:</b> 1 stopover in Sweden <b>N50BH:</b> 2 stopovers in Sweden <b>N168BF:</b> 1 stopover in Sweden <b>N8213G:</b> 1 stopover in Sweden
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Sweden to or from suspicious locations</b>	<b>Egypt, Cairo: 1 flight</b> N379: Cairo- Stockholm-Cairo, 18.12.2001

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN BELGIUM

<b>Total number of stopovers of CIA aircraft in Belgian airports: 4</b>	
BELGIAN AIRPORTS	
<b>Total number of Belgian airports involved</b>	2 airports involved
<b>List of Belgian airports</b>	Antwerpen (2 stopovers); Brussels (2).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Belgium</b>	2 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Belgium</b>	N829MG; N1HC.
<b>Total number of stopovers in Belgium for each CIA aircraft and relevant details of specific aircraft</b>	<b>N829MG:</b> 2 stopovers in Belgium Aircraft used for the Extraordinary Rendition of Maher Arar (Rome-Amman, 08.10.2002). <b>N1HC:</b> 2 stopovers in Belgium
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Belgium to or from suspicious locations</b>	



## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN ESTONIA

<b>Total number of stopovers of CIA aircraft in Estonian airports: 3</b>	
ESTONIAN AIRPORTS	
<b>Total number of Estonian airports involved</b>	1 airport involved
<b>List of Estonian airports</b>	Parnu (3 stopovers).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Estonia</b>	2 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Estonia</b>	N313P; N2189M.
<b>Total number of stopovers in Estonia for each CIA aircraft and relevant details of specific aircraft</b>	<b>N313P:</b> 2 stopovers in Estonia <b>N2189M:</b> 1 stopover in Estonia
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Estonia to or from suspicious locations</b>	

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN LUXEMBOURG

<b>Total number of stopovers of CIA aircraft in Luxembourg airports: 3</b>	
LUXEMBOURG AIRPORTS	
<b>Total number of Luxembourg airports involved</b>	1 airport involved.
<b>List of Luxembourg airports</b>	Luxembourg (3 stopovers).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Luxembourg</b>	2 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Luxembourg</b>	N8213G; N312ME.
<b>Total number of stopovers in Luxembourg for each CIA aircraft and relevant details of specific aircraft</b>	<b>N8213G:</b> 2 stopovers in Luxembourg <b>N312ME:</b> 1 stopover in Luxembourg
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Luxembourg to or from suspicious locations</b>	

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN SLOVENIA

<b>Total Number of stopovers of CIA aircraft in Slovenian airports: 3</b>	
SLOVENIAN AIRPORTS	
<b>Total number Slovenian airports involved</b>	1 airports involved
<b>List of Slovenian airports</b>	Ljubljana (3 stopovers).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Slovenia</b>	1 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Slovenia</b>	N168BF.
<b>Total number of stopovers in Slovenia for each CIA aircraft and relevant details of specific aircraft</b>	<b>N168BF:</b> 3 stopovers in Slovenia
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Slovenia to or from suspicious locations</b>	

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN FINLAND

<b>Total number of stopovers of CIA aircraft in Finish airports: 2</b>	
FINISH AIRPORTS	
<b>Total number of Finish airports involved</b>	1 airport involved
<b>List of Finish airports</b>	Helsinki (2 stopovers).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Finland</b>	2 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Finland</b>	N1HC; N8213G.
<b>Total number of stopovers in Finland for each CIA aircraft and relevant details of specific aircraft</b>	<b>N1HC:</b> 1 stopover in Finland <b>N8213G:</b> 1 stopover in Finland
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Finland to or from suspicious locations</b>	<b>Afghanistan, Kabul: 1 flight</b> N1HC: Kabul- Helsinki, 09.07.2005

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN AUSTRIA

<b>Total number of stopovers of CIA aircraft in Austrian airports: 1</b>	
AUSTRIAN AIRPORTS	
<b>Total number of Austrian airports involved</b>	1 airport involved
<b>List of Austrian airports</b>	Wien (1 stopover).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Austria</b>	1 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Austria</b>	N368CE.
<b>Total number of stopovers in Austria for each CIA aircraft and relevant details of specific aircraft</b>	N368CE: 1 stopover in Austria
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Austria to or from suspicious locations</b>	

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN DENMARK

<b>Total number of stopovers of CIA aircraft in Danish airports: 1</b>	
DANISH AIRPORTS	
<b>Total number of Danish airports involved</b>	1 airport involved
<b>List of Danish airports</b>	Kobenhavn (1 stopover).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Denmark</b>	1 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Denmark</b>	N221SG
<b>Total number of stopovers in Denmark for each CIA aircraft and relevant details of specific aircraft</b>	<b>N221SG:</b> 1 stopover in Denmark
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Denmark to or from suspicious locations</b>	

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN LITHUANIA

<b>Total number of stopovers of CIA aircraft in Lithuanian airports: 1</b>	
LITHUANIAN AIRPORTS	
<b>Total number of Lithuanian airports involved</b>	1 airport involved
<b>List of Lithuanian airports</b>	Vilnius (1).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Lithuania</b>	1 different CIA aircraft.
<b>List of CIA aircraft (Registration Numbers) having stopped over in Lithuania</b>	N8213G.
<b>Total number of stopovers in Lithuania for each CIA aircraft and relevant details of specific aircraft</b>	<b>N8213G:</b> 1 stopover in Lithuania
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Lithuania to or from suspicious locations</b>	

## ANALYSIS OF CIA FLIGHTS HAVING STOPPED OVER IN SLOVAKIA

<b>Total number of stopovers of CIA aircraft in Slovak airports: 1</b>	
SLOVAK AIRPORTS	
<b>Total number of Slovak airports involved</b>	1 airport involved
<b>List of Slovak airports</b>	Bratislava (1).
CIA AIRCRAFT	
<b>Total number of CIA aircraft having stopped over in Slovakia</b>	1 different CIA aircraft
<b>List of CIA aircraft (Registration Numbers) having stopped over in Slovakia</b>	N1HC.
<b>Total number of stopovers in Slovakia for each CIA aircraft and relevant details of specific aircraft</b>	N1HC: 1 stopover in Slovakia
SUSPICIOUS LOCATIONS	
<b>Total number of CIA flights having stopped over in Slovakia to or from suspicious locations</b>	