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CENTER FOR HUMAN RIGHTS AND GLOBAL JUSTICE

DATA STRING ANALYSIS SUBMITTED AS EVIDENCE OF POLISH INVOLVEMENT IN U.S. EXTRAORDINARY RENDITION AND SECRET DETENTION PROGRAM

PART ONE: INTRODUCTION TO METHODOLOGY AND SUMMARY OF FINDINGS

In 2002, CHR&GJ was established to bring together New York University School of Law’s advocacy, clinical, teaching, research, internship, and publishing activities on issues of international human rights law. Since its inception the Center has played a critical role in defending human rights in the U.S. “War on Terror.” In particular, the Center has developed a recognized expertise in investigating, revealing, and challenging the illegal and abusive practices of extraordinary rendition and secret detention.

The Center, partnering with human rights and intergovernmental organizations, has engaged in factual research to unearth information about the existence and operation of Central Intelligence Agency (“CIA”) “black sites” in Poland. This work has been undertaken in conjunction with its representation of two of its clients—both Yemeni nationals, Mr. Mohamed Farag Ahmed Bashmilah and Mr. Mohammed Abdullah Saleh al-Asad—who were detained in CIA “black sites” in unknown locations until 2005 and whom we have represented since 2006.

To advance CHR&GJ’s investigatory work, the Center negotiated and secured an agreement with the inquiry of Senator Dick Marty, the Parliamentary Assembly of the Council of Europe Rapporteur on Alleged Secret Detentions and Unlawful Inter-State Transfers of Detainees (“the Marty Inquiry”) under which particular sets of aeronautical data strings obtained by the Marty Inquiry could be made available to the Center and shared publicly. Data strings are exchanges of messages or digital data between different entities (including aviation service providers, Air Navigation Services authorities, airport authorities and government agencies) around the world on the Aeronautical Fixed Telecommunication Network (“AFTN”) or the Société

Internationale Télécommuniqué Aéronautique (“SITA”) Network.¹ Data strings record all communications filed in relation to particular aircrafts’ flight plans and movements.²

Based on a detailed analysis of data strings obtained from the Marty Inquiry and of publicly available information—including documentation released by the Polish Air Navigation Services Agency (“PANSA”) to the Helsinki Foundation for Human Rights (“HFHR”) in response to a Freedom of Information request filed under the Statute on Access to Public Information—the Center has been able to assemble information regarding the following in relation to a specific set of flights:

- Who planned the flights, through what medium, and in collaboration with whom;
- To whom and to what extent information about these flights was communicated through the AFTN or the SITA Network;
- What permissions were granted for the flights, by whom, and in what form;
- Where the aircraft landed and took off, and which different regions of international airspace the aircraft traversed, at what precise times; and
- The number of persons on board as declared in the flight plan.

In combination with corroborating information such as detainee accounts, eyewitness testimony, documentary evidence, and other sources, the data string analysis can also provide insight into—but not conclusively determine—the time frame within which secret detention facilities were operational and the possible location of secret detention facilities. When combined with other evidence, data string analysis can also suggest where a particular detainee was held during a particular time and identify what flight a particular detainee was on when being transported to, from, or between detention facilities. The data string analysis does not, however, conclusively show the purpose of the underlying flights. While data string analysis may suggest that a particular flight was likely used in a rendition, it cannot reveal whether that flight was transporting CIA personnel, resupplying CIA outposts, transporting prisoners, or something else. Additionally, data string analysis alone cannot provide information regarding which specific detainees were on which flights, nor can it conclusively pinpoint the exact locations of detention facilities.

Through the work of a technical consultant, the Center has translated various available sets of the data strings received from the Marty Inquiry with the view to identifying and analyzing particular flight circuits believed to represent CIA “rendition circuits.” As part of this analysis CHRJG has analyzed flights believed to have been used to:

- Transfer detainees into, between, and out of secret detention facilities;
- Service (i.e. contribute to the core operations of) secret detention facilities; and
- Transfer CIA interrogators, contractors, or auxiliary staff—such as interpreters, physicians, or security personnel—to or from “black sites.”

In this submission, CHRJG includes information pertaining to two different flight circuits believed to represent CIA “rendition circuits”—one taking place from June 3-7, 2003 and the other September 20-23, 2003. These flight circuits include landings in and overflights through Polish territory. The data string communications demonstrate that the Polish Government granted licenses and overflight permissions to facilitate these CIA rendition flights. The data string analysis also reveals conclusively that Jeppesen International Trip Planning (hereinafter “Jeppesen”) provided the key travel planning services for these two flight circuits.

¹ See Report, Council of Europe Parliamentary Assembly, Committee on Legal Affairs and Human Rights, Secret Detentions and Illegal Transfers of Detainees Involving Council of Europe Member States: Second Report, Explanatory Memorandum, Rapporteur Dick Marty, Doc. 11302 rev., June 11, 2007 [hereinafter “Marty Report”], at n. 156.

² *Id.*

When Jeppesen files flight plans in the Integrated Initial Flight Plan Processing System (“IFPS”), they are identified in the data strings by the company’s unique “originator address,” which is “KSFOXLDI.” The data string analysis reveals that the company with this unique originator address planned both the June 3-7, 2003 and the September 20-23, 2003 flight circuits.

Jeppesen is the travel service of Jeppesen Dataplan, an aviation services provider that is a subsidiary of Boeing based in San Jose, California. Jeppesen’s role in the U.S. extraordinary rendition program has been reported publicly, and is the subject of ongoing litigation in the United States and the United Kingdom.³ Given Jeppesen’s involvement in the extraordinary rendition program, the fact that Jeppesen planned the flight circuits discussed in this submission is significant because it increases the likelihood that these circuits involved renditions.

The data string analysis reveals that Jeppesen filed flight plans for both of the flight circuits discussed in this submission in a manner that indicates that the planes were acting under special status as state or diplomatic aircraft. The flight plans for the first and last component routes of the June 3-7, 2003 circuit—i.e. departing from and returning to Washington, D.C.—were filed with the annotation: “DEPARTMENT OF STATE SUPPORT.” The flight plans for the four other component routes of this circuit—i.e. all those routes that did not involve either a departure from or landing in the United States—featured two equally important special status, or “STS,” designations. By invoking the first of these designations—“STS/AFTM EXEMPT APPROVED”—Jeppesen sought to exempt the aircraft from having to adhere to the normal rules of air traffic flow management (“ATFM”); the aircraft would not, for example, have to wait at airports for approved departure slots to become open. By invoking the second of these designations—“STS/STATE”—Jeppesen went to the extent of claiming an official status for the plane as a diplomatic or state aircraft, only one notch below the aircraft that carry Heads of State [STS/HEAD]. For each leg of the September 20-23, 2003 circuit, Jeppesen’s original flight plans featured the same “STS/STATE” designation.

The use of these designations during both the June and September circuits confirms that the special status of the aircraft was known and authorized by the U.S. Government and the “host” states, including Poland, through which the aircraft traveled. Such special status exemptions in their invocation alone demonstrate collaborative planning on the part of the states whose territory or airspace is being traversed, because, according to Eurocontrol’s “IFPS Users Manual,” they are only granted when “specifically authorized by the relevant national authority”⁴ whose territory is being traversed.

In addition, the data string analysis reveals discrepancies in the flight plans for the flight circuits under review here. Flight circuit plans include information about a particular flight’s airport of departure and airport of destination. For the two flight circuits under review in this submission, the discrepancies in the data strings indicate that “dummy” flight plans were filed. “Dummy” flight plans occur when false airports of destination and/or departure are filed to conceal the actual points of destination and/or departure. “Dummy” flight plans may be used to conceal detainee transfers and highlight the irregular nature of the flights under review herein. Under the circumstances discussed below, the use of “dummy” flight plans also makes clear that the Polish authorities were aware of the irregular nature of the flights and acquiesced or facilitated them nonetheless. For the circuits under review herein, “dummy” flight plans were filed only for Poland and Romania, where secret detention facilities are likely to have existed, while other destinations were openly declared. For the June circuit, “dummy” flight plans were filed to conceal the fact that the aircraft

³ See *Mohamed et al. v. Jeppesen Dataplan, Inc.*, No. 5:07-cv-02798 (N.D.Cal.); *Mohamed et al. v. Jeppesen UK Limited*, Claim No. HQ08X02800 (Q.B.).

⁴ For example, on the “AFTMEXEMPTAPPROVED” status, see Marty Report, *supra* note 1, at n. 166 (“*This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow restriction shall be regarded by the relevant states as a serious breach of procedure and shall be dealt with accordingly.*”) (quoting Eurocontrol, User Relations and Development Bureau, IFPS Users Manual (Ed. 11.2 2007) [hereinafter “Eurocontrol IFPS Users Manual”], at Section 54, “STS/AFTMEXEMPTAPPROVED Indicator,” p. 54-1) (emphasis added).

actually landed in Szymany (not Warsaw), as confirmed in the Marty report and the PANSA documents released to HFHR. For the September circuit, “dummy” flight plans were filed to conceal the plane’s actual destination in Romania, while its destination in Poland (Szymany) was openly declared. The data string analysis of the September circuit also reveals that Romanian national aviation authorities assumed a planning role that was noticeably more proactive than the planning roles generally taken by states in flight circuit planning.

In sum, examination of the data strings pertaining to the two flight circuits discussed below in conjunction with information available on the public record supports the finding that the United States used Poland as a transit point for several clandestine flights during 2003, that Polish authorities were aware of the clandestine nature of these flights, and that they facilitated them nonetheless, in contravention of international aviation regulations. The data string analysis may also corroborate detainee accounts that they were held in Poland⁵ as well as other evidence of the existence of a U.S. secret detention facility on Polish territory.

PART TWO: ANALYSIS OF DATA STRINGS

The following analysis is divided into two parts. Part A analyzes the flight circuit of aircraft N379P from June 3-7, 2003. Part B analyzes the flight circuit of aircraft N313P from September 20-23, 2003. Jeppesen provided the flight logistics for both of the circuits analyzed.

A. ANALYSIS OF DATA STRINGS RELATED TO THE FLIGHT CIRCUIT OF N379P, JUNE 3-7, 2003

Flight records drawn from the database compiled by Council of Europe (“CoE”) Rapporteur Dick Marty show that a Gulfstream V aircraft, registered with the U.S. Federal Aviation Administration as N379P, embarked from Dulles Airport in Washington, D.C. on Tuesday June 3, 2003 at 23h33m GMT and undertook a four-day flight circuit, during which it landed in and departed from six different foreign countries.

These six countries, in the order in which the aircraft landed there, were: Germany, Uzbekistan, Afghanistan, Poland, Morocco and Portugal. The aircraft returned from Portugal to the United States and landed back at Dulles Airport in Washington, D.C. on Saturday June 7, 2003.

CHRGJ has evaluated the available data strings for each of the six individual component routes flown by N379P during this circuit.

I. Who planned the flights, through what medium and in collaboration with whom

To a great extent, CHRGJ’s analysis reveals that these flights conformed to the most typical attributes of a CIA rendition circuit. First, the familiar travel service provider, responsible for the overall itinerary, route and technical provisions for the aircraft, was Jeppesen. Jeppesen filed a total of eight messages via the AFTN to the movements of N379P in the period from June 3-7, 2003, including seven separate flight plans and one cancellation.

Second, the aircraft traveled the entire circuit under various forms of exemption and special status, which indicate that the flights were planned and executed with the full collaboration of the United States Government and the “host” states through which the aircraft traveled. In departing from and landing in the

⁵ See, e.g., International Committee of the Red Cross, Report on the Treatment of Fourteen “High Value Detainees” In CIA Custody [hereinafter “ICRC Report”], 31-37 (Feb. 14, 2007), *available at*, http://www.humansecuritygateway.com/documents/ICRC_Report_TreatmentOfFourteenHighValueDetainees_CIAcustody.pdf (stating that Khaled Shaik Mohammed communicated to the ICRC that he believed he was transferred from a detention facility he thought was in Poland on September 22, 2003).

United States, N379P's flight plans were filed with the annotation "Department of State Support." For all other component routes of this circuit (i.e. those routes that did not involve a departure from or a landing in the United States), N379P's flight plans were designated "STS/ ATFM EXEMPT APPROVED" or "STS/STATE."⁶ As indicated above, such special status exemptions in their invocation alone demonstrate collaborative planning on the part of the states whose territory or airspace is being traversed, because they are only granted when specifically authorized by the national authority whose territory is being used.

In each instance that Jeppesen invoked a special status designation for the aircraft N379P, the IFPS operator responded by formally recognizing the designation—first, through inclusion of the relevant portions of the flight plan in copies to other authorities via the AFTN, and second, through acceptance of the flight plans in question.

II. To whom and to what extent information about these flights was communicated through the Aeronautical Fixed Telecommunications Network or the Société Internationale Télécommuniqué Aéronautique Network

All of the communications CHRGJ has found relating to the flight circuit of N379P in this period were exchanged over the AFTN network. Using this medium, the IFPS operator notified multiple national aviation authorities responsible for the component routes planned by Jeppesen for this circuit, by sending a copy of the respective flight plan(s).

The information filed in relation to the Kabul, Afghanistan to Poland component route of the circuit is an example of the systematic disguise of CIA flights into Poland, involving both American and Polish collaborators, as uncovered by CoE Rapporteur Marty in his 2007 report.⁷ Rapporteur Marty concluded that several flights, including N379P's flight into Poland on June 5, 2003, landed at Szymany Airport in northern Poland notwithstanding the filing of flight plans that indicated the landing was to be in Warsaw.⁸ The fact that Szymany was the actual destination has been corroborated by documentation released by PANSA to HFHR in response to a Freedom of Information request filed under the Statute on Access to Public Information.⁹ This newly released documentation confirms that PANSA navigated N379P into Szymany on June 5, 2003 despite all relevant flight plans having named Warsaw as the airport of destination. This indicates that Jeppesen filed "dummy" flight plans for the Poland portion of the June circuit, designed to obscure the fact that the plane actually went to Szymany. The fact that PANSA accepted Jeppesen's flight plan naming Warsaw, yet nevertheless navigated the plane to Szymany, demonstrates that once N379P arrived in Polish airspace, Polish authorities did not require it to comply with international aviation regulations by filing a correct flight plan naming Szymany as the plane's actual point of destination and subsequent departure. PANSA officials therefore collaborated with Jeppesen (and, by extension, with Jeppesen's client, the CIA) by accepting the task of navigating this disguised flight into Szymany without adhering to international flight planning regulations.

CHRGJ's analysis of the data strings reveals that the actual destination of the flight did not feature in any single communication between Jeppesen, PANSA, and the operators of the IFPS. Instead, at 04h59m32s GMT on June 5, 2003, Jeppesen filed a flight plan for the "dummy" route from Kabul to Warsaw, which was accepted at 04h59m37s GMT by the IFPS operator and copied to the Polish Area Control Centre.

⁶ See Marty Report, *supra* note 1, at n. 165 ("STS designators are very strictly limited, because once granted they allow deviations from planned routes and other important exemptions.") (citing Eurocontrol IFPS Users Manual, at Section 50, "Special Status Flights (STS)", p. 50-1).

⁷ See *id.* at ¶¶181-82.

⁸ *Id.* at ¶¶ 180-82.

⁹ See Annex III.

Later the same day, the IFPS operator twice copied the Kabul-Warsaw flight plan to additional Polish authorities, including the Warsaw-based navigation agency and the Air Traffic Control Tower at Warsaw Airport. The “dummy” flight plan was disseminated to other national aviation authorities, who were therefore also misled about the plane’s actual destination.

According to CHRGI’s analysis, no entity on the AFTN network received notice of the *actual* destination of the aircraft N379P upon its departure from Kabul. Hence N379P touched down secretly in Szymany—not Warsaw—at 01h00m local time on June 5, 2003,¹⁰ and stayed on the runway for over two hours while the rest of the aviation monitoring community, including Eurocontrol, mistakenly had recorded a stopover in Warsaw.

In normal circumstances, there would have had to exist a record of an in-flight change of plan for the aircraft to land at Szymany, or a new filing of an onward flight plan from Szymany; but, due to the invocation of “ATFM EXEMPT APPROVED” special status, N379P was not required to adhere to these carefully conceived air traffic management protocols.

The cover-up then continued with the filing of the flight plan for the next route of the circuit, this time with a false airport of departure in Poland. At 05h00m37s GMT, just one minute after the IFPS operator had accepted the Kabul-Warsaw “dummy” plan—and over seventeen hours before the aircraft’s scheduled landing in Poland—Jeppesen filed a flight plan for N379P to fly from Warsaw to Rabat, Morocco. Once again, the message was copied only to the Polish Area Control Centre before being accepted by the IFPS operator. At 17h04m42s GMT on June 5, 2003, Jeppesen cancelled its first Warsaw-Rabat plan; but six seconds later, 17h04m48s GMT Jeppesen filed a second, apparently identical plan. Both of these “dummy” flight plans were subsequently circulated to multiple other national aviation authorities, who were therefore also misled as to N379P’s actual point of departure in Poland.

III. What permissions were granted for the flights, by whom and in what form

National aviation authorities routinely grant permits for flights to use their airspace or land in their territory, generally upon the specific request of the flight planner. In this case, Jeppesen was granted such routine permits by multiple national authorities.

For the route from Kabul, Afghanistan to Szymany, Poland—for which Jeppesen had declared Warsaw as its airport of destination in its flight plan—Jeppesen invoked overflight permits from four countries, as well as a landing permit for its declared destination. These permits appeared in the data strings and were accepted by the IFPS operator in the following abbreviated form: “WARSAW PMT NDW 7113 113/03.” The data strings indicate that the request for permission to land in Poland was specific to the Warsaw Airport. CHRGI’s analysis of the data strings and the PANSAs documents obtained by HFHR reveal that Polish officials knowingly issued a permit for Warsaw, despite the fact that they knew that the aircraft was actually going to land in Szymany.

B. ANALYSIS OF DATA STRINGS RELATED TO THE FLIGHT CIRCUIT OF N313P, SEPTEMBER 20-23, 2003

Flight records drawn from the database compiled by CoE Rapporteur Dick Marty show that a Boeing 737 aircraft, registered with the U.S. Federal Aviation Administration as N313P, embarked from Dulles Airport in Washington, D.C. on Saturday September 20, 2003 at 22h02m GMT and undertook a four-day flight circuit, during which it landed in and departed from six different foreign countries, as well as the U.S. naval installation at Guantanamo Bay, Cuba.

¹⁰ Marty Report, *supra* note 1, at ¶¶ 180-82.

These six countries, in the order in which the aircraft landed there, were: the Czech Republic, Uzbekistan, Afghanistan, Poland, Romania, and Morocco. The aircraft flew from Rabat, Morocco to Guantanamo Bay on the night of Tuesday September 23, 2003, landing in the morning of Wednesday September 24, 2003.

I. Who planned the flights, through what medium and in collaboration with whom

The key travel planning services for N313P's September 20-23, 2003 circuit were carried out by Jeppesen. For the period of September 20-23, 2003, CHRJ has traced a total of twenty messages filed by Jeppesen via the AFTN relating to the movements of the aircraft N313P. These twenty messages comprised eight separate flight plans and two cancellations—all ten of which were filed in duplicate.

However, it should also be noted that at least six further messages originating from Jeppesen, time-stamped between 22h50m GMT and 23h57m GMT on the night of September 21, 2003, are missing from the recorded inputs on the available data strings from the input-manager's files for that date. These messages may have been deleted in an attempt to cover up the flight's movements. However, by analyzing various responses to these missing inputs in the output-manager's files, CHRJ has discovered copies of many of these entries through its analysis of the data strings and is thus able to reconstruct the flight plans for the routes from Kabul to Szymany, Szymany to Constanta, and Constanta to Rabat. By identifying Jeppesen's originator address in the data strings, CHRJ has found that Jeppesen filed flight plans for the routes from Kabul, Afghanistan to Szymany, Poland; Szymany to Constanta, Romania; and Constanta to Rabat, Morocco.

Just as with N379P's flight circuit involving Poland in June 2003, on all six of the routes analyzed, Jeppesen's original flight plans for the aircraft N313P featured a very important special status, or STS, designation that is supposed to be used only in strictly limited circumstances: "STS/STATE." In each instance that Jeppesen invoked a special status designation for the aircraft N313P, the IFPS operator responded by formally recognizing the designation—first, through inclusion of the relevant portions of the flight plan in copies to other authorities via the AFTN, and second, through acceptance of the flight plans in question. As indicated above, such special status exemptions in their invocation alone demonstrate collaborative planning on the part of the states whose territory or airspace is being traversed, because they are only granted when specifically authorized by the national authority whose territory is being used.

II. To whom and to what extent information about these flights was communicated through the Aeronautical Fixed Telecommunications Network or the Société Internationale Télécommuniqué Aéronautique Network

All of the communications CHRJ has found relating to the flight circuit of N313P during this period were exchanged over the AFTN network. Using this medium, the IFPS operator notified multiple national aviation authorities responsible for the component routes planned by Jeppesen for this circuit, by sending a copy of the respective flight plan(s).

It is noteworthy that Jeppesen does not appear to have filed any "dummy" flight plans for the flight from Kabul, Afghanistan to Szymany, Poland. Documentation released by PANSA to HFHR in response to a Freedom of Information request filed under the Statute on Access to Public Information reveals that Jeppesen originally requested a landing permit for Warsaw, then cancelled its request, and finally requested—and was issued—a landing permit for Szymany itself.¹¹ Thus, the listed destination of the flight corresponds with what we know to be the actual destination—Szymany Airport in northern Poland. Against a background of the systematic disguise of CIA flights into Poland, involving both American and Polish collaborators, as

¹¹ See Annex III.

uncovered by CoE Rapporteur Marty in his 2007 report,¹² such an honest filing is rare. This instance, the only undisguised landing of the aircraft N313P at Szymany, is unique precisely because there was not ultimately an effort to disguise the flight *into* Poland, but rather only the flight *out of* Poland to the onward destination of Romania. In addition, CHRJ notes that the only recipient of a copy of the Kabul-Szymany flight plan was the Area Control Centre for Polish Airspace, whereas the flight planner typically requests that IFPS send flight plans to all countries whose territory will be traversed.

One of the most significant features of this flight circuit is the route from Szymany, Poland to Romania. CHRJ's analysis of the data strings reveals that a "dummy" flight plan was filed for this leg of the circuit. Significantly, Romanian officials filed a flight plan indicating that N313P's destination was Bucharest while Jeppesen filed flight plans which indicated that N313P's destination was Constanta. This suggests that either the Romanian officials or Jeppesen were attempting to disguise N313P's actual destination. As discussed above, "dummy" flight plans may be used to disguise detainee transfers. The use of "dummy" flight plans for the Romanian portion of this circuit may therefore indicate the transfer of at least one detainee into Romania at this time. Information available on the public record appears to corroborate this theory.¹³ The plan was initially copied only to the Area Control Centre for Polish Airspace but the next morning the IFPS operator sent it to six entities in Ukraine, along with Jeppesen and Szymany local authorities.

For the flight from Romania to Morocco, CHRJ has considered two sets of messages: on the one hand, relating to Jeppesen's flight plan from *Constanta* to Rabat; on the other hand, relating to the Romanians' flight plan from *Bucharest* to Rabat. The Jeppesen plan was copied in a succession of separate messages to other national aviation authorities in Italy, Spain, France, Croatia, Romania, and Serbia. The Romanians' flight plan was copied – albeit after the aircraft had taken off – to authorities in the same countries, plus Morocco. As discussed above, the filing of false flight plans into and out of Romania may indicate detainee transfers into and/or out of Romania.

The final route on this circuit for which data strings are available, from Rabat to Guantanamo, was planned by Jeppesen with collaborative input from two sets of Moroccan authorities.

III. What permissions were granted for the flights, by whom and in what form

As indicated above, in the course of filing flight plans, national aviation authorities routinely grant permits for flights to use their airspace or land in their territory, generally upon the specific request of the flight planner. In this case, Jeppesen was granted such routine permits by multiple national authorities.

For the route from Kabul, Afghanistan to Szymany, Poland, Jeppesen invoked overflight permits from four countries, as well as a landing permit for its country of destination. These permits appeared in the data strings. The Poland landing permit was accepted by the IFPS operator in the following abbreviated form: "POLAND LANDING PMT DWLOP 842/03." The landing permit recorded in the data strings indicates permission to land in Poland, but does not specify a particular airport. The PANSA documents located by HFHR clarify that Jeppesen initially filed a request for landing at the Warsaw airport, then cancelled that first request, and filed a second request for permission to land at Szymany.

¹² See Marty Report, *supra* note 1, at ¶¶ 181 & 182.

¹³ See ICRC Report, *supra* note 5, at 31-37 (stating that Khaled Shaik Mohammed communicated to the ICRC that he believed he was transferred from a detention facility he thought was in Poland on September 22, 2003).

CONCLUSION

In conclusion, CHRJ's examination of the data strings pertaining to the two flight circuits discussed in this submission, in conjunction with information available on the public record, supports the finding that the United States used Poland as a transit point for several clandestine flights during 2003, that Polish authorities were aware of the clandestine nature of these flights, and that they facilitated them nonetheless, in contravention of international aviation regulations.

As described in this submission, analysis of data strings and other information available on the public record and through sources such as PANSAs can be used to identify flights that appear to be part of the U.S. government's secret detention and extraordinary rendition programs. Identifying characteristics of such flights include factors associated with the two flight circuits under review in this submission, such as the involvement of Jeppesen in the flight-planning, the invocation of special status that indicates that the plane is travelling with government authorization, and inconsistencies in the data strings created by the filing of "dummy" flight plans to obscure the plane's actual point of destination and/or departure. CHRJ hopes that further investigation can build upon the methodology and findings used in this submission to further elucidate the facts surrounding the U.S. extraordinary rendition and secret detention program.

ANNEX I

N379P: 3-7 June 2003 Flight Circuit

CHRGJ has condensed all the information on departure, destination, route and timing from our analysis of the relevant data strings into the tabular format below. For each of the six individual component routes analyzed, this table lists the date(s) of the flight, departure and arrival places and times, the regions of international airspace traversed and an approximate number of minutes of overflight time:

- (i) **3-4 June 2003:** **Washington, D.C.** **to** **Frankfurt, Germany**
depart 23h22m GMT arrive 06h42m GMT

Flight duration = 7h20m

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ D.C. / NEW YORK FIR	United States	Approx. 0h27m
○ BOSTON FIR	United States	Approx. 0h32m
○ NEW YORK (OCEANIC) FIR	United States	Approx. 0h34m
○ CARAC / Transatlantic	N/A: international waters	Approx. 0h47m
○ GANDER (OCEANIC) FIR	Canada	Approx. 1h37m
○ SHANWICK OCEANIC FIR	United Kingdom	Approx. 1h06m
○ SHANNON UIR	Ireland	Approx. 0h31m
○ LONDON UIR	United Kingdom	Approx. 0h20m
○ FRANCE UIR	France	Approx. 0h49m
○ BRUSSELS UIR	Belgium	Approx. 0h04m
○ RHEIN UIR	Germany	Approx. 0h33m

- (ii) **4 June 2003:** **Frankfurt** **to** **Tashkent, Uzbekistan**
depart 08h33m GMT arrive 13h55m GMT

Flight duration = 5h22m

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ RHEIN UIR	Germany	Approx. 0h21m
○ PRAHA FIR	Czech Republic	Approx. 0h16m
○ WARSZAWA FIR	Poland	Approx. 0h40m
○ MINSK UIR	Belarus	Approx. 0h31m
○ KYTV FIR	Ukraine	Approx. 0h20m
○ KHARKIV FIR	Ukraine	Approx. 0h31m
○ ROSTOV-NA-DONU FIR	Russia	Approx. 0h18m
○ VOLGOGRAD FIR	Russia	Approx. 0h12m
○ ASTRAKHAN FIR	Russia	Approx. 0h24m
○ AKTUA FIR	Kazakhstan	Approx. 0h35m
○ NUKUS FIR	Turkmenistan	Approx. 0h40m
○ SHYMKENT FIR	Kazakhstan	Approx. 0h14m
○ TASHKENT FIR	Uzbekistan	Approx. 0h20m

- (iii) **5 June 2003:** **Kabul, Afghn.** **to** **Szymany, Poland**
depart 17h15m GMT arrive 23h00m GMT

Flight duration = 5h45m

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ KABUL FIR	Afghanistan	Approx. 0h27m
○ SAMARKAND FIR	Uzbekistan	Approx. 0h40m
○ NUKUS FIR	Turkmenistan	Approx. 0h45m
○ AKTUA FIR	Kazakhstan	Approx. 0h40m
○ ASTRAKHAN FIR	Russia	Approx. 0h25m
○ VOLGOGRAD FIR	Russia	Approx. 0h15m
○ ROSTOV-NA-DONU FIR	Russia	Approx. 0h19m
○ KHARKIV FIR	Ukraine	Approx. 0h36m
○ KYIV FIR	Ukraine	Approx. 0h22m
○ MINSK UIR	Belarus	Approx. 0h31m
○ WARSZAWA FIR	Poland	Approx. 0h45m*

* N.B. it is impossible to determine actual time in Polish airspace as the landing point was disguised

(iv) 6 June 2003: **Szymany** to **Rabat, Morocco**
depart 01h15m GMT arrive 04h39m GMT

Flight duration = 3h24m

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ WARSZAWA FIR	Poland	Approx. 0h35m*
* N.B. it is impossible to determine actual time in Polish airspace as the landing point was disguised		
○ PRAHA FIR	Czech Republic	Approx. 0h14m
○ RHEIN UIR	Germany	Approx. 0h31m
○ SWITZERLAND UIR	Switzerland	Approx. 0h14m
○ FRANCE UIR	France	Approx. 0h34m
○ BARCELONA UIR	Spain	Approx. 0h39m
○ MADRID UIR	Spain	Approx. 0h33m
○ CASABLANCA FIR	Morocco	Approx. 0h21m

(v) 6 June 2003: **Rabat** to **Porto, Portugal**
depart 05h30m GMT arrive 06h45m GMT

Flight duration = 1h15m

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ CASABLANCA FIR	Morocco	Approx. 0h29m
○ LISBOA UIR	Portugal	Approx. 0h46m
(vi) <u>7 June 2003:</u>	Porto to	Washington, D.C.
	depart 09h07m GMT	arrive 16h26m GMT

Flight duration = **7h19m**

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ LISBOA UIR	Portugal	Approx. 0h09m
○ MADRID UIR	Spain	Approx. 0h37m
○ SHANWICK OCEANIC FIR	United Kingdom	Approx. 0h39m
○ GANDER OCEANIC FIR	Canada	Approx. 1h36m
○ “AIR DEFENSE IDENTIFICATION ZONE” (US Mil, D.C.) ¹⁴		Approx. 0h15m
○ GANDER OCEANIC FIR	Canada	Approx. 0h49m
○ MONTREAL FIR	Canada	Approx. 0h07m
○ MONCTON FIR	Canada	Approx. 0h36m
○ BOSTON FIR	United States	Approx. 0h55m
○ NEW YORK OCEANIC FIR	United States	Approx. 0h29m
○ WASHINGTON, D.C. FRZ	United States	Approx. 0h07m

/// END OF FLIGHT CIRCUIT ///

¹⁴ The “Air Defense Identification Zone,” or ADIZ, is a 3,000-square mile area of airspace that spreads out in all directions in a circular radius from its epicenter at the Headquarters of the US Department of Defense at the Pentagon in Washington, D.C. The ADIZ is intended as a national security measure that imposes restrictions on all air traffic flying in the vicinity of D.C. It appears in aeronautical data strings along with the waypoint and estimated *en route* time at which an incoming aircraft enters the ADIZ area of coverage.

Annex II

N313P: 20-23 September 2003 Flight Circuit

CHRGJ has condensed all the information on departure, destination, route and timing from its analysis of the relevant data strings into the tabular format. For each of the six individual component routes available and analyzed this table lists the date(s) of the flight, departure and arrival places and times, the regions of international airspace traversed and an approximate number of minutes of overflight time in each:

(i) 20-21 September 2003: **Washington, DC** to **Prague, Czech Republic**
depart 22h02m GMT arrive 06h07m GMT

Flight duration = **8h05m**

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ DC / NEW YORK FIR	United States	Approx. 0h31m
○ BOSTON FIR	United States	Approx. 0h54m
○ NEW YORK (OCEANIC) FIR	United States	Approx. 0h34m
○ MONCTON FIR	Canada	Approx. 0h04m
○ MONTREAL FIR	Canada	Approx. 0h33m
○ GANDER OCEANIC FIR	Canada	Approx. 1h32m
○ SHANWICK OCEANIC FIR	United Kingdom	Approx. 1h18m
○ SCOTTISH UIR	United Kingdom	Approx. 0h20m
○ SHANNON UIR	Ireland	Approx. 0h03m
○ LONDON UIR	United Kingdom	Approx. 0h40m
○ AMSTERDAM FIR	Netherlands	Approx. 0h18m
○ HANNOVER UIR	Germany	Approx. 0h09m
○ RHEIN UIR	Germany	Approx. 0h27m
○ PRAHA FIR	Czech Republic	Approx. 0h16m

(ii) 21 September 2003: **Prague** to **Tashkent, Uzbekistan**
depart 07h38m GMT arrive 12h36m GMT

Flight duration = **4h58m**

[time spent on the ground in Prague = 1h31m; from 8.07 am to 9.38am local time]

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ PRAHA FIR	Czech Republic	Approx. 0h28m
○ WARSZAWA FIR	Poland	Approx. 0h22m
○ L'VIV FIR	Ukraine	Approx. 0h23m
○ KYIV FIR	Ukraine	Approx. 0h27m
○ KHARKIV FIR	Ukraine	Approx. 0h26m
○ ROSTOV-NA-DONU FIR	Russia	Approx. 0h23m
○ VOLGOGRAD FIR	Russia	Approx. 0h14m
○ ASTRAKHAN FIR	Russia	Approx. 0h24m
○ AKTUA FIR	Kazakhstan	Approx. 0h35m
○ NUKUS FIR	Turkmenistan	Approx. 0h38m

- | | | |
|----------------|------------|---------------|
| ○ SHYMKENT FIR | Kazakhstan | Approx. 0h14m |
| ○ TASHKENT FIR | Uzbekistan | Approx. 0h24m |

(iii) 22 September 2003: **Kabul, Afghn. to Szymany, Poland**
 depart 13h16m GMT arrive 19h00m GMT

Flight duration = **5h44m**

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ KABUL FIR	Afghanistan	Approx. 0h26m
○ SAMARKAND FIR	Uzbekistan	Approx. 0h35m
○ TASHKENT FIR	Uzbekistan	Approx. 0h13m
○ KYZYLORDA FIR	Kazakhstan	Approx. 0h33m
○ ARALSK FIR	Kazakhstan	Approx. 0h20m
○ AKTYUBINSK FIR	Kazakhstan	Approx. 0h37m
○ URALSK FIR	Kazakhstan	Approx. 0h24m
○ SAMARA / KURUMOCH FIR	Russia	Approx. 0h21m
○ PENZA FIR	Russia	Approx. 0h24m
○ MOSCOW FIR	Russia	Approx. 0h56m
○ MINSK UIR	Belarus	Approx. 0h26m
○ VILNIUS UIR	Lithuania	Approx. 0h11m
○ WARSZAWA FIR	Poland	Approx. 0h18m

(iv) 22-23 September 2003: **Szymany to Bucharest, Romania**
 depart 19h57m GMT arrive 21h31m GMT

Flight duration = **1h34m**

[time spent on the ground in Szymany = 57m; from 9.00 pm to 9.57 pm local time]

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ WARSZAWA FIR	Poland	Approx. 0h35m
○ L'VIV FIR	Ukraine	Approx. 0h22m
○ BUCURESTI FIR	Romania	Approx. 0h37m

(v) 22-23 September 2003:

Bucharest to
depart 22h59m GMT

Rabat, Morocco
arrive 03h06m GMT

Flight duration = **4h07m**

[time spent on the ground in Bucharest = 1h28m; from 12.31 am to 1.59am local time]

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ BUCURESTI FIR	Romania	Approx. 0h46m
○ BEOGRAD UIR	Serbia (Yugoslavia)	Approx. 0h14m
○ SARAJEVO UIR	Bosnia	Approx. 0h15m
○ ZAGREB FIR	Croatia	Approx. 0h11m
○ BRINDISI UIR	Italy	Approx. 0h12m
○ ROMA UIR	Italy	Approx. 0h37m
○ FRANCE UIR	France	Approx. 0h22m
○ BARCELONA UIR	Spain	Approx. 0h43m
○ MADRID UIR	Spain	Approx. 0h20m
○ CASABLANCA FIR	Morocco	Approx. 0h27m

(vi) 23-24 September 2003:

Rabat to
depart 20h10m GMT

Guantanamo Bay
arrive 05h00m GMT

Flight duration = **8h50m**

<u>Airspace Region</u>	<u>Responsible state</u>	<u>Duration of overflight</u>
○ CASABLANCA FIR	Morocco	Approx. 0h56m
○ LISBOA UIR	Portugal	Approx. 0h24m
○ SANTA MARIA OCEANIC FIR	Portugal	Approx. 0h17m
○ CANARIAS UIR	Spain (Canary Islands)	Approx. 0h27m
○ SANTA MARIA OCEANIC FIR	Portugal	Approx. 1h56m
○ NEW YORK (OCEANIC) FIR	United States	Approx. 2h30m
○ SAN JUAN FIR	United States (Puerto Rico)	Approx. 1h08m
○ MIAMI (OCEANIC) FIR	United States	Approx. 0h11m
○ SANTO DOMINGO FIR	Dominican Republic	Approx. 0h15m
○ PORT AU PRINCE FIR	Haiti	Approx. 0h20m
○ HABANA FIR	Cuba	Approx. 0h19m

/// END OF FLIGHT CIRCUIT ///

Annex III

ORGN/KSFOXLDI)
NNNN
ZCZC XMA2006 071822
FF EPWWZQZX
071822 EBBDMFMP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPSY1830
-N0487F180 DCT DW H92 WAR/N0487F380 UT711 TRZ UN869 OKX UP96 HDO
-LKPR0103 LKTB
-REG/N379P SEL/BCPR DOF/030307 ORGN/EPWAZPZX)
NNNN

ZCZC XMA0248 210425
GG EPWWZGZX
210425 KSFOXLDI

ATTN: POLAND CIVIL AIR
FROM: JEPPESEN DATAPLAN -- UNITED STATES

RESPECTFULLY REQUEST PERMISSION ON BEHALF OF STEVENS EXPRESS LEASING
INC
8130 COUNTRY VILLAGE DRIVE
SUITE 101
CORDOVA, TENNESSEE 38018 U.S.A.

TO LAND EPWA ON THIS PRIVATE NON-COMMERCIAL FLIGHT.

OPERATING REG NO: N379P // ACFT TYPE: GLF5
CAPTAIN: MARTIN FARRIS
TOTAL OF 4 CREW AND 6 PAX IN AND 6 PAX OUT.

SCHEDULE AS FOLLOWS:
ETD OAKB 25 MAR 2003, 1010Z
LAND POLAND
ROUTE: (ENTER) ABERO UM866
ETA EPWA 25 MAR 2003, 1520Z
ETD EPWA 25 MAR 2003, 1650Z
DEP ROUTE: LUMO1 UZ71 UL980 (EXIT) FIR
ETA EGPF 25 MAR 2003, 1900Z

///PLEASE MAKE PERMIT VALID FOR 72 HOURS IN CASE OF
WEATHER OR MECHANICAL DELAYS. \\\

THANK YOU FOR YOUR CONSIDERATION IN THIS MATTER.
PLS REPLY TO SITA - SJCJD7X, AFTN - KSFOXLDI, OR FAX +1-408-866-5648.
REGARDS, MICHAEL HOGAN / INTERNATIONAL TRIP PLANNING

NNNN

ZCZC XMA1626 211530
FF EPWWZGZX
211530 KSFOXLDI

ATTN: MS. ELIZABETH / POLAND CIVIL AIR
FROM: JEPPESEN DATAPLAN -- UNITED STATES

RESPECTFULLY REQUEST PERMISSION ON BEHALF OF:
STEVENS EXPRESS LEASING INC
8130 COUNTRY VILLAGE DRIVE
SUITE 101
CORDOVA, TENNESSEE 38018 U.S.A.

TO LAND EPWA ON THIS PRIVATE NON-COMMERCIAL FLIGHT.

OPERATING REG NO: N379P // ACFT TYPE: GLF5
CAPTAIN: MARTIN FARRIS
TOTAL OF 4 CREW AND 6 PAX IN AND 6 PAX OUT.

SCHEDULE AS FOLLOWS:
ETD OAKB 25(+26/27) MAR 2003, 1010Z
LAND POLAND
ROUTE: (ENTER) ABERO UM866
ETA EPWA 25(+26/27) MAR 2003, 1520Z
ETD EPWA 25(+26/27) MAR 2003, 1650Z
DEP ROUTE: LUMO1 UZ71 UL980 (EXIT) FIR
ETA EGPF 25(+26/27) MAR 2003, 1900Z

///PLEASE MAKE PERMIT VALID FOR 72 HOURS IN CASE OF
WEATHER OR MECHANICAL DELAYS. ///

THANK YOU FOR YOUR CONSIDERATION IN THIS MATTER.
PLS REPLY TO SITA - SJCJD7X, AFTN - KSFOXLDI, OR FAX +1-408-866-5648.
REGARDS, JOHN LEE / INTERNATIONAL TRIP PLANNING
NNNN

ZCZC XMA1689 211603
FF EPWAYGYL
211602 EPWWZGZX
CONCERNING FLT A/C G5 REG.N379P ON 25 MAR.WE KINDLY INFORM
THAT PERMISSION IS GRANTED FOR TECHNICAL ARR IN EPWA ON 25 MAR
AS REQD.

BEST REGARDS
NNNN

ZCZC XMA0273 250504
FF EPWWZQZX EPWAZTZX
250504 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA1650
-N0494F300 DCT IBARA UT711 TRZ UN869 OKX
-LKPR0047 LKTB
-EET/LKAA0034 EPWW0036 LKAA0036 REG/N379P SEL/BCPR
STS/ATFMEXEMPTAPPROVED DOF/030325 ORGN/KSFOXLDI)
NNNN

ZCZC XMA1563 251500
FF EPWWZQZX EPWAZTZX
251459 EBBDZMFP
(DLA-N379P-EPWA1715-LKPR)
NNNN

ZCZC XMA0438 050459
FF EPWWZQZX
050459 LFPYZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-OAKB1700
-N0495F430 A466 AMDAR/K0917S1310 A466 GR W82 YU A107 NUKUS B363 AKT
A87 AZABI R130 UP R120 BA G118 KL A83 NALEM/N0491F430 UA83
LS/N0491F470 UL32 KIBER/N0486F470 UP851 SIE
-EPWA0518 EPP0
-EET/UTSD0027 UTNR0107 UATE0152 URWA0232 URWW0257 URRV0312 UKHV0331
UKBV0407 UMMV0429 EPWW0500 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED RMK/UZBEKISTAN O/F PMT CDOS NAC 156/05/T2003
KAZAKHSTAN O/F PMT 225GC1060/0603 RUSSIA PMT FAS94/77203 BELARUS
PMT SAC968/010603 WARSAW PMT NDW 7113 113/03 DOF/030605
ORGN/KSFOXLDI)
NNNN

ZCZC XMA0444 050500
FF EPWWZQZX
050500 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA0030
-N0484F430 IBARA UT711 TRZ UN869 TGO/N0485F450 UN869 MILPA UN852
MAMES UN975 QUV UM985 PIMOS UN869 RBT DCT
-GMME0341 GMMN

-EET/LKAA0033 EPWW0034 LKAA0034 EDBB0035 LKAA0036 EDUU0049 LSAS0120
LFFF0133 LECB0208 LECM0246 GMMM0319 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED RMK/MOROCCO PMT 4813 DAC/DTA/ST DU 02/06/03
DOF/030606 ORGN/KSFOXLDI)
NNNN

ZCZC XMA2546 051704
FF EPWWZQZX EPWAZTZX
051704 EBBDZMFP
(CNL-N379P-EPWA0030-GMME)
NNNN

ZCZC XMA2554 051706
FF EPWWZQZX EPWAZTZX
051706 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA0030
-N0483F430 IBARA UT711 TRZ UN869 TGO/N0485F450 UN869 MILPA UN852
MAMES UN975 QUV UM985 PIMOS UN869 RBT DCT
-GMME0341 GMMN
-EET/LKAA0033 EPWW0035 LKAA0035 EDBB0036 LKAA0037 EDUU0050 LSAS0120
LFFF0134 LECB0208 LECM0247 GMMM0320 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED RMK/MOROCCO PMT 4833 DAC/DTA/ST DU 02/06/03
DOF/030606 ORGN/KSFOXLDI)
NNNN

ZCZC XMA0532 260551
GG EPWWZGZX
260554 EPWWYAYX
QUOTE
QN WAWGILO WAWGHLO WAWKKLO WAWKOLO SJCJD7X
.SJCJD7X 251525

ATTN: LOT GROUND SERVICES LTD
FROM: JEPPESEN DATAPLAN -- UNITED STATES

PLEASE CONFIRM THIS REQUEST FOR GROUND HANDLING SERVICES ON BEHALF OF
STEVENS EXPRESS LEASING INC FOR THIS PRIVATE NON-COMMERCIAL FLIGHT.

REGISTRATION NBR: N379P
AIRCRAFT TYPE: GULFSTREAM V (GLF5) / MTOW: 90500 LB
CAPTAIN: DOUGLAS HAVLIN / TOTAL OF 4 CREW AND 4 PAX IN / 4 PAX OUT.

SCHEDULE AS FOLLOWS
ETD KIAD 27 JUN 2003, 23:00Z
ETA EPWA 28 JUN 2003, 07:40Z
ETD EPWA 28 JUN 2003, 09:10Z
ETA LKPR 28 JUN 2003, 10:10Z

ETD LKPR 29 JUN 2003, 09:00Z
ETA EPWA 29 JUN 2003, 10:00Z
ETD EPWA 29 JUN 2003, 11:30Z
ETA EGPF 29 JUN 2003, 13:50Z

SERVICES REQUIRED

A. GROUND HANDLING - PLEASE INVOICE HANDLING AND AIRPORT FEES TO:

JEPPESEN DATAPLAN
121 ALBRIGHT WAY
LOS GATOS CA 95030 UNITED STATES
??IF ANY SERVICE IS REQUIRED TO BE PAID WITH CASH, PLEASE ADVISE
ESTIMATE OF COST. MTOW OF ACFT IS LISTED ABOVE. ??
B. FUEL - WORLD FUEL SERVICE
C. CUSTOMS NOTIFICATION - PLEASE PROVIDE ENGLISH SPEAKING CUSTOMS
ESCORT.
D. A COMPUTERIZED FLIGHT PLAN WILL BE FORWARDED TO YOUR OFFICE FOUR
HOURS PRIOR TO DEPARTURE. PLEASE ADVISE IF IT NEEDS TO BE SENT
ANY EARLIER. PLEASE DELIVER FLIGHT PLAN TO CAPTAIN AND CONFIRM
WITH ATC THAT THE FILING HAS BEEN RECEIVED.
E. LAV/TRASH SERVICE - AS REQUIRED
F. PLEASE SEND ARRIVAL/DEPARTURE MESSAGES TO ADDRESS LISTED BELOW.

PLEASE REFER TO JEPPESEN ?TRPF1183? ON ALL MESSAGES/INVOICES TO
ENSURE PROMPT REPLY. COMMS OR PAYMENTS MAY BE DELAYED OTHERWISE.

//END PART 01//
ORIGINAL MESSAGE DIVIDED BY EHAM
NNNN

ZCZC XMA0550 260557
GG EPWWZGZX
260559 EPWWYAYX
QUOTE
QN SJCJD7X WAWGILO WAWKOLO
.WAWGHLO 251624 25 JUN 03
SUBJ: HANDLING CFM N379P/28-29JUN TRIPF1183
ATTN: PAUL ZAMORA / INT'L TRIP PLANNING / JEPPESEN DATAPLAN
FROM: LOT GROUND SERVICES-FBO/PAWEL

LOT GROUND SERVICES KINDLY CONFIRM GROUND HANDLING SERVICES IN
WARSAW/EPWA FOR THIS PRIVATE NON-COMMERCIAL FLIGHT.

REGISTRATION NBR: N379P
AIRCRAFT TYPE: GULFSTREAM V (GLF5) / MTOW: 90500 LB
CAPTAIN: DOUGLAS HAVLIN / TOTAL OF 4 CREW AND 4 PAX IN / 4 PAX OUT.

SCHEDULE AS FOLLOWS
ETD KIAD 27 JUN 2003, 23:00Z
ETA EPWA 28 JUN 2003, 07:40Z
ETD EPWA 28 JUN 2003, 09:10Z
ETA LKPR 28 JUN 2003, 10:10Z

ETD LKPR 29 JUN 2003, 09:00Z
ETA EPWA 29 JUN 2003, 10:00Z
ETD EPWA 29 JUN 2003, 11:30Z
ETA EGPf 29 JUN 2003, 13:50Z

SERVICES REQUIRED
A. GROUND HANDLING AND AIRPORT FEES ON INVOICE TO:
JEPPESEN DATAPLAN
121 ALBRIGHT WAY
LOS GATOS CA 95030 UNITED STATES
?? NO SERVICES IS REQUIRE TO BE PAID WITH CASH ???
B. FUEL - WORLD FUEL SERVICE

C. CUSTOMS NOTIFICATION - OK.
D. WE WILL DELIVER FLIGHT PLAN TO CAPTAIN AND CONFIRM
WITH ATC THAT THE FILING HAS BEEN RECEIVED.
E. LAV/TRASH SERVICE - AS REQUIRED
F. ARRIVAL/DEPARTURE MESSAGES TO ADDRESS SJCD7X

BRGDS PAWEL ZIELINSKI/LGS-FBO
PHONE: +48 22 6504309
MOBILE: +48 602755260

UNQUOTE

NNNN

ZCZC XMA2593 271744
FF EPWWZQZX
271744 EBBDMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWXY/S
-KIAD2300
-N0489F410 DCT JERES J220 BIGEO J49 ALB J563 HO DCT PORGY/M085F410
DCT 59N050W 60N040W 61N030W/M085F450 61N020W/N0499F450 DCT
RATSU/N0495F450 UN612 SUM UG11 ORVIK UP990 AAL UL621 DEDIM
-EPWA0755 EPP0
-EET/KZNY0009 KZBW0032 CZUL0058 CZQX0159 CZQX0232 59N050W0304
60N040W0338 BIRD0413 61N020W0448 EGPX0526 ENSV0607 ENOS0636 EKDK0641
ESMM0658 EPWW0713 REG/N379P SEL/BCPR STS/STATE STS/ATFMEXEMPTAPPROVED
RMK/TCAS EQUIPPED DEPT OF STATE SUPPORT DOF/030627 ORGN/KSFOXLDI)
NNNN

ZCZC XMA3031 272110
FF EPWAZTZX
272110 EBBDMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA0910
-N0498F300 IBARA UT711 TRZ UN869 OKX
-LKPR0044 LKTB
-EET/LKAA0031 EPWW0033 LKAA0033 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED DOF/030628 ORGN/KSFOXLDI)
NNNN

ZCZC XMA0840 280752
FF EPWWZQZX EPWAZTZX
280752 EBBDMFP
(CNL-N379P-EPWA0910-LKPR)
NNNN

ZCZC XMA0850 280756
FF EPWWZQZX EPWAZTZX
280756 EBBDMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA0800

-N0498F300 IBARA UT711 TRZ UN869 OKX
-LKPR0044 LKTB
-EET/LKAA0031 EPWW0033 LKAA0033 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED DOF/030628 ORGN/EPWAZPZX)
NNNN

ZCZC XMA0333 290458
FF EPWWZQZX EPWAZTZX
290458 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-LKPR0900
-N0491F410 HDO UP96 OKX UP733 CZE UT700 DODEK
-EPWA0053 EPPO
-EET/EDBB0011 LKAA0011 EDBB0012 LKAA0012 EPWW0013 LKAA0014 EPWW0015
REG/N379P SEL/BCPR STS/STATE STS/ATFMEXEMPTAPPROVED DOF/030629
ORGN/KSFOXLDI)
NNNN

ZCZC XMA0332 290457
FF EPWWZQZX EPWAZTZX
290457 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA1130
-N0495F430 IDAKO UL727 GRU UL621 ROE UL983 GOW
-EGPF0207 EGPK
-EET/ESMM0038 EKDK0048 EGPX0122 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED DOF/030629 ORGN/KSFOXLDI)
NNNN

ZCZC XMA0718 280656
GG EPWWZGZX
280639 EPWWYAYX
PLS O POTW. PO WER. CERT. , RGDS, MI

ATTN: LOT GROUND SERVICES LTD
FROM: JEPPESEN DATAPLAN -- UNITED STATES

PLEASE CONFIRM THIS REQUEST FOR GROUND HANDLING SERVICES ON BEHALF OF STEVENS EXPRESS LEASING INC FOR THIS PRIVATE NON-COMMERCIAL FLIGHT.

REGISTRATION NBR: N379P
OPERATING AIRCRAFT TYPE: GULFSTREAM V (GLF5) / MTOW: 90500 LB
CAPTAIN: MARIA BAETZ
TOTAL OF 4 CREW AND 5 PAX IN / 5 PAX OUT.

SCHEDULE AS FOLLOWS
ETD OAKB 29 JUL 2003, 14:30Z
ETA EPWA 29 JUL 2003, 20:00Z
ETD EPWA 29 JUL 2003, 22:30Z
ETA OAKB 30 JUL 2003, 04:00Z

?? BASED ON THE ABOVE SCHEDULE, PLEASE ADVISE OF ANY RESTRICTIONS OR AIRPORT CURFEWS THAT MAY EXIST. ??

SERVICES REQUIRED
A. GROUND HANDLING - PLEASE INVOICE HANDLING AND AIRPORT FEES TO:
JEPPESEN DATAPLAN
121 ALBRIGHT WAY
LOS GATOS CA 95030 UNITED STATES

??IF ANY SERVICE IS REQUIRED TO BE PAID WITH CASH, PLEASE ADVISE ESTIMATE OF COST. MTOW OF ACFT IS LISTED ABOVE. ??

B. FUEL - WORLD FUEL SERVICE
C. CUSTOMS NOTIFICATION - PLEASE PROVIDE ENGLISH SPEAKING CUSTOMS ESCORT.
D. A COMPUTERIZED FLIGHT PLAN WILL BE FORWARDED TO YOUR OFFICE FOUR HOURS PRIOR TO DEPARTURE. PLEASE ADVISE IF IT NEEDS TO BE SENT ANY EARLIER. PLEASE DELIVER FLIGHT PLAN TO CAPTAIN AND CONFIRM WITH ATC THAT THE FILING HAS BEEN RECEIVED.
E. PLEASE SEND ARRIVAL/DEPARTURE MESSAGES TO ADDRESS LISTED BELOW.

PLEASE REFER TO JEPPESEN ?TRPG1093? ON ALL MESSAGES/INVOICES TO ENSURE PROMPT REPLY. COMMS OR PAYMENTS MAY BE DELAYED OTHERWISE.

NNNN

ZCZC XMA2190 291506
FF EPWWZQZX EPWAZTZX
291506 LFPYZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-OAKB1830
-N0495F430 A466 AMDAR/K0917S1310 A466 GR W82 YU A107 NUKUS B363 AKT
A87 AZABI R130 UP R120 BA G118 KL A83 NALEM/N0491F430 UA83 LS UL32
KIBER/N0491F430 UP851 SIE
-EPWA0518 EPP0
-EET/UTSD0027 UTRN0110 UATE0158 URWA0240 URWW0306 URRV0320 UKHV0338
UKBV0411 UMMV0431 EPWW0502 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED RMK/UZBEKISTAN 124/07/T 2003 KAZAKHSTAN
225GC1371/0728 RUSSIA FAS 94 1092 03 BELARUS SAC823/260703 WARSAW

LANDING PERMIT APPROVED DOF/030729 ORGN/KSFOXLDI)
NNNN

ZCZC XMA2195 291509
FF EPWWZQZX EPWAZTZX
291509 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA0230
-N0492F410 MARIA UL621 OMAVA UL980 KESAD/N0490F410 UL980
PEKIT/N0492F450 UL980 TAMAK/K0907S1210 A87 BA R120 UP R130 AZABI A87
AKT B363 NUKUS A107 YU W82 GR A466 AMDAR DCT
-OAKB0445 OPRN
-EET/UKLV0022 UKBV0040 UKHV0110 URRV0140 URWW0200 URWA0214 UATE0237
UTNR0310 UTSD0346 OAKX0419 REG/N379P SEL/BCPR STS/STATE
STS/ATFMEXEMPTAPPROVED RMK/RUSSIA FAS 94/1092 03 KAZAKHSTAN
225GC1371/0728 UZBEKISTAN 124/07/T 2003 DOF/030730 ORGN/KSFOXLDI)
NNNN

ZCZC XMA0670 300625
GG EPWWZGZX
300627 EPWWYAYX
PROSZE O POTWIERDZENIE PO OTRZYMANIU CERT RGDS M.ALBERTI
QUOTE
QN WAWGILO WAWGHLO WAWKKLO WAWKOLO SJCJD7X
.SJCJD7X 291610

ATTN: LOT GROUND SERVICES LTD
FROM: JEPPESEN DATAPLAN -- UNITED STATES

//// REVISION //// REVISION //// REVISION ////

REFERENCE: STEVENS EXPRESS LEASING INC
REGN NBR: N379P / AIRCRAFT TYPE: GULFSTREAM V (GLF5)
CAPTAIN: MARIA BAETZ / TOTAL OF 4 CREW AND 5 PAX IN / 5 PAX OUT.

REVISED SCHEDULE AS FOLLOWS
ETD OAKB 29 JUL 2003, 18:30Z
ETA EPWA 29 JUL 2003, 23:59Z
ETD EPWA 30 JUL 2003, 02:30Z
ETA OAKB 30 JUL 2003, 08:00Z

SERVICES REQUIRED

A) ALL PRIOR REQUESTED SERVICES TO REMAIN THE SAME.

B) BE ADVISED, THE SCHEDULE HAS BEEN REVISED, FLIGHT HAS BEEN DELAYED

ON THE GROUND AT OAKB

CONFIRM REVISED SCHEDULE TO FAX +1-408-866-5648, OR SITA SJCJD7X
USE JEPPESEN TRIP ?TRPG1093 ON ALL INVOICES FOR PROPER BILLING.

BEST REGARDS,
PAUL ZAMORA / INTERNATIONAL TRIP PLANNING

UNQUOTE

NNNN

WYKAZ OPERACJI STARTÓW I LADOWAŃ NA LOTNISKU SZYMANYM DNIACH:
 08.02.2003, 07.03.2003, 25.03.2003, 05/06.06.2003, 25.07.2003, 30.07.2003, 22.09.2003
 (czas wylotu/wylotu w FIR EPWA oraz DE/PARR dot. EPSY podane jako czas UTC)

Lp	fid	type	reg	nb	dep	dest	info	s_t	e_t	nullc	dof
1	N379P	GLF5		1	GMME	EPSY	WSZYSTKIE FPL DO EPWA	00:27	01:00	N	2003.02.08
2	N379P	GLF5		1	EPSY	LCLK	WSZYSTKIE FPL Z EPWA	01:51	02:21	G	2003.02.08
3	N379P	GLF5		1	OAKB	EPSY	BRAK FPL	15:11	15:50	S	2003.03.07
4	N379P	GLF5		1	EPSY	LKPR	BRAK FPL	18:28	19:04	G	2003.03.07
5	N379P	GLF5		1	OAKB	EPSY	BRAK FPL	16:17	17:03	G	2003.03.25
6	N379P	GLF5		1	EPSY	LKPR	WSZYSTKIE FPL Z EPWA STS/ATFMEXEMP	17:26	18:05	G	2003.03.25
7	N379P	GLF5		1	OAKB	EPSY	STS/STATE RMKWSZYSTKIE FPL DO EPWA	22:32	23:00	G	2003.06.05
8	N379P	GLF5		1	EPSY	GMME	STS/STATE	00:58	01:38	G	2003.06.06
11	N379P	GLF5		1	OAKB	EPSY	STS/STATE	00:32	00:49	G	2003.07.30
12	N379P	GLF5		1	EPSY	OAKB	STS/STATE	02:42	03:15	G	2003.07.30
13	N313P	B737		1	OAKB	EPSY	STS/STATE	18:31	18:50	G	2003.09.22
14	N313P	B737		1	EPSY	LRCK	STS/STATE	19:56	20:40	G	2003.09.22

N379P

lp	bid	type	reg	nb	dep	dest	info	start	end	s t	e t	ru	ic	op	dof
1	N379P	GLF5		1	GNMIE	EPWA	WSZYSTKIE PPL DO EPWA	LAGAR	EPSY	06:27	01:00	I	N	N	2003.02.08
2	N379P	GLF5		1	EPWA	LCLK	C/ WSZYSTKIE PPL Z EPWA	EPSY	DIBED	01:51	02:21	I	G	N	2003.02.08
3	N379P	GLF5		1	OAKB	EPSY	BRAK PPL	JAB	EPSY	15:11	15:50	I	S	N	2003.03.07
4	N379P	GLF5		1	EPSY	LKPR	C/	EPSY	OKX	18:28	19:04	I	G	N	2003.03.07
5	N379P	GLF5		1	OAKB	EPSY	BRAK PPL	JAB	EPSY	16:17	17:03	I	G	N	2003.03.25
6	N379P	GLF5		1	EPSY	LKPR	C/ STS/ATEMEXEMPTA /WSZYSTKIE PLANY Z EPWA/	EPSY	OKX	17:26	18:05	I	G	N	2003.03.25
7	N379P	GLF5		1	OAKB	EPSY	C/ STS/STATE RMK/WSZYSTKIE PPL DO EPWA LZAWIADOWCA	MOTKA	EPSY	22:32	23:00	I	G	N	2003.06.05
8	N379P	GLF5		1	EPSY	GNMIE	C/ STS/STATE	EPSY	OKX	00:58	01:38	I	G	N	2003.06.06
9	N379P	GLF5		1	KIAD	EPWA	C/ STS/STATE	REDFI	EPWA	06:31	07:16	I	G	N	2003.06.28
10	N379P	GLF5		1	EPWA	LKPR	C/ STS/STATE	EPWA	OKX	08:29	09:02	I	G	N	2003.06.28
11	N379P	GLF5		1	LKPR	EPWA	C/ STS/STATE	OKX	EPWA	09:13	09:50	I	G	N	2003.06.29
12	N379P	GLF5		1	EPWA	EGPF	C/ STS/STATE	EPWA	REDFI	11:19	11:59	I	G	N	2003.06.29
13	N379P	GLF5		1	OAKB	EPSY	C/ STS/STATE	MOTKA	EPSY	00:32	00:49	I	G	N	2003.07.30
14	N379P	GLF5		1	EPSY	OAKB	C/ STS/STATE	EPSY	USTIL	02:42	03:15	I	G	N	2003.07.30

koniec raportu

N313P	B737	EDDF	OPRN	PADKA	02-12-16 04:40	DIBED	02-12-16 05:04	2002-12-16	
N379P	GLF5	UTTT	EDDF	ABERO	02-04-13 10:48	OKX	02-04-13 11:33	N379P	2002-04-13
N379P	GLF5	OAKB	EDDF	DIBED	02-06-09 08:04	PADKA	02-06-09 08:27	N379P	2002-06-09
N379P	GLF5	OAKB	EDDF	DIBED	02-07-08 07:24	PADKA	02-07-08 07:47	N379P	2002-07-08
N379P	GLF5	EDDF	UTTT	LAGAR	02-10-13 00:23	MOTKA	02-10-13 01:03	N379P	2002-10-13
N379P	GLF5	OPRN	EGWU	USTIL	02-10-18 13:36	SUI	02-10-18 14:26	N379P	2002-10-18
N379P	GLF5	EDDF	UTTT	LAGAR	02-11-13 10:36	MOTKA	02-11-13 11:12	N379P	2002-11-13
N379P	GLF5	EDDF	UTTT	ABERO	02-12-10 11:47	KORUP	02-12-10 12:27	N379P	2002-12-10
N379P	GLF5	UTTT	EDDF	ABERO	02-12-30 10:15	DIBED	02-12-30 10:35	N379P	2002-12-30
N379P	GLF5	EDDF	UTTT	PADKA					

Numer rejsu	Typ samolotu	Lotn startu	Lotn Ląd	Punkt wejścia w RP	Data/Godz wejścia w RP	Punkt wyjścia z RP	Data/Godz Wyjścia z RP	Rejestracja	Dzielnicy
N379P	GLF5	GMME	EPWA	LAGAR	2003-02-08 00:27:45	EPST	2003-02-08 01:00:09		2003-02-08
N379P	GLF5	EPWA	LCLK	EPST	2003-02-08 01:51:24	DIBED	2003-02-08 02:21:55		2003-02-08
N379P	GLF5	OAKB	EPST	JAB	2003-03-07 15:11:00	EPST	2003-03-07 15:50:30		2003-03-07
N379P	GLF5	EPST	LKPR	EPST	2003-03-07 18:28:11	OKX	2003-03-07 19:04:17		2003-03-07
N379P	GLF5	OAKB	EPST	JAB	2003-03-25 16:17:00	EPST	2003-03-25 17:03:00		2003-03-25
N379P	GLF5	OAKB	LKPR	EPST	2003-03-25 17:28:19	OKX	2003-03-25 18:05:00		2003-03-25
N379P	GLF5	OAKB	EPST	MOTKA	2003-06-05 22:32:27	EPST	2003-06-05 23:00:00		2003-06-05
N379P	GLF5	EPST	GMME	EPST	2003-06-06 00:58:00	OKX	2003-06-06 01:38:21		2003-06-06
N379P	GLF5	KIAD	EPWA	REDFI	2003-06-28 06:31:35	EPWA	2003-06-28 07:16:20		2003-06-28
N379P	GLF5	EPWA	LKPR	EPWA	2003-06-28 08:29:38	OKX	2003-06-28 09:02:37		2003-06-28
N379P	GLF5	LKPR	EPWA	OKX	2003-06-29 09:13:08	EPWA	2003-06-29 09:50:40		2003-06-29
N379P	GLF5	EPWA	EGPF	MOTKA	2003-06-29 11:18:36	REDFI	2003-06-29 11:59:49		2003-06-29
N379P	GLF5	OAKB	EPST	EPST	2003-07-30 00:32:00	EPST	2003-07-30 00:46:55		2003-07-30
N379P	GLF5	EPST	OAKB	USTIL	2003-07-30 02:42:41	USTIL	2003-07-30 03:15:53		2003-07-30
N313P	B737	OAKB	EPST	VABER	2003-09-22 18:31:00	EPST	2003-09-22 18:50:52		2003-09-22
N313P	B737	EPST	LROK	EPST	2003-09-22 19:56:28	DIBED	2003-09-22 20:40:55		2003-09-22

ZCZC XMA0592 110620
GG EPWWZGZX
110618 EPWWYAYX
QUOTE
QN WAWGILO WAWGHLO WAWKKLO WAWKOLO SJCJD7X
.SJCJD7X 102350

ATTN: LOT GROUND SERVICES LTD
FROM: JEPPESEN DATAPLAN -- UNITED STATES

PLEASE CONFIRM THIS REQUEST FOR GROUND HANDLING SERVICES ON BEHALF OF
STEVENS EXPRESS LEASING INC FOR THIS PRIVATE NON-COMMERCIAL FLIGHT.

REGISTRATION NBR: N313P
OPERATING AIRCRAFT TYPE: BOEING 737-700 (B737) / MTOW: 171000 LB
CAPTAIN: MICHAEL DINEEN
TOTAL OF 7 CREW AND 10 PAX IN / 10 PAX OUT.

SCHEDULE AS FOLLOWS
ETD OAKB 22 SEP 2003, 15:00Z
ETA EPWA 22 SEP 2003, 20:50Z
ETD EPWA 22 SEP 2003, 22:50Z
ETA LROP 23 SEP 2003, 00:05Z

?? BASED ON THE ABOVE SCHEDULE, PLEASE ADVISE OF ANY RESTRICTIONS
OR AIRPORT CURFEWS THAT MAY EXIST. ??

SERVICES REQUIRED
A. GROUND HANDLING - PLEASE INVOICE HANDLING AND AIRPORT FEES TO:
JEPPESEN DATAPLAN
121 ALBRIGHT WAY
LOS GATOS CA 95030 UNITED STATES

??IF ANY SERVICE IS REQUIRED TO BE PAID WITH CASH, PLEASE ADVISE
ESTIMATE OF COST. MTOW OF ACFT IS LISTED ABOVE. ??

B. FUEL - WORLD FUEL SERVICE
C. CUSTOMS NOTIFICATION - PLEASE PROVIDE ENGLISH SPEAKING
CUSTOMS ESCORT.
D. A COMPUTERIZED FLIGHT PLAN WILL BE FORWARDED TO YOUR OFFICE FOUR
HOURS PRIOR TO DEPARTURE. PLEASE ADVISE IF IT NEEDS TO BE SENT
ANY EARLIER. PLEASE DELIVER FLIGHT PLAN TO CAPTAIN AND CONFIRM
WITH ATC THAT THE FILING HAS BEEN RECEIVED.
E. LAV/TRASH SERVICE - AS REQUIRED
F. PLEASE SEND ARRIVAL/DEPARTURE MESSAGES TO ADDRESS LISTED BELOW.
G. PLEASE PROVIDE TWO SETS OF AIRSTAIRS, ONE FOR FRONT AND ONE FOR
BACK DOOR OF ACFT.

PLEASE REFER TO JEPPESEN ?TRPJ0323? ON ALL MESSAGES/INVOICES TO
//END PART 01//
ORIGINAL MESSAGE DIVIDED BY EHAM

NNNN

ZCZC XMA0705 160650
GG EPWWZGZX

160648 EPWWYAYX
QUOTE
QU WAWGILO WAWGHLO WAWKKLO WAWKOLO SJCJD7X
.SJCJD7X 152211

//// CANCELLATION //// CANCELLATION /// CANCELLATION ////

ATTN: LOT GROUND SERVICES LTD
FROM: JEPPESEN DATAPLAN - UNITED STATES

REF: N313P / STEVENS EXPRESS LEASING INC / 22 SEP 2003 / TRPJ0323

ORIGINAL SCHEDULE:

ETD OAKB 22 SEP 2003, 13:00Z
ETA EPWA 22 SEP 2003, 19:00Z
ETD EPWA 22 SEP 2003, 20:30Z
ETA LROP 22 SEP 2003, 22:00Z

PLEASE NOTE THIS FLIGHT IS NOW CANCELLED

PLEASE CANCEL ALL ARRANGEMENTS

WE APOLOGIZE FOR ANY INCONVENIENCE THIS HAS CAUSED.

PLS ACK RECEIPT OF THE MESSAGE TO SJCJD7X, KSFOXLDI, OR FAX
+1-408-866-5648.

BEST REGARDS JEAN-MICHEL SICAUD / INTERNATIONAL TRIP PLANNING

//// CANCELLATION //// CANCELLATION /// CANCELLATION ////

UNQUOTE
NNNN

ZCZC XMA3448 182315
GG EPWWZGZX
182315 KSFOXLDI

ATTN: POLAND CIVIL AIR
FROM: JEPPESEN DATAPLAN -- UNITED STATES

///TOP TOP URGENT///PLS ACK AND REPLY///

RESPECTFULLY REQUEST PERMISSION ON BEHALF OF

STEVENS EXPRESS LEASING INC

8130 COUNTRY VILLAGE DRIVE
SUITE 101,
CORDOVA, TENNESSEE 38018
U.S.A.

TO LAND EPSY ON THIS PRIVATE NON-COMMERCIAL FLIGHT.

OPERATING REG NO: N313P // ACFT TYPE: B737
CAPTAIN MICHAEL DINEEN
TOTAL OF 7 CREW AND 9 PAX.

SCHEDULE AS FOLLOWS:
ETD OAKB 22 SEP 2003, 1230Z
ETA EPSY 22 SEP 2003, 1900Z
ETD EPSY 22 SEP 2003, 2030Z
ETA LRCK 22 SEP 2003, 2200Z

/// PLEASE MAKE PERMIT VALID FOR 72 HOURS IN CASE OF
WEATHER OR MECHANICAL DELAYS. ///

/THANK YOU FOR YOUR CONSIDERATION IN THIS MATTER./
PLS REPLY TO SITA - SJCJD7X, AFTN - KSFOXLDI,
OR FAX +1-408-866-5648.

VERY BEST REGARDS,
JASON MAKI / INTERNATIONAL TRIP PLANNING

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ZCZC XMA2610 212303
FF EPWWZQZX
212303 LFPYZMFP
(FPL-N313P-IG
-B737/M-SDGHIRUWY/S
-OAKB1300
-N0477F350 A466 AMDAR/K0880S1060 A466 TMD A66 NKZ/K0865S1160 B142
SIVKO A368 URL G3 FV R11 UK B102 BAEVO/N0459F380 UL979 MATUS UN869 KI
UT711 GORAT DCT EBIMA DCT
-EPSY0549 EPWA
-EET/UTSD0026 UTTR0101 UAOO0114 UATA0147 UATT0207 UARR0244 UWWW0308
UWPP0329 UUWV0353 UMMV0449 EPWW0526 REG/N313P SEL/AFRS STS/STATE
RMK/IFPS REROUTE ACCEPTED UZBEKISTAN 101/09 T 2003/KAZAKHSTAN
255GC1725/0918 RUSSIA PMT FAS94/1533/BELARUS PMT SAC279/130903
POLAND LANDING PMT DWLOP 842/03 DOF/030922 IFP/ERRROUTE ORGN/KSFOXLDI)
NNNN

ZCZC XMA2604 212259
FF EPWWZQZX
212259 EBBDZMFP
(FPL-N313P-IG
-B737/M-SDGHIRUWY/S

3

-EPSY2100
-N0456F410 DCT DW H92 WAR UN871 LDZ UN983 DIBED UL621 BUKOV UN616 CND
CETUL2F
-LRCK0136 LRBS
-EET/UKLV0035 LRBB0057 REG/N313P SEL/AFRS STS/STATE RMK/IFPS REROUTES
ACCEPTED DOF/030922 ORGN/KSFOXLDI)

NNNN

ZCZC XMA2617 212310
FF EPWWZQZX
212310 EBBDZMFP
(CHG-N313P-EPSY2100-LRCK-15/N0457F400 DCT DW H92 WAR UN871
LDZ/N0456F410 UN983 DIBED UL621 BUKOV UN616 CND CETUL2F-16/LRCK0146
LRBS-18/EET/UKLV0043 LRBB0105 REG/N313P SEL/AFRS STS/STATE RMK/IFPS
REROUTES ACCEPTED DOF/030922 ORGN/KSFOXLDI-18/EET/UKLV0043 LRBB0105
REG/N313P SEL/AFRS STS/STATE RMK/IFPS REROUTES ACCEPTED DOF/030922
ORGN/KSFOXLDI)
NNNN

-EPSY2100
-N0456F410 DCT DW H92 WAR UN871 LDZ UN983 DIBED UL621 BUKOV UN616 CND
CETUL2F
-LRCK0136 LRBS
-EET/UKLV0035 LRBB0057 REG/N313P SEL/AFRS STS/STATE RMK/IFPS REROUTES
ACCEPTED DOF/030922 ORGN/KSFOXLDI)

NNNN

ZCZC XMA2617 212310
FF EPWWZQZX
212310 EBBDMZFP
(CHG-N313P-EPSY2100-LRCK-15/N0457F400 DCT DW H92 WAR UN871
LDZ/N0456F410 UN983 DIBED UL621 BUKOV UN616 CND CETUL2F-16/LRCK0146
LRBS-18/EET/UKLV0043 LRBB0105 REG/N313P SEL/AFRS STS/STATE RMK/IFPS
REROUTES ACCEPTED DOF/030922 ORGN/KSFOXLDI-18/EET/UKLV0043 LRBB0105
REG/N313P SEL/AFRS STS/STATE RMK/IFPS REROUTES ACCEPTED DOF/030922
ORGN/KSFOXLDI)
NNNN

ZCZC XMA2661 212352
FF EPWWZQZX
212352 LFPYZMFP
(CNL-N313P-OAKB1300-EPSY)

NNNN

ZCZC XMA2665 212357
FF EPWWZQZX
212357 LFPYZMFP
(FPL-N313P-IG
-B737/M-SDGHIRUWY/S
-OAKB1300
-N0477F350 A466 AMDAR/K0880S1060 A466 TMD A66 NKZ/K0865S1160 B142
SIVKO A368 URL G3 FV R11 UK B102 BAEVO/N0459F380 UL735 VABER UN858
MRA H93 DW DCT
-EPSY0550 EPWA
-EET/UTSD0026 UTTR0101 UAOO0114 UATA0147 UATT0207 UARR0244 UWWW0308
UWPP0329 UUVV0353 UMMV0449 EYVL0515 EPWW0526 REG/N313P SEL/AFRS
STS/STATE DOF/030922 ORGN/KSFOXLDI)

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Numer rejsu	Typ samolotu	Lotn. startu	Lotn. Ląd.	Punkt wejścia w RP	Data/Godz. wejścia w RP	Punkt wyjścia z RP	Data/Godz. Wyjścia z RP	Rejestracja	Dzień lotu
N313P	B737	EDDF	EEPU	TOKLI	2003-01-12 11:01	IBILA	2003-01-12 11:08		2003-01-12
N313P	B737	EDDF	OPRN	PADKA	2003-02-15 10:24	DIBED	2003-02-15 10:47		2003-02-15
N313P	B737	EDDF	URBB	PADKA	2003-06-14 10:10	DIBED	2003-06-14 10:32	N313P	2003-06-14
N313P	B737	OPQT	EDDF	DIBED	2003-06-15 20:17	PADKA	2003-06-15 20:44	N313P	2003-06-15
N313P	B737	LKPR	UTTT	PADKA	2003-09-21 08:02	DIBED	2003-09-21 08:25		2003-09-21
N313P	B737	OAKB	EPSY	VABER	2003-09-22 18:31	EPSY	2003-09-22 18:50		2003-09-22
N313P	B737	EDDF	LRCK	EPSY	2003-09-22 19:56	DIBED	2003-09-22 20:40		2003-09-22
N313P	B737	UJEE	UIEE	SUI	2003-11-14 10:58	BOKSU	2003-11-14 11:41		2003-11-14
N313P	B737	UJEE	EDDF	GORAT	2003-11-14 15:17	OKX	2003-11-14 16:04		2003-11-14
N313P	B737	EDDF	OAKB	PADKA	2003-11-21 05:27	DIBED	2003-11-21 05:50		2003-11-21
N313P	B737	EDDF	OPRN	PADKA	2004-10-24 02:25	DIBED	2004-10-24 02:49	N313P	2004-10-24
N313P	B737	OAKB	EDDF	DIBED	2004-10-24 17:23	PADKA	2004-10-24 17:50	N313P	2004-10-24
N313P	B737	EDDF	OAKB	PADKA	2004-12-13 02:21	DIBED	2004-12-13 02:45	N313P	2004-12-13
N379P	GLF5	GMME	EPWA	LAGAR	2003-02-08 00:27	EPSY	2003-02-08 01:00		2003-02-08
N379P	GLF5	EPWA	LCLK	EPSY	2003-02-08 01:51	DIBED	2003-02-08 02:21		2003-02-08
N379P	GLF5	LKPR	UTTT	LAGAR	2003-03-03 11:20	MOTKA	2003-03-03 11:59	N379P	2003-03-03
N379P	GLF5	OAKB	EPSY	JAB	2003-03-07 15:11	EPSY	2003-03-07 15:50		2003-03-07
N379P	GLF5	EPSY	LKPR	EPSY	2003-03-07 18:28	OKX	2003-03-07 19:04		2003-03-07
N379P	GLF5	EDDF	UTTT	PADKA	2003-03-24 08:04	DIBED	2003-03-24 08:28		2003-03-24
N379P	GLF5	OAKB	EPSY	JAB	2003-03-25 16:17	EPSY	2003-03-25 17:03		2003-03-25
N379P	GLF5	EPSY	LKPR	EPSY	2003-03-25 17:26	OKX	2003-03-25 18:05		2003-03-25
N379P	GLF5	EDDF	UTTT	LAGAR	2003-06-04 09:11	MOTKA	2003-06-04 09:51		2003-06-04
N379P	GLF5	OAKB	EPSY	MOTKA	2003-06-05 22:32	EPSY	2003-06-05 23:00		2003-06-05
N379P	GLF5	KIAD	EPWA	EPSY	2003-06-06 00:58	OKX	2003-06-06 01:36		2003-06-06
N379P	GLF5	EPWA	LKPR	REDFI	2003-06-28 06:31	EPWA	2003-06-28 07:16		2003-06-28
N379P	GLF5	LKPR	EPWA	EPWA	2003-06-28 08:29	OKX	2003-06-28 09:02		2003-06-28
N379P	GLF5	EPWA	EPWA	OKX	2003-06-29 09:13	EPWA	2003-06-29 09:50		2003-06-29
N379P	GLF5	URBB	EGPF	EPWA	2003-06-29 11:19	REDFI	2003-06-29 11:59		2003-06-29
N379P	GLF5	LKPR	UTTT	LAGAR	2003-07-09 09:30	REDFI	2003-07-09 10:20		2003-07-09
N379P	GLF5	EDDF	UTTT	LAGAR	2003-07-22 07:06	MOTKA	2003-07-22 07:46		2003-07-22
N379P	GLF5	OAKB	EPSY	MOTKA	2003-07-28 07:23	MOTKA	2003-07-28 08:00	N379P	2003-07-28
N379P	GLF5	OAKB	EPSY	MOTKA	2003-07-30 00:32	EPSY	2003-07-30 00:49		2003-07-30
N379P	GLF5	OAKB	EDDF	GORAT	2003-07-30 02:42	USTIL	2003-07-30 03:15		2003-07-30
N379P	GLF5	OAKB	EDDF	GORAT	2003-09-09 12:17	KORUP	2003-09-09 13:01		2003-09-09
N379P	GLF5	VIDP	EGGW	USTIL	2003-10-09 08:06	SUI	2003-10-09 08:53		2003-10-09

N313P

lp	flid	type	reg	nb	dep	dest	info	start	end	s_t	e_t	nu	ic	op	dof
1	N313P	B737		1	OAKB	EPSY	C/ STS/STATE	VABER	EPSY	18:31	18:50	I	G	N	2003.09.22
2	N313P	B737		1	EPSY	LRCK	C/ STS/STATE	EPSY	DIBED	19:56	20:40	I	G	N	2003.09.22

konice raportu

ZCZC XMA0274 070514
FF EPWWZQZX
070514 LFPYZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-GMME2130
-N0483F430 DCT RBT UA411 FES UG850 BERUM UN860 AMR UB700 BAZAS UM985
LUMAS UM976 SOSUR UN870 ADITA UT24 STP UM985 SUMIR UM726 KOGOL UN871
LDZ
-EPWA0358 EPPO
-EET/LECM0031 LECB0104 LFFF0144 LIMM0208 LOVV0244 EDUU0248 LKAA0305
EPWW0324 LKAA0324 REG/N379P SEL/BCPR STS/ATFMEXEMPTAPPROVED
DOF/030207 ORGN/KSFOXLDI)
NNNN

ZCZC XMA0277 070516
FF EPWWZQZX
070517 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA0300
-N0486F410 MARIA UL621 BUKOV UN616 RIXEN UL620 IST UT35 AYT UM855
DASNI UM601 DAROS
-LCLK0244 LCPH
-EET/UKLV0026 LRBB0046 LBWR0121 LTBB0133 LTAA0159 LCCC0219 REG/N379P
SEL/BCPR STS/ATFMEXEMPTAPPROVED RMK/ BULGARIA PMT K0 5 17 2002
DOF/030208 ORGN/KSFOXLDI)
NNNN

ZCZC XMA2013 072022
FF EPWWZQZX EPWAZTZX
072022 LFPYZMFP
(CNL-N379P-GMME2130-EPWA)
NNNN

ZCZC XMA1095 071134
FF EPWWZQZX EPWAZTZX
071134 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA1630
-N0487F380 DCT IBARA UT711 TRZ UN869 OKX UP96 HDO
-LKPR0047 LKTB
-EET/LKAA0031 EPWW0032 EDBB0033 EDBB0034 LKAA0034 EDBB0036 LKAA0036
REG/N379P SEL/BCPR STS/ATFMEXEPTAPPROVED DOF/030307 ORGN/KSFOXLDI)

ZCZC XMA1924 071732
FF EPWAYGYM
071732 EBBDZMFP
(FPL-N379P-IG
-GLF5/M-SDGHRWY/S
-EPWA1630
-N0487F380 DCT IBARA UT711 TRZ UN869 OKX UP96 HDO
-LKPR0047 LKTB
-EET/LKAA0031 EPWW0032 EDBB0033 EDBB0034 LKAA0034 EDBB0036 LKAA0036
REG/N379P SEL/BCPR STS/ATFMEXEPTAPPROVED DOF/030307 SRC/RQP