

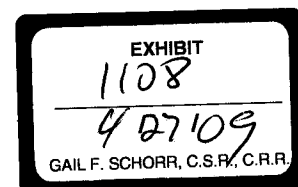
EXHIBIT

46

Criminal Acts Against Civil Aviation 2000

Published by:
U.S. Department Of Transportation
Federal Aviation Administration
Office of Civil Aviation Security

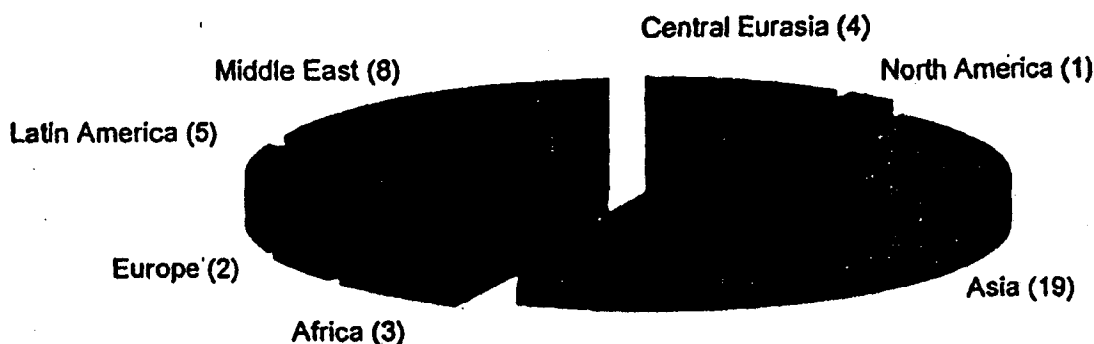
UAL003027



TSA UAL005020

SUBJECT TO CONFIDENTIALITY PROTECTIVE
ORDER IN RE SEPTEMBER 11 LITIGATION
21 MC 97 (AKH) (S.D.N.Y.)
DO NOT COPY OR DISCLOSE

2000 IN REVIEW



TSA UAL005025

Incidents Against Aviation - 2000 By Region 42 Incidents

UAL003032

Forty-two incidents involving attacks against civil aviation interests worldwide occurred in 2000, totaling the highest number of incidents since 1994, when 50 were recorded. The 42 incidents exceed by 18 the number of incidents recorded in 1999 and nearly doubles the lowest incident total (22), recorded in 1998, for the five-year period 1996-2000. The sharp increase in incidents in 2000 was the result of more hijackings (20 vice 11 in 1999) and airport attacks (13 vice 0). Interestingly, there was no "spate" of either hijackings or airport attacks in any one country in 2000, as has happened in the past.

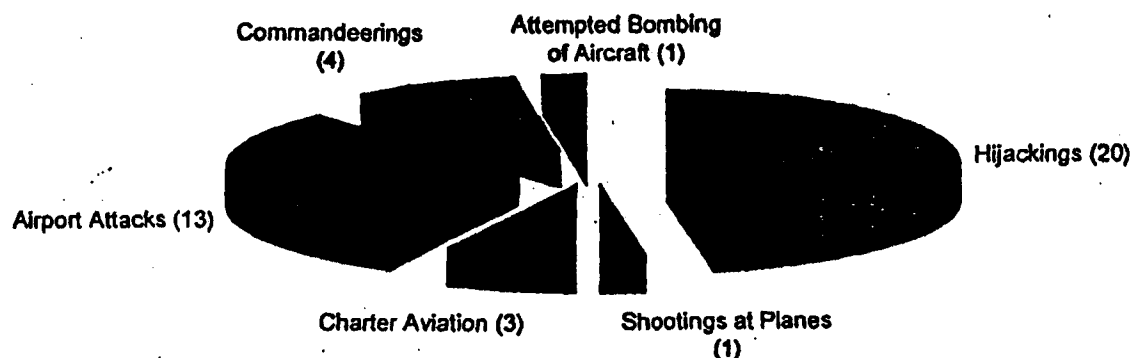
The most incidents in a geographic region in 2000 was recorded in the Asia and the Pacific region (19 incidents). The Middle East/North Africa area recorded the second-highest number of incidents (8). The Latin America and Caribbean region accounted for five incidents, and four incidents were recorded in Central Eurasia. The sub-Saharan Africa region accounted for three incidents, Europe recorded two incidents, and the North America region listed one incident. All geographic regions recorded at least one incident in 2000, unlike last year. As in years past, hijackings accounted for the highest percentage of incidents (47.6%) in 2000.

The 19 incidents recorded in Asia and the Pacific in 2000 included eight airport attacks, six hijackings, three commandeering incidents, a charter flight hijacking, and a general aviation aircraft robbery. The airport attacks included two bombings in the Philippines, a bombing and an attempted bombing in Laos, guerrilla assaults in the Philippines and Indonesia, and an attempted bombing and an airport takeover in Indonesia. Each of the six hijackings was committed during a domestic flight. Two of the hijackings occurred in China, two were in Papua New Guinea, and one took place in the Philippines (in which the hijacker jumped from the plane using a homemade parachute and was killed). One hijacking also occurred in Afghanistan, in which multiple hijackers forced the plane to London, England, where a number of passengers requested asylum. The three commandeering incidents took place in China, the Solomon Islands, and Pakistan. The charter aircraft hijacking occurred in Thailand and the

general aviation incident in Australia. The charter aviation hijacking and the Solomon Islands commandeering are politically-motivated incidents.

Two of the four incidents that took place in Central Eurasia in 2000 were hijackings. Each occurred during a domestic flight—one in Azerbaijan and the other in Russia. In the Russian incident, the plane was diverted to Israel. The Azerbaijan hijacking is a politically-motivated incident. Other incidents included an attempted bombing at an airport in Russia and an explosive device found on a plane in Russia following a trip from Uzbekistan. The device was discovered after the plane had landed.

The two incidents recorded in Europe during 2000 were hijackings, each taking place on an international flight. One hijacking, committed by an individual seeking asylum, occurred as the plane was landing in England en route from Switzerland. The other hijacking was committed by a man being deported from Belgium to the Ivory Coast, and the plane was diverted to Spain.



Worldwide Civil Aviation Incidents - 2000 By Category

UAL003033

TSA UAL005026

Five incidents took place in the Latin America and the Caribbean region during 2000. These incidents included three hijackings, an airport attack, and a general aviation commandeering. Each of the hijackings involved planes on domestic routes: two in Colombia and one in Venezuela. In each of the Colombian hijackings, an escorted prisoner produced a weapon and forced the plane to land. The Venezuelan hijacking was committed by eight men who, after forcing the plane to land, stole money from the cargo hold. Colombia was also the site of the airport attack, which involved a guerrilla assault that forced an in-bound flight to divert and caused the airport to close temporarily. The general aviation commandeering also occurred in Venezuela and involved a kidnapping. Seven of the eight incidents recorded in the Middle East and North Africa geographic region in 2000 were hijackings. Two of the hijackings occurred aboard Iranian planes flying domestic routes; one of the incidents was committed by multiple hijackers seeking asylum for their families. Another hijacking of a domestic flight occurred in Egypt. Each of the four remaining hijackings involved international flights: one each departing from Jordan, Qatar, Saudi Arabia, and Yemen. The hijackings of the planes departing from Qatar and Saudi Arabia are politically-motivated incidents. In the Jordan incident, the hijacker was shot and killed and a grenade he was carrying exploded, slightly injuring 15 people. The other incident in this region was a rebel assault on an airport in the Sudan.

Trends

1996-2000

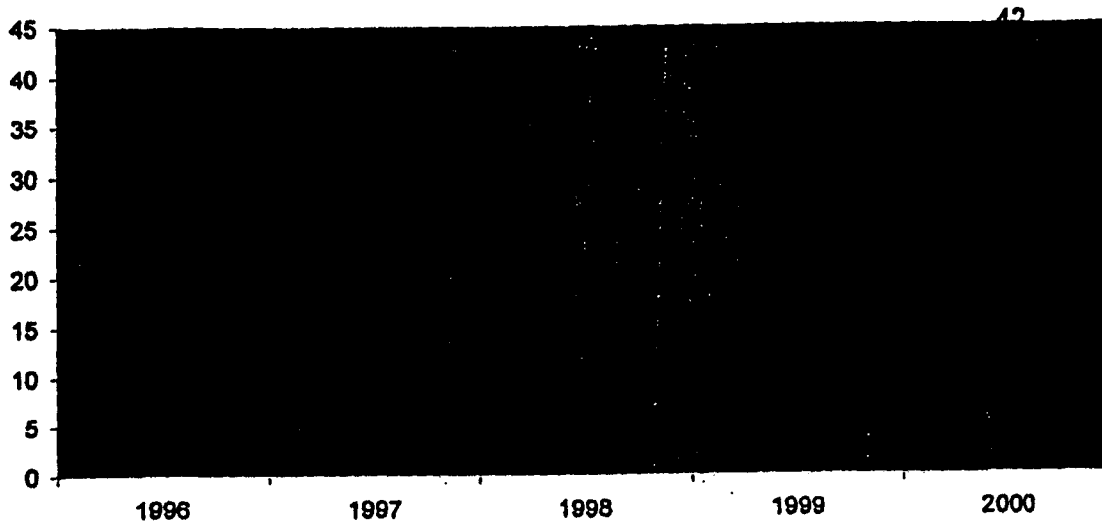
UAL003072

TSA UAL005065

**SUBJECT TO CONFIDENTIALITY PROTECTIVE
ORDER IN RE SEPTEMBER 11 LITIGATION
21 MC 97 (AKH) (S.D.N.Y.)
DO NOT COPY OR DISCLOSE**

Introduction

FIVE-YEAR SUMMARY Worldwide Civil Aviation Incidents 1996-2000



This section contains an examination of trends for the five-year period, 1996-2000. Significant incidents involving civil aviation are separated into the following categories:

- "Hijackings of Civil Aviation Aircraft,"
- "Commandeerings of Civil Aviation Aircraft,"
- "Bombings/Attempted Bombings/ Shootings on Civil Aviation Aircraft,"
- "Shootings at In-Flight Aircraft,"
- "Attacks at Airports,"
- "Off-Airport Facility Attacks," and
- "Incidents Involving Charter and General Aviation Aircraft."

TSA UAL005066

UAL003073

Charts are included to present a visual perspective of incidents in these categories.

The 42 incidents in 2000 are the most recorded for any year in the five-year period and the most since 1994. The 42 incidents are also 18 more than what was recorded last year—the most significant increase since 1990-1991 (57 to 120 incidents). The total number of incidents for the five-year period is 146. The second-highest number of

incidents (35) was recorded in 1996. From 1997 through 1999, between 22 and 24 incidents were recorded, with the fewest number being reported in 1998.

In comparing 2000 statistics with those of the previous year, increases occurred in five categories—"Hijackings of Civil Aviation Aircraft," "Commandeerings of Civil Aviation Aircraft," "Attacks at Airports," "Bombings/Attempted Bombings/ Shootings on Civil Aviation Aircraft," and "Incidents Involving Charter and General Aviation Aircraft." The largest increase occurred in the "Attacks at Airports" category in which 13 incidents were recorded in 2000 compared to none in 1999. Nine more hijacking incidents were recorded in 2000 than in the previous year (20 vice 11). Two more commandeering incidents took place in 2000, and one more charter/general aviation incident and bombing/attempted bombing/shooting on an airplane incident was recorded. There were fewer shootings at in-flight aircraft incidents in 2000 compared to 1999 (one vice three) and no off-airport facility attacks, compared to six in 1999.

During the past few years, the relatively low number of incidents that were recorded may have been interpreted as an indication that the threat to civil aviation was decreasing. The fact that the number of aviation-related incidents in 2000 increased by 75% proves such an interpretation to be premature. To be sure, the threat to civil aviation has not significantly decreased. In addition to the ever-present threat of a terrorist hijacking or bombing, an individual who hijacks a plane to seek asylum, a guerrilla group that attacks an airport, or a terrorist group that bombs an airline ticket office, constitutes a threat as well. The increase in the number of incidents in 2000 attests to the fact that civil aviation continues to be a target of terrorists and non-terrorists alike.

Although there were no watershed terrorist incidents in 2000, such as the 1988 bombing of Pan Am 103, the terrorist threat remains. The most recent significant aviation-related terrorist action was the December 1999 hijacking of an Indian Airlines plane by members of a Kashmiri separatist group. There continues to be concern that the hijacking may either be copied or spur others to commit acts, because this incident succeeded in gaining the release of prisoners and the hijackers have never been caught. Another threat is attributed to terrorist financier Usama Bin Laden, who has been indicted for the August 1998 bombings of the U.S. embassies in Tanzania and Kenya. Although Bin Laden is not known to have attacked civil aviation, he has both the motivation and the wherewithal to do so. Bin Laden's anti-Western and anti-American attitudes make him and his followers a significant threat to civil aviation, particularly to U.S. civil aviation. Finally, another example that the terrorist threat has not diminished is the plot by convicted World Trade Center bomber Ramzi Yousef of several years ago. In 1994, Yousef masterminded a conspiracy to place explosive devices on as many as 12 U.S. airliners flying out of the Far East. In December 1994, as a test for his more elaborate scheme, Yousef placed and exploded a device on a Philippine Airlines plane killing one person. Although Yousef is currently in prison, at least one other accused participant in the conspiracy remains at large. There are concerns that this individual or others of Yousef's ilk who may possess similar skills pose a continuing threat to civil aviation interests.

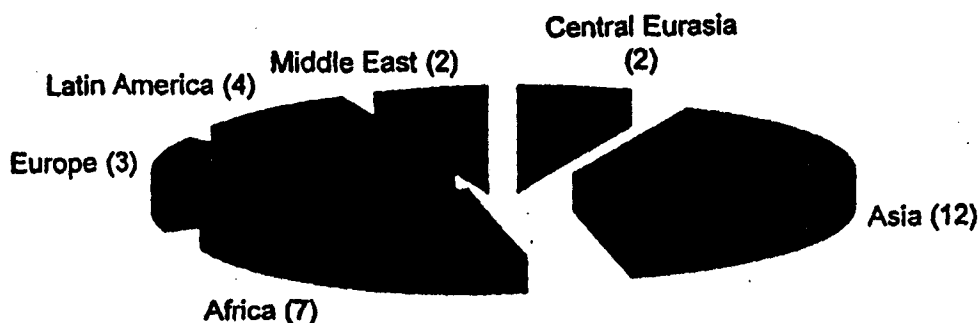
There is every reason to believe that civil aviation will continue to be an attractive target for terrorist groups. The publicity and fear generated by a terrorist hijacking or bombing of an aircraft can be a powerful attraction to a group seeking to make a statement or promote a particular cause. Civil aviation will also continue to be used by individuals who are acting to further personal goals, such as asylum seekers. It matters not to them that most individuals who hijack an aircraft for personal goals are prosecuted for their actions. So long as factors such as these exist, the threat to civil aviation will remain significant; that some years pass with fewer incidents does not necessarily indicate that the threat has diminished. Increased awareness and vigilance are necessary to deter future incidents—be they from terrorists or non-terrorists. It is important to do the utmost to prevent such acts rather than to lower security measures by interpreting the statistics as indicating a decreasing threat.

UAL003074

Attacks at Airports

Thirty attacks have been recorded at airports throughout the world during the past five years. These attacks include 14 bombings; 7 attempted bombings; and 9 other incidents such as shootings, shellings (artillery or mortar attacks), arsons, and similar incidents. The most incidents in one year (13) were recorded in 2000. Eight incidents were recorded in 1996, six in 1997, and three in 1998. No incidents were recorded in 1999. Ten people have been reported killed and more than 90 injured in attacks at airports during the five-year period.

A majority of the airport attacks (12) occurred in the Asia/Pacific region. Seven incidents were recorded in sub-Saharan Africa, four in the Latin America/Caribbean region, and three in Europe. Central Eurasia and the Middle East/North Africa region each recorded two incidents. Worldwide, the Philippines recorded the most incidents (4) for any one country in the five-year period, and two incidents were recorded in several different countries. Manila's Ninoy Aquino International Airport in the Philippines was targeted three times between 1996 and 2000, the most in the five-year period. Two of these incidents occurred in 2000. Wattay Airport in Vientiane, Laos, was also targeted twice in 2000.



Attacks at Airports, 1996-2000 30 Incidents

Five of the 30 airport attacks in the five-year period are considered politically-motivated incidents. Three of the six incidents were claimed—two by the Basque Liberty and Fatherland (ETA) in Spain and one by the Revolutionary Worker's Association in Japan. Three of the politically-motivated incidents occurred in 1996, and one occurred in each of the years 1997 and 1998. Spain was the site of two of the politically-motivated incidents, the most of any single country during the five-year period.

The deadliest airport attack occurred in Pakistan in July 1996. A bomb, concealed in a briefcase, exploded outside the domestic departure lounge at Lahore International Airport. Six people were killed and 32 injured in the attack.

TSA UAL005068

UAL003075