

**UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA**

UNITED STATES OF AMERICA,	)	
	)	
v.	)	No. 1:22-cr-392 (DLF)
	)	
ABU AGILA MOHAMMAD	)	
MAS'UD KHEIR AL-MARIMI,	)	
Defendant.	)	

**MR. AL-MARIMI'S NOTICE OF ADDITIONAL EVIDENCE
IN SUPPORT OF SUPPRESSION HEARING RECORD**

Pursuant to the Court's February 20, 2026, Minute Order, Mr. Al-Marimi herein files the following supplemental evidence in support of his suppression motion in ECF No. 159:

1. Regarding additional information about televised reports of the "confessions" of the military pilots and the female air traffic controller involved in the crash of Libyan Arab Airlines Flight 1103 ("Flight 1103"), Mr. Al-Marimi submits the following:
 - a. Jamal testified that during the first days of his interrogations with the men imprisoned at Hisham Msimir's militia headquarters, a television program aired about Flight 1103 that included "confessions" from the military pilots and the female air traffic controller involved in the crash of Flight 1103. *See* First Day PM Tr. at 17.
 - b. At the suppression hearing, the defense submitted a copy of and discussed with the Court the BBC's January 4, 2013, article titled "Calls to re-open Libya plane 'crash' investigation" attached hereto as Exhibit

19¹. *See* 2/11/26 PM Tr. at 34-35; 2/12/26 AM Tr. at 4-5. That January 4, 2013, BBC report indicated that “[a]fter 20 years of silence, Majid Tayari has spoken out in a BBC interview to challenge the official version of events.” Ex. 19 at 2. In that article, there is no mention of the other military pilot involved, Ahmed Abu Sneina, or the female air traffic controller, Mariam Al Machaa, being interviewed.

- c. At the suppression hearing, the defense referred to an Al-Jazeera documentary about Flight 1103 that was posted on August 7, 2013. *See* 2/12/26 AM Tr. at 14-15. That August 7, 2013, documentary was posted to Al-Jazeera English as indicated in Exhibit 20. The English version of the Al-Jazeera Flight 1103 documentary contains interviews of both military pilots and the female air traffic controller² involved and can be accessed here: <https://www.aljazeera.com/video/al-jazeera-world/2013/8/7/flight-1103>.

- i. The female air traffic controller—Mariam Al Machaa—is interviewed starting about 18 minutes and 40 seconds into the film, and again at the following timestamps:

¹ The defense has continued with the sequential numbering of exhibits marked/submitted at the suppression hearing in this supplemental filing. Further, Exhibit 19 is produced using Microsoft Edge’s “immersive reader” tool to eliminate ads. The article originates from <https://www.bbc.com/news/world-africa-20907193>. Exhibit 19 is the same in substance as the paper copy marked “Exhibit 2/12/26 BBC” that the defense handed to the Court on 2/12/2026. *See* 2/12/26 AM Tr. at 4-5.

² In the documentary linked to Exhibit 20, the interviews with both of the military pilots and the female air traffic controller are in Arabic, but English subtitles are included for their portions of the documentary.

1. about 20 minutes and 23 seconds;
 2. about 22 minutes and 40 seconds;
 3. about 31 minutes and 43 seconds;
 4. about 32 minutes and 33 seconds; and
 5. about 33 minutes and 22 seconds.
- ii. The first military pilot—Abdul Majid Taiari—is interviewed starting about 36 minutes and 23 seconds into the film, and again at the following timestamps:
1. about 37 minutes and 30 seconds;
 2. about 38 minutes and 03 seconds;
 3. about 38 minutes and 21 seconds;
 4. about 38 minutes and 44 seconds; and
 5. about 39 minutes and 25 seconds.
- iii. The second military pilot—Ahmed Abu Sneina—is interviewed starting about 36 minutes and 59 seconds into the film, and again at the following timestamps:
1. about 37 minutes and 46 seconds;
 2. about 38 minutes and 11 seconds;
 3. about 38 minutes and 40 seconds; and
 4. about 39 minutes and 10 seconds.
- d. An Arabic Al-Jazeera documentary about Flight 1103 was posted to Al-Jazeera's webpage on or about June 29, 2013, as indicated in Exhibit

22³. The Arabic version of the Al-Jazeera Flight 1103 documentary contains interviews of both military pilots and the female air traffic controller involved and can be accessed here: [| كارثة الرحلة 1103 | استقصائية الجزيرة نت](#). Exhibit 22 (the Microsoft Translator English translation⁴ of Exhibit 21) at 21 reports that after Al-Jazeera had “finished filming the investigation, people close to the pilots who jumped from the MiG-23 succeeded in convincing them to talk to us . . . we returned to film with them to reveal to the media for the first time the details of the crash of their military plane in conjunction with the civilian plane”

i. The female air traffic controller—Mariam Al Machaa—is interviewed starting about 18 minutes and 53 seconds into the film, and again at the following timestamps:

1. about 20 minutes and 11 seconds;
2. about 22 minutes and 35 seconds;
3. about 32 minutes and 01 seconds;

³ Exhibit 21 is the original Arabic version of the June 29, 2013, Al-Jazeera posting of the Arabic version of Al-Jazeera’s Flight 1103 documentary. Exhibit 22 is a rough English translation of the same Arabic webpage from Exhibit 21 that was made using Microsoft Translator in the Microsoft Edge browser.

⁴ The defense has not yet had time to obtain certified copies of an English translation of Exhibit 21, but Google Translate reports that same paragraph reads in English as “Voiceover: After we finished filming the investigation, those close to the pilots who jumped from the MiG-23 succeeded in convincing them to speak to us. The pilot was in Tripoli, while we met Abu Sanina in a place he stipulated we not mention. We returned to film with them so they could reveal to the media, for the first time, the details of their military plane crashing simultaneously with the civilian plane. Flight 1103 was flying at an altitude of 1000 meters, waiting for permission to land. The Mard 1-4 training plane was given permission to take off and was asked to turn left and then cross the end of runway 27 to continue its flight towards the training area known as Al-Jarabuli.”

4. about 32 minutes and 52 seconds; and
 5. about 33 minutes and 40 seconds.
 - ii. The first military pilot—Abdul Majid Taiari—is interviewed starting about 39 minutes and 47 seconds into the film, and again at the following timestamps:
 1. about 40 minutes and 57 seconds;
 2. about 41 minutes and 29 seconds;
 3. about 41 minutes and 48 seconds;
 4. about 42 minutes and 11 seconds; and
 5. about 42 minutes and 56 seconds.
 - iii. The second military pilot—Ahmed Abu Sneina—is interviewed starting about 39 minutes and 12 seconds into the film, and again at the following timestamps:
 1. about 40 minutes and 21 seconds;
 2. about 41 minutes and 13 seconds;
 3. about 41 minutes and 38 seconds;
 4. about 42 minutes and 07 seconds; and
 5. about 42 minutes and 41 seconds.
- e. The defense is not aware of any earlier television program aired about Flight 1103 that included “confessions” from the military pilots and the female air traffic controller involved in the crash of Flight 1103 than the June 29, 2013, Al-Jazeera documentary in Arabic.

2. Regarding additional information about the timing of Fawzi Abdel A'al receiving a new posting to the Libyan embassy in Bahrain, Mr. Al-Marimi submits the following:
 - a. Jamal testified that he did not tell Fawzi Abdel A'al—the government official who had assigned Jamal to interrogate Mr. Al-Marimi and the other men imprisoned at Hisham Msemir's militia headquarters—about what Jamal learned during those interrogations because “after a short period of time”—“months”—after Jamal's interrogation of Mr. Al-Marimi, Mr. Abdel A'al, who had been the Minister of the Interior in Libya, was transferred to the Libyan embassy in Bahrain. *See* Second Day PM Tr. at 84-85.
 - b. Fawzi Abdel A'al was appointed Minister of the Interior for Libya on or about November 22, 2011. *See* Exhibit 29.
 - c. Mr. Abdel A'al resigned as Minister of the Interior on or about August 26, 2012. *See* Exhibit 23.
 - d. Mr. Abdel A'al withdrew his resignation as Minister of the Interior on or about August 28, 2012. *See* Exhibit 24.
 - e. On October 30, 2012, the General National Congress granted a vote of confidence to the interim government of Prime Minister Ali Zeidan, which listed Ashour Suleiman Saleh Shuwail as the Minister of the Interior. *See* Exhibit 25.

- f. An Integrity Commission had challenged Mr. Sulaiman Shuwail's appointment, but Mr. Sulaiman Shuwail was sworn in as Minister of the Interior by December 4, 2012. *See* Exhibit 26. Thus, Mr. Abdel A'al was no longer Minister of the Interior for Libya no later than December 4, 2012.
- g. At the end of 2012, Prime Minister Zeidan nominated Fawzi Abdel A'al to be Libya's ambassador to Bahrain. *See* Exhibit 27.
- h. The General National Congress had approved the appointment of some of the men Prime Minister Zeidan had nominated as ambassadors by February 7, 2013. *See* Exhibit 30. It is not clear, however, whether Mr. Abdel A'al was included in the men the General National Congress had approved by February 7, 2013. *Id.*
- i. On November 13, 2013, the King of Bahrain, Hamad bin Isa Al Khalifa, received the credentials of Mr. Abdel A'al and other countries' ambassadors, accepting them as ambassadors to Bahrain. *See* Exhibit 28 (Arabic announcement); Exhibit 28a (rough English translation of Exhibit 28 using Microsoft Translator).

Respectfully submitted,

ABU AGILA MOHAMMAD MAS'UD
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Calls to re-open Libya plane 'crash' investigation

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Image caption,

The charred remains of her husband's passports were returned to Mrs Prazak years later

By Glenn Campbell
BBC News

It was the day after the fourth anniversary of the Lockerbie bombing when a Libyan Arab Airlines Boeing 727 disintegrated on its approach to Tripoli airport.

The crash, on 22 December 1992, claimed the lives of all 157 passengers and crew. It was blamed on a mid-air collision with a Libyan MiG 23 fighter jet.

The flight numbers were eerily similar.

The airliner destroyed in Libya was flight 1103. Pan AM flight 103 blew up over Lockerbie in southern Scotland in 1988, an attack for which Libya eventually took responsibility.

The two disasters are, officially, explained in very different ways.

Lockerbie is regarded as a state-sponsored act of terrorism. The loss of flight 1103 was supposedly an accident.

Libyan media said international sanctions imposed on the country after Lockerbie were a contributing factor.

The MiG's military pilot and his instructor, Majid Tayari, were sent to prison.

They were too afraid to tell their side of the story when Col Muammar Gaddafi was in power but that has changed following the Libyan revolution.

'Deliberately destroyed'

After 20 years of silence, Majid Tayari has spoken out in a BBC interview to challenge the official version of events.

"There is no air collision," he said. "We were too close to each other, yes. But there were no air collision."

Mr Tayari is determined to prove he was not responsible for the disaster. He believes the MiG 23 was hit by wreckage from flight 1103.

He says he recalls seeing a separated aircraft tail hurtling towards his jet.

"Right away we were hit from underneath with a very strong shock," he said. "I saw a huge fire and I decided to eject."

Mr Tayari said he spent 42 months behind bars for a crime he did not commit.

The air safety manager with Libyan Arab Airlines in 1992, Mahmud Tekalli, is also sure a mid-air collision was not the cause.

He believes flight 1103 was deliberately destroyed.

"The airplane exploded in mid-air due to explosive devices, possibly put by Gaddafi agents," he told the BBC.

Case closed

Victims' relatives also believe Col Gaddafi was responsible.



Image caption,

The Prazak's children were aged just three and four when their father died

They are convinced he wanted the 727 to blow up over the Mediterranean so that he could accuse the US navy of a revenge attack for Lockerbie.

They think a bomb planted on board failed to detonate and that the Libyan leader had the plane shot down and covered up the evidence.

Fathi Haddad, a captain with Libyan Airlines, lost his brother and cousin in the disaster.

He is now part of a campaign for a fresh investigation. "We need to bring those responsible for this criminal act to justice," he said.

Most of the victims aboard the Benghazi to Tripoli flight were Libyans.

Felicity Prazak is the widow of the only British victim.

She was expecting her husband, Victor, who worked in the Libyan oil industry home for Christmas when news of the disaster broke.

"That just sent me into a panic really, into a spiral downhill from then on," she said.

She never saw her husband again. All the victims were soon buried, the wreckage cleared, the case effectively closed.

She was left to bring up their two children, aged three and four, on her own.

The charred remains of her husband's passports were the only items returned to her, years after his death.

No air accident investigation report has ever been published.

Mrs Prazak is convinced her husband died in a twisted plot by the Gaddafi regime.

Investigation call

If it sounds like a conspiracy theory, it is not discounted as such by Libya's new rulers.



Image caption,

Majid Tayari, pictured with Felicity Prazak, said he spent 42 months behind bars for a crime he did not commit

Acting President Mohamed Magarief attended an event to mark the 20th anniversary of the disaster.

In his speech, he described the destruction of flight 1103 as a "crime" and promised to seek "justice and compensation" for those who lost loved ones.

Libya's ambassador in London, Mahmud Nacua, confirmed that the new government would respond to calls for the case to be reopened.

"There is no way to avoid demands like that," he said.

The new Libyan government has not specified what action they intend to take to resolve the case.

Mrs Prazak wants an inquiry held in Europe. "Not in Libya," she said. "There are still a lot of ministers that were under Gaddafi."

The MiG pilot, Majid Tayari, also supports an international air accident investigation.

They both believe it would be the best way to establish the truth behind the disaster that families of those killed consider Libya's own Lockerbie.

LIVE

BREAKING

Israel renews air attacks on Lebanon, troops seize land in south



Al Jazeera World

Flight 1103

Is there a connection between Libya's worst-ever aviation disaster and the Lockerbie bombing?

Filmmaker: Mohammed al-Saedi

On December 22, 1992, Libya witnessed the worst aviation disaster in its history when, six minutes before landing, Flight 1103 from Benghazi to Tripoli plummeted 1,000 metres in just 13 seconds. All 157 people aboard were killed.

RECOMMENDED STORIES

Displaced Palestinians weather deadly winds, extreme cold in tents

Gaza's water turns poisonous as Israel's genocide leaves toxic aftermath

UN faces 'brutal choices' as it launches 2026 aid appeal

Tony Blair ruled out of Trump's proposed Gaza 'peace board': Report

It was exactly four years and one day after the 1988 bombing of Pan Am Flight 103 over Lockerbie in Scotland.

But while a Libyan national was convicted for the Lockerbie bombing, which killed 270 people, and Muammar Gaddafi, the country's then leader, eventually conceded Libya's responsibility for the crime, the two disasters, officially at least, appeared to have little in common.

One was regarded as a state-sponsored act of terrorism; the other as an accident attributed by the Libyan government to a mechanical fault.

Gaddafi wanted the West to draw parallels between Flight 1103 and Flight 103. If Libya had an identical aircraft to the Pan Am flight, Gaddafi would've chosen to crash that one.

KHALED TINAZ, LIBYAN AIRLINES

But the families of those who died on Flight 1103 are not so sure and remain unsatisfied by the official Libyan reports into the crash. They insist the two events may have more in common than the date on which they occurred and the eerily similar flight numbers.

Numerous theories have been floated over the decades and many Libyans believe that, at the very least, the crash provided too valuable an opportunity for Gaddafi to miss. They say he exploited the accident, using it as a propaganda tool against the sanctions that had

been imposed on the country following the Lockerbie bombing. As well as suspending all international flights to and from Libya, the UN embargo on Libya banned the import of a wide range of goods, including the spare parts used in aviation.

Some claim that Gaddafi buried the findings of an inquiry into the crash which found the cause to be a collision with a military fighter jet, while others go further still, arguing that the dictator ordered the plane to be brought down in order to blame it on the West.

More than two decades on, and after Gaddafi's demise, new information has come to light. The families of the victims have called on Libya's new government to re-open the case.

Al Jazeera travels to Libya to investigate the catastrophe and to explore the lengths the Gaddafi regime went to in order to deceive and misinform.



This episode of *Al Jazeera World* can be seen each week at the following times GMT: Tuesday: 2000; Wednesday: 1200; Thursday: 0100; Friday: 0600; Saturday: 2000; Sunday: 1200; Monday: 0100; Tuesday: 0600.

[Click here](#) for more *Al Jazeera World*.

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By Al Jazeera World

7 Aug 2013

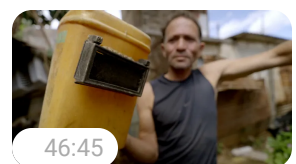
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Cuba: Technological Disobedience





البث الحي

الآن فلسطين إيران سوريا فنزويلا أوكرانيا



الصندوق الأسود

كارثة الرحلة 1103

تبحث الحلقة في سرّ تحطم الطائرة التابعة للخطوط الجوية الليبية التي كانت تقوم بالرحلة رقم 1103 عام 1992 في منطقة سيدي السايح في مدينة طرابلس.

– الظروف المحيطة بكارثة الطائرة

– القذافي والتوظيف السياسي للحادثة

– فصول التحقيق بالحادث

– ملابسات وفاة الوزير بكار

– الصندوق الأسود ومفتاح اللغز

تعليق صوتي: الثاني والعشرون من كانون الأول ديسمبر عام 1992.

رمضان رداد/شقيق أحد ضحايا طائرة الرحلة 1103: أخوي وزوجته والعائلة كان العدد كله 10 أشخاص قرروا الرجوع على متن تلك الرحلة المشؤومة.



مفتاح الفيتوري مفتاح الفيتوري

تعليق صوتي: كان الليبيون على موعد مع حادثة مفجعة هي الأشد كارثية وغموضاً في تاريخ الطيران الليبي.

محمد عبد الرزاق/مطار بنينا (بنغازي): تمت كل الإجراءات المتعلقة بصعود الركاب على الطائرة.

الظروف المحيطة بكارثة الطائرة

تعليق صوتي: أقلعت رحلة الخطوط الليبية ذات الرقم المثير للجدل 1103 من طراز بوينغ 727 في رحلة اعتيادية من بنغازي إلى طرابلس.

رضا الفقي/مهندس صيانة- شقيق قائد طائرة الرحلة 1103: كنت مسؤول عن الطيران فتم توقيعه وتم Release the craft لصالح هذا الطيران.

تعليق صوتي: وقبل نحو 6 دقائق من هبوطها وقعت الكارثة.

مريم المشاي/مراقبة جوية- مطار طرابلس الدولي: نشوف إن الطائرة تسقط وتهبط عند النقطة نزلت.

رمضان العكرمي/عضو لجنة التحقيق بحادثة الرحلة 1103: رعب رعب رعب يعني لو الإنسان يسمعها الأحداث الثانية دية تسمع الضجيج وتسمع الصراخ تسمع الطائرة خلاص مش تحت السيطرة.



يوسف عقيلة يوسف عقيلة

تعليق صوتي: اهتزاز عنيف ومفاجئ لم يمهّل الطائرة أكثر من 13 ثانية لتسقط من ارتفاع نحو 1000 متر ويلقى جميع ركبها 159 مصرعهم.

مصطفى عبد الجليل/رئيس سابق للمجلس الوطني الانتقالي الليبي: معمر القذافي نحن نخبره جيداً ونعرف سلوكه وتصرفاته بوسعه أن يتخلص من الشعب الليبي عامة وليس من ركب لا يتجاوزا 200 راكب.

تعليق صوتي: كان صباح 22 من كانون الأول / ديسمبر عام 1992 صباحاً مشمساً وصحواً في عموم ليبيا، في 7 صباحاً بالتوقيت العالمي الموحد كانت طائرة الرحلة 1103 تستعد للإقلاع من مطار بنينا في بنغازي متجهة إلى مطار طرابلس الدولي في آخر رحلة لها.

محمد عبد الرزاق: اتصل قائد الرحلة 1103 للمرحوم زميلنا علي الفقي اتصل بوحدة برج المراقبة طالباً تصريح بتدوير محرك الطائرة للتوجه إلى طرابلس.

تعليق صوتي: أقلعت الطائرة متجهة إلى طرابلس حيث سلكت الممر الجوي المعروف 1411 وعند وصولها إلى نقطة تحول موجة اللاسلكي المعروفة بـ GARUS تحول الطاقم من مخاطبة برج مراقبة بنغازي إلى برج طرابلس.



رمضان رداد رمضان رداد

محمد عبد الرزاق: قال لي بنغازي كنترول أنا على النقطة GARUS قلت له Ok امش بارتفاع 28 ألف قدم وحول على طرابلس فقال لي Ok مع السلامة ودعنا الحقيقة ما كنتش متوقع إنه سيكون الوداع الأخير والله.

تعليق صوتي: خفضت الطائرة ارتفاعها إلى 3000 قدم أي ما يعادل نحو 1000 متر استعداداً للهبوط في مطار طرابلس ورغم انخفاض الحركة الجوية جراء وقف الرحلات الخارجية عقب فرض حظر الطيران على ليبيا إلا أن الرحلة 1103 بقيت تحلق في منطقة الانتظار مدة 5 دقائق تقريباً بانتظار التصريح لها بالهبوط، إلى أن جاء اتصال غريب لبرج مراقبة بنغازي يسأل عن عدد ركاب الطائرة.

محمد عبد الرزاق: جاني تلفون في سؤال غريب شوية يعني مش من عادة المراقب الجوي يسأل السؤال هذا، سألني سؤال قال لي: كم عليها الطائرة؟ استغربت قلت له: إيش فيه؟ قال لي: بس قل لي كم عليها؟ طلبت طرابلس على الخط المباشر طبعاً عبارة عن زر يرفع السماعة على طول قلت له الطائرة عليها 157 إيش في؟ قال لي الطائرة تحطمت.

تعليق صوتي: في 8:07 صباحاً انقطع الاتصال بطائرة الرحلة 1103 وهوت بشكل شبه عامودي وسرعة رهيبة إلى الأرض



خالد تيناز خالد تيناز

بمعدل هبوط فاق 13 ألف قدم في الدقيقة.

عادل الفقهي/أخصائي عظام: أنا كنت بمستشفى صلاح الدين جانا خبر إن في حادث سقوط طائرة مدنية ولزم نأخذ حالة الطوارئ يعني نكون متأهبين لاستقبال أي حالات.

تعليق صوتي: هرعت أطقم الإسعاف إلى منطقة سيدي السائح الواقعة على مسافة 13 كيلومتراً شرقي مطار طرابلس اختلطت أشلاء الركاب بالحطام واختفت ملامح الضحايا.

رمضان رداد: قلت ممكن أن نتعرف عن موتانا قالوا، لا لأن الناس متشوهة كثير حتى موجودة بارزة مثل قماش راميتها وخلص.

تعليق صوتي: نقلت أشلاء الضحايا إلى مستشفى طرابلس المركزي في حين وصل عسكريان لمستشفى صلاح الدين بعد إحاطته بإجراءات أمنية مشددة.

عادل الفقهي: الذي أتى شخصين ضباط بالجيش إحدهم كان عنده إصابة في عظم العضل، أما الشخص الثاني حسبما أذكر ما كنش عنده إصابة كبيرة، رجعت للبيت بعدما استأذنت من زملائي رجعت للبيت ولكن لما وصلت للبيت كان في ازدحام جنب البيت يعني كان في حركة غير عادية فلما



محمد عبد الرزاق محمد عبد الرزاق

دخلت كأني شعرت في شيء يعني طبعاً وأخيراً أخبرت يعني أن أخوي شقيقي هو الطيار علي الفقي اللي كان قائد الطائرة هذه وقعت.

تعليق صوتي: لقي قائد البوينغ 727 الكابتن علي الفقي وطاقم الطائرة وركابها 145 مصرعهم، دفنت أشلاء الضحايا في قبر جماعي بعد استحالة التعرف على جثثهم، اتشحت ليبيا بالسواد وراح الكل يتساءل عن سبب سقوط الطائرة بينما كان المطار في مرمى نظر ركابها، خلال نحو عقدين من الزمن لم ينشر تقرير يوضح أسباب الحادث وهو ما زاد الأمر غموضاً، قررنا البحث في أسباب الكارثة اعتماداً على ما توفر لدينا من بيانات مسربة تتعلق بالرحلة وعلى شهود العيان وخبراء في مجال الحوادث الجوية، استعنا بعضو هيئة السلامة الدولية الكابتن عادل القاضي الذي يعمل في إحدى شركات

الطيران الخليجية في الدوحة ليكون مستشاراً لنا في بحثنا حيث عمل مساعد طيار في الخطوط الليبية إبان الحادثة وتعرف عن قرب إلى قائد الرحلة 1103 ومدى مهنيته.

عادل القاضي/طيار- عضو هيئة الطيران الدولية: كان الكابتن علي الفقي يتمتع بمهنية عالية جداً حقيقة إحنا نقول شخص مثل هذا يعني He goes by the books كان رجل يحترم كثير القوانين.

القذافي والتوظيف السياسي للحادثة

تعليق صوتي: بعد الحادث مباشرة بدأت تخرج أنباء متضاربة حول أسبابه فبينما أشارت وكالة الأنباء الليبية إلى بدء التحقيقات للوقوف على أسباب الكارثة تحدث الرئيس القذافي أمام طلبة جامعة سبها عن الحادث مشيراً لاحتمالات عدة تقف خلفه وفي مقدمتها نقص قطع الغيار جراء الحصار المضروب على ليبيا آنذاك.

خالد تيناز/مدير خطوط الطيران الليبية: في البداية رجحوا قالوا إن النقص في قطع الغيار نتيجة الحصار اللي كان على ليبيا في قطع غيار الطائرات سبب في سقوط الطائرة.

تعليق صوتي: كانت ليبيا عام 1992 تحت حصار فرضه مجلس الأمن توقفت بموجبه الرحلات الخارجية من وإلى المطارات الليبية كما حرمها من استيراد قطع الغيار وغيرها من السلع والمواد وذلك بعد اتهام النظام الليبي بالوقوف خلف حادثة تحطم طائرة Pan American فوق قرية لوكربي البريطانية في 21 كانون الأول ديسمبر عام 1988 وقتل فيها 270 شخصاً، رغم ذلك كانت الخطوط الليبية تحصل على قطع غيار الطائرات من السوق السوداء.

المعلق: وكان قطع الغيار تحصلوا عليها من الأردن.

مفتاح الفيتوري/مدير مطار بنغازي سابقاً: و80% من الأردن.

المعلق: وبالتالي ما كان عندكم أي نقص؟

مفتاح الفيتوري: ما عندناش أي مشكلة بقطع الغيار.

المعلق: والحصار المضروب ما كان يؤثر على قطع الغيار ووفرته؟

مفتاح الفيتوري: لا بدليل إن رحلاتنا الداخلية كانت ماشية.

المعلق: تذكر لنا إيش قطع الغيار اللي كنت تحصلوا عليها من الأردن؟

مفتاح الفيتوري: والله جميع أنواع قطع الغيار ابتداء من العجلة إلى المحرك.

فصول التحقيق بالحادث

تعليق صوتي: رحنا نبحت عن مهندس صيانة الذي تفقد طائرة الرحلة 1103 قبل إقلاعها للتأكد مما إذا كانت تعاني من نقص في قطع الغيار أو عطل فني لتقودنا الصدف إلى لشقيق الأصغر لكابتن الطائرة المنكوبة.

رضا الفقي: وجدت الطائرة تحتاج لصيانة كانت تعمل رحلات ما فيش بديت بالشغل العمل كان بها عطب بسيط يقوله New shock loose Absorber shock loose..

صادق خليل/مهندس طيران: هذه الطائرة هي 727 واللي خرج من الخدمة وهي نفس طراز ونفس النوع ونفس المواصفات الطائرة المنكوبة، وحالياً سنعطيك فكرة عن آخر صيانة قامت بها أطقم الصيانة داخل هذه الطائرة وهو استبدال السائل الهيدروليكي داخل shock absorber خافض الصدمات للعجلات الأمامية وهذا ما لوش علاقة أبداً أصلاً بالتحكم داخل الطائرة إلا على الأرض وحط الطائرة على الأرض وإقلاعها بالجو ما لوش أي علاقة مش سيسبب أي مشكلة داخل نظام الطائرة.

رضا الفقي: كنت مسؤول عن الطائرة فتم توقيعهها وتم Release the craft لصالح الطيران وتم إرسالها لتقوم برحلتها ثاني يوم.

تعليق صوتي: طاقم الطائرة لم يطلق أي نداء استغاثة كما لم يبلغ عن أي خلل فني واصلنا محاولتنا فك سر السقوط المفاجئ لهذه الطائرة، الذكرى 19 للحادث جاءت عقب أشهر من سقوط نظام القذافي بعد حكم دام 42 سنة توحد ذوو الضحايا خلف مطالبتهم الحكومة الانتقالية الكشف عن أسباب الكارثة معتبريها إحدى جرائم النظام السابق.

[شريط مسجل]

نزار المغربي/رئيس لجنة ذوي ضحايا الطائرة 1103: باسم أهالي الشهداء نتوجه إلى الحكومة الانتقالية لفتح تحقيقاً شفافاً وعالمياً لهذه الجريمة ونحن وإن كنا على علم بأن رأس النظام المنتهي المقبور هو من أوعز بتنفيذ هذه الجريمة إلا أنه هناك من خطط ومن نفذ ومن تستر عليه وهؤلاء جميعاً يعتبرون من شركاء لهذه الجريمة ولكن..

ملابسات وفاة الوزير بكار

تعليق صوتي: ما تزال ذكريات الحادثة وحشود المعزيين ماثلة بأذهان ذوي الضحايا ومازالوا يذكرون تعاطف إبراهيم بكار معهم، كان بكار أهم قيادات مدينة بنغازي والمنطقة الشرقية عموماً وأمين اللجنة الشعبية للعدل والأمن والعام تعهد الوزير بكار وقتها بكشف الحقيقة قبل أن يفارق الحياة هو أيضاً في ظروف غامضة.

أحد المقربين من إبراهيم بكار: إبراهيم بكار قال هداك اليوم إن ستكون فيه تحقيقات علنية كان مصر على كلمة علنية، قال هذه قضيتي.

خالد بكار/ابن الوزير إبراهيم بكار: إبراهيم بكار كان هو الوصل ما بين الدولة الليبية والمنطقة الشرقية خلينا نقوله فجداً كان متأثر في قضية الطائرة وشفناها في واجهة يعني كنا حتى أول يوم وثاني يوم استحيننا حتى نفتح معه الموضوع خفنا كأنه إحنا يعني كأن الطائرة كلها من بيتنا شفناه في واجهة ولا أبالغ وفي الناس القريبين من المرحوم إبراهيم بكار يعرفوا الشيء هذا يعني.

يوسف عقيلة/صديق الوزير إبراهيم بكار: وقد زار بعض الأسر المنكوبة في ضحايا الطائرة ووعدهم أنه سوف يكون يحقق هذا الموضوع وسوف يصل بهم إلى الحقيقة وأن العدل سوف يأخذ مجراه والعدالة ستأخذ مجراها وكان هذا الوعد تناقله الناس كلهم قالوا هذا الكلام وكان هذا الوعد قبل أن يسافر إلى تونس.

تعليق صوتي: انتهت أيام العزاء بضحايا الطائرة وغادر بكار إلى تونس للمشاركة في مؤتمر وزراء الداخلية العرب في 6 كانون الثاني يناير عام 1993 تعرض بكار لحادث مرور غامض داخل الحدود الليبية فارق على إثره الحياة.

خالد بكار: كانت لعملية مدبرة، والمعلن عنها للشارع الليبي إن هو حادث قضاء وقدر بينما في الحقيقة نقول إن السيارة اللي صدمت بسيارة المرحوم إبراهيم بكار كانت تنتظر أكثر من 5 ساعات.

تعليق صوتي: وفاة بكار بعد 16 يوم من تحطم الطائرة شكل لدى كثيرين إلى إدانة إضافية ضد القذافي بوقوفه خلف الكارثة وذلك في محاولة منه وفق رأيهم لمنع الوزير بكار من المضي في تحقيق علني كان قد وعد الليبيين به، كان لا بد من الوصول إلى أي رابط بين مقتل بكار وحادث الرحلة 1103 رحنا نبحت عن عاصر بكار وعمل معه في وزارة العدل فوصلنا إلى الوكيل السابق لمحكمة البيضاء الابتدائية وأحد من فقدوا زملائهم في الحادثة المستشار مصطفى عبد الجليل.

مصطفى عبد الجليل: كنت جالس بصحبة رئيس المحكمة فأتى محامي من جهة المرج فسأله رئيس المحكمة: هل أتاكم إبراهيم بكار ذلك الوقت؟ كان وزيراً للعدل، قال: نعم أتاننا وقدم تعزية بـ 15 ألف دينار وماذا قال لكم؟ قال أن موضوع القضية ليست قضية حصار ولا

قطع غيار، القضية أبعد من ذلك، وقد كلف لها وكيلين بالنيابة من أحسن وكلاء النيابة وستظهر الحقيقة، ثاني يوم سمعنا نبأ وفاته، الحادث اللي توفي على إثره إبراهيم بكار.

المعلق: هل تعتقد أن بكار دفع حياته ثمنا لكشف حقيقة حادث طائرة 1103؟

مصطفى عبد الجليل: أجزم بذلك.

تعليق صوتي: ما يعزز قناعة ذوي الضحايا بتورط نظام القذافي هو تاريخ وقوع الحادثة الذي سبق ذكرى سقوط طائرة لوكربي بيوم واحد، فقد حملت رحلة لوكربي رقم 103 فحين تم تغيير رقم رحلة الخطوط الليبية المنكوبة قبل أيام من سقوطها ليصبح 1103.

مفتاح الفيتوري: هذا في برنامج صيفي وبرنامج شتوي نقوم بتغيير أرقام الرحلات يعني بداية شهر 4 وبداية شهر 11 يعني تعرف كيف دول العالم كلها بالنسبة للطيران.

المعلق: يعني هل كان في أعوام سابقة في فصل الشتاء يكون رقمها 1103..

مفتاح الفيتوري: لا لا..

خالد تيناز: إقناعاً للغرب بأن مثلما سقطت الطائرة 103 إحنا سقطت طائرة 1103 اللي هي الأرقام الثلاثة الأخيرة 103 مساوية لرحلتكم وكما قلت لك لو كان عنا طائرة نفس النوع لأسقطت نفس النوع، حتى نحاول نقرب للغرب بأن هذه بتلك.

تعليق صوتي: إذا كان القذافي هو من يقف خلف كارثة رحلة 1103 فما الطريقة التي اتبعها لإسقاط الطائرة على مشارف طرابلس ومن ارتفاع نحو كيلومتر واحد ليقض على ركبها 159.

رمضان رداد: الحادث كان مفتعل وكانت متفجرات بالطائرة.

خالد تيناز: إما أن يكون صاروخ وإما أن يكون الانفجار حدث بالفعل.

فوزي باتمر/وكيل وزارة المواصلات: تلغيم الطائرة هذا كان هو الأول فلما عدم تفجيرها فوق البحر أرسل لها صاروخ.

صادق خليل: تم تفخيخ الطائرة في أمتعة الركاب في الجهة الخلفية أو الجهة الأمامية.

فوزي باتمر: ممكن إنها تكون حتى قنابل بلاستيكية صغيرة توضع في ستر النجاة تحت الكرسي.

تعليق صوتي: اختلفت الروايات حول أسباب السقوط فكان لا بد لنا من البحث عن الرواية الصحيحة كانت البداية مع دراسة نحو 500 وثيقة مسربة ذات علاقة بالحادث، ومع إفادات شهود العيان التي أشارت أن طائرة بوينغ 727 سقطت إلى الأرض وهي جسم شبه مكتمل لتتعدد فصول التحقيق.

مريم المشاي: يعني هبوط الطائرة إلى أسفل سقوط عامودي هذا آخر شي شفته بالطيارة.

المعلق: هل رأيته منفجرة؟

مريم المشاي: لا لا.

[فاصل إعلاني]

تعليق صوتي: تصل طائرة الخطوط الليبية رحلة رقم 1103 ومن طراز بيونغ 727 إلى مشارف مطار طرابلس قادمة من بنغازي، وفجأة تهوي إلى الأرض ويقتل جميع من كان على متنها والبالغ عددهم 159 شخصاً، تشير وثائق حصلنا عليها أن موظفة متدربة في برج مراقبة مطار طرابلس الدولي كانت هي المسؤولة عن توجيه طائرة قبيل تحطمها في 22 من كانون أول ديسمبر عام 1992 ما يعني أنها آخر من تحدث مع طاقم الطائرة في ذلك اليوم المأساوي، غادرت مريم المشاي العمل في المطار لنعثر عليها مدرسة في معهد الطيران المدني والأرصاد الجوية في طرابلس ونعيد معها نسج خيوط الكارثة.

مريم المشاي: في الوقت هذا جيت الطائرة، الطائرة اللي الكابتن علي الفقي على ما أتذكر فلما جيت طبعاً الأجواء كانت حالة الطقس حالة مستقرة والأمور كويسة.

في هذه الأثناء كانت طائرة مدنية من طراز تنوتر قد غادرت حقل تبستي النفطي الواقع جنوب ليبيا باتجاه مطار طرابلس تم تحذير تنوتر وهي على بعد 70 ميلاً من المطار من خفض ارتفاعها نظراً لوجود الرحلة 1103 في منطقة الانتظار.

حسن الشريف/شاهد على سقوط طائرة الرحلة 1103: هداك اليوم كان تصريحى أنا هو الهبوط إلى 4000 قدم والاتجاه إلى مساعد ملاحى بابا إيكو وكان مقيد لـ 4000 قدم لأنه فى حركة جوية على البابا إيكو فى الـ Holding هذا، كانت بوينغ 727 على ارتفاع 3000 قدم.

تعليق صوتي: برج المراقبة يسجل المحادثة بينه وبين الطائرات، تعد هذه التسجيلات من العناصر الرئيسية فى التحقيق حال وقوع حوادث جوية، لكن التسجيل الصوتى فى برج مراقبة مطار طرابلس لم يظهر أى نداء استغاثة أطلقه طاقم الرحلة المنكوبة.

مريم المشاي: لو كان عنده أبسط خطر يعنى عنده يشكل خطورة بالنسبة للطيارة كان طيارته ما تكن على أساس إنه يصرح به لكن هذا ما صارش.

تعليق صوتي: الثامنة ودقيقتان و30 ثانية خايط طاقم الرحلة 1103 برج مطار طرابلس من أقرب نقطة له إلى المدرج، المنارة الملاحية هي عبارة عن محطة ترسل موجات راديو فى جميع الاتجاهات بحيث تقود الطائرات نحو نقاط معلومة وفى حالة المنارة المسماة بابا إيكو فإنها تقود الطائرات نحو المدرج تقع هذه المنارة على محيط دائرة منطقة الانتظار والتي تحلق الطائرة فيها بانتظار التصريح لها بالهبوط، وفى الوقت الذى تتجه فيه الطائرة نحو المنارة فإن ذلك يعبر عنه بمصطلح In Bound فى حين يعبر عنها وهي فى الاتجاه المعاكس للمنارة بـ Out Bound.

حسن الشريف: استمررت فى التقدم نحو طرابلس المراقب الجوى أكد لى ثانى إنه البوينغ على ارتفاع 3000 قدم وتعمل الـ Holding على البابا إيكو.

تعليق صوتي: 8:05 وقبل نحو دقيقتين من الحادث سأل طاقم الرحلة 1103 البرج عن الوقت المتوقع للهبوط.

عادل القاضي: المعلومات للطائرة المدنية هي كانت شحيحة جداً لأن أنه تعطينى معلومة تقول لى Jet Traffic ، Which traffic؟ أى طائرة وين مين وين طالعة وين واصله.

حسن الشريف: وأنا بتقدم شفت الطائرة بوينغ 727 كانت قدامى من اتجاهين من اليمين إلى الشمال، الموقع هذا بسموه نحن In Bound, Holding Bound ولكن بكل أسف بدأت الكارثة.

مريم المشاي: الطيار المدني في أثناء هذه شو شفت يعني نعطيه تصريح اللي هو على أساس إن الطيار ينزل، شفت الطائرة تهبط عامودي خلص الطائرة شنو صار لها سقوط عامودي ما عدش في Call، ناديت الطائرة طبعاً أعطيته أكثر من نداء ما فيش أي رد.

تعليق صوتي: في حدود الساعة 8:07 يقوم برج المراقبة بالنداء على الطائرة المدنية لكن دون أي رد، قبل دقائق من هبوطها هوت طائرة الرحلة 1103 من طراز بوينغ 727 بينما كانت على بعد 13 كيلومترا من المدرج ليقتل جميع ركابها، استمرت التساؤلات قائمة أثناء بحثنا كانت إحدى الفرضيات التي تتبعناها ويردها غالبية ذوي الضحايا حول طريقة إسقاط الرحلة 1103 هي استهدافها بصاروخ، وهو ما يلح لها الطيار الشريف الذي شاهد من طائرته أحداث هذه الكارثة.

حسن الشريف: رأيت هذا الشكل مقذوف لهب مستمر مثل هذه باتجاه الطائرة لم يتسن لي إن مدى تجاه المقذوف ماذا أصاب؟

رمضان العكرمي: لو إنه في صاروخ شال الطائرة المدنية صاروخ وين يضرب الصاروخ عادة؟ كان على الأخرى يضرب المؤخرة والمحركات عادة الصاروخ من أرض جو ينفجر قبل الطائرة هذه معروفة في القانون ينفجر قبل الطائرة بس الشظايا تشطر الطائرة كلها.

حسن الشريف: ما شفتش المقذوف وهو يضرب الذيل شفت المقذوف بس باتجاه الطائرة.

رمضان العكرمي: انفجار الطائرة تنفجر بالجو تنتشر انتشارا يعني دائري هذا حسب الحاجات الفنية.

حسن الشريف: طائرة البوينغ لما فقدت السيطرة كان على شكل جسم متكامل.

الصندوق الأسود ومفتاح اللغز

تعليق صوتي: سقوط الطائرة مكتملة أضعف فرضية قصف الطائرة أو تلغيها وهو ما أشارت إليه وثيقة حصلنا عليها بخلو حطام الطائرة المدنية من أي دليل على إسقاطها بفعل مواد متفجرة، لكن كان في إفادة قائد التونتر أمر غريب، فقد شاهد فقدان طائرة بوينغ 727 لأحد أجزاء ذيلها بالجو وهو ما قد يشكل مفتاحاً لحل اللغز.

حسن الشريف: أعدت النظر إلى البوينغ فرأيت الجزء الخلفي من الأعلى في الذيل ينفصل عن طائرة البوينغ ويطير لوحده، استمرت طائرة البوينغ في هذا الوضع بهذا الاتجاه تقريباً بعد ثواني بدت الطائرة بالجناح إلى اليسار وإلى تحت ناحية الأرض إلى حين ارتطامها بالأرض وانفجارها.

تعليق صوتي: فقدان الطائرة لجزء من ذيلها بالجو وقبل سقوطها يؤكد أيضاً المهندس نور الدين الكعال فقد طلبت مصلحة المساحة من كعال تحديد مواقع سقوط أجزاء البوينغ 727 المنكوبة.

نور الدين كعال/مهندس مساحة: هذا مكان سقوط الطائرة المدنية وعلى امتداد المدرج ويبعد عنه حوالي 10 كيلومتر الموقع الثاني هو مكان سقوط ذيل الطائرة المدنية ويبعد حوالي كيلومتر شرق سقوط أو مركز سقوط الطائرة المدنية.

تعليق صوتي: أثناء بحثنا أخبرنا أحد العاملين سابقاً في المطار أن جزءاً من حطام الطائرة المنكوبة موجود في مكان يعرفه، حصلنا على موافقة الثوار بالدخول إلى مطار طرابلس رغم صعوبة الظرف الأمني عقب سقوط نظام القذافي، هذا كل ما عثرنا عليه من حطام البوينغ 727 المنكوبة، وعند إعادة تركيبنا لهذه الأجزاء حصلنا على مجموعة الذيل وهو أول ما فقدته الطائرة قبيل ارتطامها بالأرض، يعد فقدان الذيل بما فيه المثبت الأفقي أو ما يعرف Horizontal Stabilizer في طائرة البوينغ 727 أمراً لا يمكن النجاة معه، راودنا الشك في تلغيم ذيل الطائرة لتفقد المثبت الأفقي وتسقط دون الحاجة لتفجير كل الطائرة أو قصفها، ذهبنا لمقابلة أحد أبرز المحققين في حوادث الطيران في العالم والذي سبق وحقق في تحطم طائرات بسبب تلغيمها، شارك البريطاني توني كيبل في التحقيق بحادثتي لوكربي عام 1988 وتحطم طائرة الكونكورد عام 2000 وغيرها من الحوادث، عرضنا ما نملكه من بيانات وشهادات على كيبل ليستبعد بدوره فرضية تلغيم ذيل الطائرة.

توني كيبل/محقق في حوادث الطيران: من بين الاحتمالات التي لا بد من ذكرها أن المثبت الأفقي قد ينفصل ويتوقف عن العمل وقد تحدث المتفجرات ضرراً في جسم الطائرة ومن الممكن وضع متفجرات في الذيل ما يؤدي إلى انفصال المثبت الأفقي ولكنني لم أر أدلة تشير إلى ذلك.

نور الدين كعال: تحركنا إحنا من الطريق هنا ومشينا لعند الأشجار هذه ووجدنا ذيل سليم مقطوع وكأنه مقطوع بآلة حادة ما فيش أي عيوب.

المعلق: هل كان هناك أثر حرق؟

نور الدين كعال: لا.

تعليق صوتي: توصلت لجنة التحقيق لمعرفة الآلة الحادة التي قطعت ذيل الطائرة ما تسبب بالكارثة، كان ذلك جناح الطائرة العسكرية مارداً 14 التي أُلغيت للتو وسقطت بالقرب من المدنية.

رمضان العكرمي: اللي حدث إن طائرة ميغ 23 صعدت إلى طائرة البوينغ ولكن بدون قصد قال إنه ما فيش قدامه طيارة مدنية وصاحبها إلى ارتفاع 3000 قدم اللي كانت عليه وصدم بطائرة البوينغ.

ناجي ضو/عضو لجنة التحقيق بحادثة طائرة الرحلة 1103: لقينا إحنا كلجنة تحقيق نقوله خدوش وأثار من طلاء الميغ في جسم وفي ذيل البوينغ ولقينا آثار وطلاء من البوينغ في قطع من الحطام بتاع طيارة الميغ.

تعليق صوتي: لكن لجنة التحقيق التي شكلت بعد الحادث بساعات قليلة هي في ذاتها موضع شك من قبل ذوي الضحايا والرأي العام الليبي، فقد شكلت تحت سلطة القذافي وليس بمقدورها إدانة نظامه، الأمر الذي دفع الإدعاء العام إلى إعادة التحقيق بالحادث بعد وقوعه بـ 19 عاماً، لكن كيف يمكن تفسير سقوط طائرة الميغ 23 بالتزامن مع طائرة الرحلة 1103 والعثور على حطامهما في دائرة قطرها 3 كيلومترات إن لم تكن قد اصطدمتا بالجو؟

حسن الشريف: نخلي الطيارين الميغ 23 يعملوا inject يطلعوا من الطيارة هذا السؤال لا أقدر الإجابة عليه وهو سؤال محير.

تعليق صوتي: تم نقل مقاتلات من طراز ميغ 23 إلى مطار طرابلس المدني ليكون قاعدة لها نظراً لوجود أعمال صيانة في قاعدة معتيقة العسكرية.

ناجي ضو: فنقل السرب ميغ 23 إلى مطار طرابلس وتمركزه في مطار طرابلس أدى إلى توقيع اتفاقية ما بين السلاح الجوي وما بين الطيران المدني، كيف يشتغلوا في مطار طرابلس بحيث إنهم ينسقوا مع بعض وما يأتروش على الحركة المدنية.

تعليق صوتي: لكن كان في الاتفاقية ثغرة قاتلة تتعلق بطريقة الاتصال اللاسلكي بين برج المراقبة والطائرات العسكرية والمدنية ليتضح لاحقاً أنها من أسباب وقوع الكارثة.

ناجي ضو: المشكلة اللي كانت موجودة أن الحركة المدنية اللي كانت تتكلم عليها تردد ذبذبة والحركة العسكرية عليها ذبذبة أخرى، ولذلك العسكري ما يسمعش بالمدني شنو عنده والمدني ما يسمعش العسكري شنو وضعه.

تعليق صوتي: في حدود الساعة 8:01 طلب طاقم الرحلة 1103 من البرج السماح له بالهبوط إلى ارتفاع 2000 قدم رفض البرج طلبه مؤكداً ضرورة البقاء على ارتفاع 3000 قدم فما سبب هذا الأمر؟

مريم المشاي: في منطقة الهبوط كان في حالة في حركة عسكرية فما تقدرش تنزل الطيار لما تكون منطقة الهبوط فأعطيته على أساس إنه يدير دوران على أساس لئن تفضي منطقة الهبوط فيكون مثلاً هذا يستغرق 3 دقائق بالكثير 4 دقائق.

تعليق صوتي: إلى جانب طائرة البوينغ 727 وطائرة التونتير القادمة من الجنوب تواجدت في منطقة المطار 3 طائرات عسكرية من طراز ميغ 23، 2 مقاتلتان قادمتان من منطقة التدريب المعروفة بالجربولي وأخرى تدريبية تستعد للإقلاع والاتجاه إلى منطقة التدريب ذاتها وتحمل علامة النداء مارد 4-1 ما يعني أن 5 طائرات تريد استخدام المدرج ذاته.

مريم المشاي: في حركة عسكرية مع الحركة المدنية طبعاً الحركة العسكرية كان مسؤول عليها مراقب عسكري والحركة المدنية مسؤول عليها مراقب مدني، فأنا كنت المراقب المدني المسؤول على الحركة المدنية.

تعليق صوتي: حلقت الطائرتان المقاتلتان فوق المدرج على ارتفاع 600 متر وبدأتا مناورة الهبوط، أعطيت الطائرة التدريبية مارد 4-1 الإذن بالإقلاع ونظراً لوجود مزرعة للزعيم القذافي شمال المطار فقد كان يحظر الطيران فوقها وبالتالي فإن طائرة الميغ ستنعطف يساراً وتحلق جنوب المطار لحين إعطائها الإذن بقطع المدرج عند نهايته، وهو ما يعني تقاطعها مع مسار طائرة مدنية استدعى ذلك إتباع ما يسمى بالفصل العمودي.

مريم المشاي: الطيار العسكري كان عنده معلومة إن في طيران مدني على الارتفاع هذا ما يطلعش فوق الارتفاع هذا والطيران المدني نفس البرنامج كان عنده معلومة إن في طيران

عسكري في منطقة الحركة وإنه يتقيد بالارتفاع .

تعليق صوتي: في 8:06 أعطيت طائرة الميغ 23 التدريبية الإذن لتقطع امتداد المدرج باتجاه منطقة التدريب المعروفة بالجربولي.

حسن الشريف: في لقطة طلعت قدامي صاروخين رأسيين باتجاه الأعلى فنظري كان باتجاه هذول الصاروخين الاثنين اللي هم كانوا عبارة عن مقذوفي لكرسي نجاة ميغ 23 فرأيت طائرة الميغ تطير بشكل انسيابي جداً وبزاوية تقريباً 3 إلى 4 درجات نحو الأرض، استمرت بهذا الوضع إلى حين ارتطامها بالأرض.

نور الدين كعال: هذا المكان مكان سقوط الطائرة العسكرية وتبعد حوالي 3 كيلو متر شمال شرق الذيل، هذان المكانين هم مكانين لكراسي الطيارين العسكريين وهذا المكان يقع في منتصف المسافة ما بين الذيل والطائرة العسكرية.

توني كيبيل: من المحتمل أنه في حالة اصطدام طائرة ميغ 23 بطائرة بيونغ 727 فقد يؤدي ذلك لانفصال المثبت الأفقي لطائرة البوينغ، وهناك شواهد من الصور المتوفرة تشير إلى ضرر موضعي شديد حدث عند النقطة التي انفصل فيها ذيل طائرة البوينغ، وعليه فكلما كان السرعة الطائرتين أعلى كلما كان حجم الدمار أكبر.

تعليق صوتي: رحنا نبحث عن عبد المجيد الطياري وأحمد أبو سنيينة قائدي الطائرة العسكرية الذين قفزا منها وما زال على قيد الحياة فقد اختفى الطياران عن الأنظار بعد محاولة الثوار الاعتداء عليهما عقب تحرير طرابلس من قبضة نظام القذافي، فالبعض يتهمهما بتعمد إسقاط طائرة الرحلة 1103 بأمر من القذافي، اصطحبنا أحد الأشخاص إلى بيت طيار ثالث عمل مع أبو سنيينة والطيار عله يوصلنا بهما.

المعلق: ما حكيت لي كيف أوصل لعبد المجيد.

أحد المقربين من الطيارين العسكريين: أنا تحدثت معه اليوم وقال لي أنني لا أريد الحديث علناً في هذا الموضوع.

تعليق صوتي: وهو ما لم ننجح به، عدنا للتحقق من مجموعة الذيل ودورها في حدوث الكارثة، نتحكم مجموعة الذيل ومنها المثبت الأفقي في توازن وتوجيه مقدمة الطائرة

وبفقدانه يستحيل التحكم وتحديد زاوية الارتفاع والهبوط.

توني كيبيل: إذا فقدت الطائرة مثبتها الأفقي على أي ارتفاع فستخرج عن السيطرة وسيفقد جسم الطائرة توازنه وتهوي بسرعة وبشكل رأسي للأسفل ولن يكون بمقدور طاقم الطائرة إنقاذها.

تعليق صوتي: بالعودة إلى بيانات الصندوق الأسود لطائرة بيونغ 727 فإن الطائرة فقدت مثبتها الأفقي بعد إكمال استدارتها نحو المنارة الملاحية وقبل قطعها لنصف المسافة المؤدية إليها الأمر الذي يشير له أيضاً الارتفاع المفاجئ في سرعة الطائرة في هذا الجزء من دائرة الانتظار فبينما كانت البوينغ تحلق بسرعة 425 كيلومتراً في الساعة تسارعت فجأة لتتصادم بالأرض بسرعة نحو 520 كيلومتراً في الساعة بعد فقدانها لجزء من ذيلها، وهو ما يفسر جسامة الأضرار وصعوبة التعرف على جثث الضحايا.

توني كيبيل: جسم الإنسان ليس قوياً وأعتقد أن طبيعة الإصابات متناسقة مع سقوط الطائرة 727 التي فقدت مثبتها الأفقي من على ارتفاع 3000 قدم حيث هوت بسرعة عامودية إلى أن ارتطمت مقدمتها بالأرض.

تعليق صوتي: بعد انتهائنا من تصوير التحقيق نجح مقربون من الطيارين الذين قفزا من طائرة ميغ 23 في إقناعهما بالحديث إلينا، كان الطياري في طرابلس أما أبو سنيينة فقد التقيناه في مكان اشترط علينا عدم الإشارة إليه، عدنا للتصوير معهما ليكشفنا للإعلام ولأول مرة عن تفاصيل سقوط طائرتهم العسكرية بالتزامن مع الطائرة المدنية، كانت طائرة الرحلة 1103 تحلق على ارتفاع 1000 متر بانتظار الإذن لها بالهبوط، أعطيت طائرة مارد 4-1 التدريبية الإذن بالإقلاع، وطلب منها الالتفاف يساراً ومن ثم قطع نهاية المدرج 27 لتكمل طيرانها نحو منطقة التدريب المعروفة بالجربابولي.

أحمد أبو سنيينة/طييار عسكري: على يمين المطار باتجاه المهبط 270 كان هناك استراحة للدكتاتور القذافي، وأصدر أمر بعدم الطيران فوق المنطقة الخاصة به بمزرعته لأنه يخاف من أي شيء، ويشك بجميع الليبيين.

تعليق صوتي: ما إن أقلعت طائرة مارد 4-1 حتى بدأت طائرتان عسكريتان من طراز ميغ 23 الهبوط على ذات المدرج مما سبب على ما يبدو تشتيت انتباه طائرة الميغ عن طائرة الرحلة 1103 ومهد للحادث.

عبد المجيد الطياري/طيار عسكري: تركيزي كان في الحالة هذه اللي هو الطيارتين اللي قدامي، زي ما قلت لك الطيارتين اللي كانوا سرعتهم تتناقص لغاية ما سمعت رقم 2 دائرة الهبوط كنت تقريباً على امتداد المنارة الملاحية بابا إيكو.

تعليق صوتي: عند امتداد المنارة الملاحية قطعت طائرة الميغ 23 التدريبية نهاية المدرج، كانت طائرة البوينغ 727 تحلق بسرعة 425 كيلومتراً بالساعة.

أحمد أبو سنيينة: على ارتفاع 600 متر والسرعة 700 كيلومتر، سرعة 700 كيلومتر والاتجاه 060 ما شفتش طائرة قدامي في اللحظة هذه شعرت بصدمة وصوت قوي.

تعليق صوتي: هذه الصدمة سجلها الصندوق الأسود لطائرة بوينغ الذي أشار تحليله إلى تعرض جسم الطائرة لصدمة مفاجئة أعقبها اهتزاز شديد، كل ذلك حدث في الثواني 13 الأخيرة من تسجيل الصندوق الأسود ومن عمر الطائرة.

عبد المجيد الطياري: الصدمة كانت في الجزء الخلفي من الطائرة من الأسفل.

عادل القاضي: ما نستبعدش حتى يكون جسم الطائرة الميغ من تحت ضرب بالطائرة البوينغ 727.

أحمد أبو سنيينة: ولمحت في نفس اللحظة باش نكون في نفس اللحظة لمحت جسم أبيض.

عادل القاضي: الطائرة العسكرية جت بزاوية معينة تحت Horizontal Stabilizer لما دخلوا تحتها شافوا الغمامة البيضاء طبعاً الغمامة البيضاء تبعت Horizontal Stabilizer.

عبد المجيد الطياري: الطائرة دخلت في اهتزاز شديد وكان يشبه دخان طالع من الطائرة.

أحمد أبو سنيينة: وتنحى الموازي الأمامي وطلعت كل الأشياء والحاجات اللي تغير الصوت، صوت الفصل الكهربائي، ما عدش صوت محكم.

عبد المجيد الطياري: في حسيت حاجة ضربت يدي على اليمين طبعاً من الأجزاء اللي دخلت الطائرة طبعاً مش وقت بتفكر شو بضربك ولا شو ما يضربك فأول ما تلفت شفت نار بقت تحت

الطائرة.

أحمد أبو سنيينة: جميع الإعدادات والأجهزة بالإنذار إنذار أحمر.

عبد المجيد الطياري: على طول نار مع اهتزاز عنيف بتاع الطائرة اتخذت قرار بالقفز.

تعليق صوتي: كسرت ذراع قائد الطائرة عبد المجيد الطياري بينما أصيب المتدرب الطيار أحمد أبو سنيينة برضوض بسيطة لينقل إلى مستشفى صلاح الدين الذي أحيط بإجراءات أمنية مشددة، وهناك سمعا ما لم يكونا يتوقعاه.

أحمد أبو سنيينة: في المستشفى علمت أننا اصطدمنا أنه صار في طائرة أخرى وقع حادث في نفس الوقت مع طائرتنا اللي هي طائرة بوينغ 727.

عبد المجيد الطياري: لو شفت الطائرة المدنية كان ما صارش حادث أصلاً، ولا يمكن حصل اصطدام إحنا عند طيارتنا تناور بكل مميزة في المناورة تقدر تتفادها بأي طريقة يعني.

تعليق صوتي: يشير تحليل الصندوق الأسود لطائرة البوينغ 727 أنها لم تخفض ارتفاعها طوال الرحلة عن 3000 قدم أي ما يعادل نحو 1000 متر وأنها حافظت على هذا الارتفاع خلال تحليقها في منطقة الانتظار أما تحليل الصندوق الأسود لطائرة الميغ 23 فلم يساعد لجنة التحقيق لما لحق به من أضرار.

رمضان العكرمي: لما الشريط نحوه من خزانة الفيلم لقينها راحت تشريح طبعاً إمكانية في ليبيا هنا ما فيش إمكانية باش يجمعوا الأشرطة ببعضها، طلعت بها لجنة إلى روسيا، اللجنة مشكلة فيها السيد ناجي ضو.

ناجي ضو: اللي وجدته اللجنة في الحطام ومحروق في آثار حريق بنفس الموقع هذا اللي تم تحليله ولا علاقة له برحلة الحادث.

تعليق صوتي: سجل الصندوق الأسود في طائرة الميغ التدريبية بيانات غير متسلسلة لـ 16:40 دقيقة من الطيران ما يعني أن هذه البيانات لا تتعلق جميعها بطلعة الحادث التي لم تستمر أكثر من 4 دقائق، لكن وعند تدقيقنا في هذه البيانات توصلنا إلى مقطع يتشابه مع بعض أحداث الرحلة المنكوبة، يشير هذا المقطع إلى دخول طائرة الميغ 23 في حالة عدم

اتزان دفعت الطيارين إلى القفز من الطائرة بينما كانت على ارتفاع 500 متر، لكن لا توجد معلومات أخرى توضح تسلسل أحداث الرحلة من لحظة إقلاعها، كما لا توجد معلومة توضح إن كانت طائرة الميغ قد حطت خلال رحلتها على ذات ارتفاع الطائرة المدنية وهو 1000 متر أم لا؟

توني كيبل: أعتقد أنه من الضروري فحص حطام الطائرة والذي من المحتمل أنه لم يعد موجوداً ومن الضروري أيضاً الحصول على تسجيلات الرادار والراديو ومقابلة مختلف الشهود.

أحمد أبو سنيينة: ما كنتش أتوقع إنه تكون بوينغ في اللحظة الجزء اللي اصطدنا به ففي مخيلتي قلت ممكن طائرة بتاع الطيارات الصغيرة هذه ما كنتش متوقعها بوينغ.

تعليق صوتي: حكم على الطياري بالسجن مدة 3 سنوات ونصف وعلى أبو سنيينة بالسجن مدة 3 سنوات لمخالفتها تعليمات الطيران، تم تسريح كل من الطياري وأبو سنيينة من الخدمة العسكرية ورغم ذلك فإن شريحة واسعة من أهالي الضحايا والشعب الليبي تعتقد أنهما نفذوا العملية عن قصد وبأمر من الزعيم معمر القذافي.

عبد المجيد الطياري: ليش توجيه الاتهامات في التلفزيون والإذاعات تم القبض أخيراً على الطيار عبد المجيد الطياري الذي أسقط الطائرة بناءً على تعليمات معمر القذافي، اعترف الطيار عبد المجيد الطياري أنه اسقط الطائرة كذا كذا كذا.

أحمد أبو سنيينة: 1/10/2011 بعد شهر من تحرير طرابلس تم القبض على عبد المجيد وتم محاولة القبض علي وبعد نصيحة من أحد القانونيين طلب مني الأفضل أن أختفي.

ناجي ضو: أعتقد أنها مصادفة أكثر من أنها تكون توجيه لعدة أسباب: الرحلة كانت رحلة تدريب، الطيار اللي هو ما يطلعش على الطائرة ما له طلعات، غرفة القيادة كانت مشوشة الرؤية، الزجاج كان يعني مشوش جداً، النقطة الأخرى والأهم أن كان باتجاه الشرق في الصباح الباكر الشمس في عكس يعني جاي في عيونهم في النظر بتاعه.

تعليق صوتي: كان اللافت أن النتيجة التي خرجت بها لجنة التحقيق الليبية التي انتهت من إعداد تقريرها في أيلول / سبتمبر عام 1993 هي ذات النتيجة التي خلص إليها تحقيقنا وهي تصادم جوي بين طائرة مدنية وعسكرية، فلماذا لم ينشر تقرير لجنة التحقيق كما هو متعارف عليه عالمياً ولم يطلع أهالي الضحايا على أسباب حادث وتفصيله.

ناجي ضو: كنا الوقت هداك يتكلم القذافي بخطابات على أساس أن هذه الطائرة سبب سقوطها هو الحظر الأميركي على قطع الغيار وغيره وما فيش حد يعني يقدر يأخذ المسؤولية كل يعني بخاف على روحه بش ينشر التقرير هو يقول بسبب قطع الغيار والناس تقول لا مش سبب قطع الغيار وتقول اصطدام في الجو.

رمضان العكرمي: هو فرصة لقاها يعني وجدها سانحة له بحيث إنه ييني عليها أشياء أخرى.

ناجي ضو: لو أذيع من هداك الوقت، من أول يوم أذيع صار اصطدام كذا كذا الناس يتقبلوه ويعرفوا الحقيقة، لكن عملية التكتم على حتى حقائق بسيطة يخلي كل واحد يكبر الموضوع يقول ما دام سكتوا ما قالوش عليها كذا يبقى هيك.

تعليق صوتي: فرض الغرب حصاراً على ليبيا استمر نحو 10 سنوات ما أدخل النظام الليبي في عزلة دولية، فهل أخفى القذافي نتائج التحقيق في حادث الرحلة 1103 عن الليبيين بهدف توظيفه في رفع الحصار عن نظامه بعد إلصاق تهمة إسقاط الطائرة بالغرب؟

محمود شمام/محلل سياسي: القذافي كان محاصراً نفسياً كان محاصراً سياسياً أكثر مما أنه هو حصار أوجعه اقتصادياً وبالتالي كان استعداداه ليشال هذا الحصار وبذل جهوداً كبيرة جداً.

مصطفى عبد الجليل: لم يكن الحصار بمفهومه العام على الليبيين، كان حصار على القذافي وأبنائه وكانت الملاحقة شخصية.

محمود شمام: نحن لا نعرف الحقيقة لأن التحقيق لم ينشر، والدولة لم تتحدث ولكن هنا يأتي التوظيف السياسي عندما حدثت هذه الحادثة الماكينة الإعلامية التزييفية للقذافي بدأت على طول تربطها بلوكربي أولاً هي محاولة للابتزاز والتهديد يعني طائرة بطائرة وبالتالي هنا الاستغلال السياسي للحدث بغض النظر عن هذا الشيء، ثانياً تكريس على سبيل المثال هذه الطائرة جاءت من بنغازي وفيها معظم ركابها جاؤوا من بنغازي أيضاً عملية الضغط والشحن النفسي الذي كان يقوم بها القذافي على المدينة، الشارع يعتقد بأن الطائرة أسقطت من قبل القذافي عمداً، الشارع يعرف أن مصير كيخيا ورفاقه خطفوا وبشكل قصراً، هذا الشارع أصدر أحكامه نحن الآن نريد أن نغلق هذه الملفات بشكل قانوني.

تعليق صوتي: ستبقى حادثة طائرة الرحلة 1103 من أكثر الألغاز التي آلمت وحيرت الشعب الليبي ما يستدعي جهداً كبيراً من النظام الليبي الجديد في كشف كل تفاصيلها وعرضها

على الشعب علّ ذلك يطوي هذه الصفحة الأليمة.

[نص مكتوب]

مر أكثر من عقدين على تحطم طائرة الرحلة 1103 وما زال الليبيون يطالبون بالكشف عن الحقيقة.

محتوى أقل

29/6/2013

شارك حفظ

المصدر: الجزيرة

المزيد من نفس البرنامج



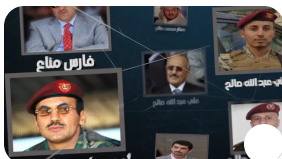
لغز الرحلة 990.. هل كان البطوطي كبش فداء لبوينغ في إسقاط الطائرة المصرية؟



الصندوق الأسود لأرامكو السعودية



تعز اليمنية.. إمارة اللثام عن كتائب أبو العباس المدعومة إماراتيا



اليمن.. الأموال المنهوبة



الجنرال وهزيمة وادي الدوم.. حكاية حفتر



اليمن.. كيد الأشقاء



شاحنة الموت.. هل اختنق اللاجئين أم قتلوا؟

من نحن

تواصل معنا

شبكة

قنواتنا

تابع الجزيرة على:





Black Box

Flight Disaster 1103

The episode examines the mystery of the crash of the Libyan Airlines plane that was carrying Flight 1103 in 1992 in the Sidi Sayeh area of Tripoli.

- **The circumstances surrounding the plane disaster – Gaddafi and the political employment of the incident**
- **The chapters of the investigation into the accident**
- **The circumstances of Minister Bakkar's death – The black box and the key to the mystery**

Voiceover: December 22, 1992.

Ramadan Raddad, brother of one of the victims of Flight 1103: My brother, his wife and family were all 10 people who decided to return on that fateful flight.



Vittori Key Key Vittori Key

Voiceover: Libyans were on the verge of a tragic incident that is the most catastrophic and mysterious in the history of Libyan aviation.

Mohamed Abdel Razzaq/Benina Airport (Benghazi): All procedures have been taken to board the plane.

Circumstances surrounding the plane disaster

Voiceover: Libyan Airlines flight 1103 of a Boeing 727 took off on a routine flight from Benghazi to Tripoli.

Reda El-Feki/Maintenance Engineer - Brother of the Pilot of Flight 1103: I was in charge of the flight, so it was signed and the craft was released in favor of this flight.

Voiceover: About 6 minutes before it landed, the disaster occurred.

Mariam Al-Mashay/Air Traffic Control - Tripoli International Airport: We see that the plane crashes and lands at the point where it landed.

Ramadan Akremi, Member of the Investigation Committee of Flight



Yousef Aqila Youssef Aqila

1103: Horror, Horror, Horror, Horror means that if a person hears the second events, you hear the noise and you hear the screams, you hear the pilot, the salvation is not under control.

Voiceover: A violent and sudden vibration did not give the plane more than 13 seconds to fall from an altitude of about 1000 meters, killing all 159 passengers.

Mustafa Abdel Jalil, former head of the Libyan National Transitional Council: Muammar Gaddafi, we know him very well and we know his behavior and behavior, he can get rid of the Libyan people in general, and not more than 200 passengers.

Voiceover: The morning of December 22, 1992, was a sunny and waking morning across Libya, at 7 a.m. UTC, Flight 1103 was preparing to take off from Benina Airport in Benghazi for Tripoli International Airport on its last flight.

Mohamed Abdel Razzaq: The commander of flight 1103 called our late colleague Ali Al-Feki and called the control tower unit to ask for permis-



Ramadan Raddad Ramadan Raddad

sion to turn the plane's engine to head to Tripoli.

Voiceover: The plane took off for Tripoli, where it took off from the well-known airway 1411, and upon reaching the tipping point of the radio wave known as GARUS, the crew switched from addressing the Benghazi control tower to the Tripoli Tower.

Mohamed Abdel Razzaq: Benghazi Control told me I am on the GARUS point, I told him OK, walk at an altitude of 28,000 feet and turn to Tripoli, and he said to me, "Okay, safety, and let us tell the truth, what I expected would be the last goodbye, by God."

Voiceover: The plane lowered its altitude to 3000 feet, equivalent to about 1000 meters, in preparation for landing at Tripoli airport, and despite the decrease in air traffic due to the suspension of foreign flights following the imposition of a flight ban on Libya, Flight 1103 remained flying in the waiting area for about 5 minutes waiting for it to be allowed to land, until a strange call came from the Benghazi



Khaled Tinaz Khaled Tinaz

control tower asking about the number of passengers on the plane.

Mohammed Abdul Razzaq: I got a phone call with a slightly strange question, which means that it is not usual for the air traffic controller to ask this question, he asked me a question and he told me: How much does the plane have to take? I was surprised and I said to him: What is in it? He said to me, "But tell me how much it is." I asked Tripoli on the direct line, of course, it is a button that raises the phone all the way, I told him that the plane has 157 on it, what is it? He told me the plane crashed.

Voiceover: At 8:07 a.m., Flight 1103 lost contact and crashed into the ground at a rate of more than 13,000 feet per minute.

Adel Al-Feki, Orthopedic Specialist: I was at Salah Al-Din Hospital, and I was told that in the accident of a civilian plane, we must take the emergency situation, which means that we should be ready to receive any cases.

Voiceover: Ambulance crews rushed to the Sidi al-Sayeh area, 13 kilome-



Mohamed Abd El , Razzaq Mohamed Abd El , Razzaq

ters east of Tripoli airport, where the passengers' bodies were mixed with the wreckage and the victims' faces disappeared.

Ramadan Raddad: I said that it is possible to learn about our dead, they said, no, because people are very distorted, so that they exist prominently, like the cloth of Ramen and Khals.

Voiceover: The bodies of the victims were transferred to Tripoli Central Hospital, while two soldiers arrived at Salah al-Din Hospital after being encircled by tight security.

Adel Al-Feki: Two people came from the army, one of them had a muscular bone injury, and the second person, as I remember, had a major injury, I went home after asking permission from my colleagues, I went home, but when I got home, he was in a crowd next to the house, which means he was in an unusual movement, and when I entered, it was as if I felt something that meant, of course, and finally I was told, I mean, my brother, the pilot, Ali Al-Feki, who was the pilot of this plane.

Voiceover: The commander of the Boeing 727, Captain Ali Al-Fiqi, the crew and passengers of the plane 145 were killed, the bodies of the victims were buried in a mass grave after their bodies could not be identified, Libya was covered in black and everyone was wondering why the plane crashed while the airport was in the sight of its passengers, during about two decades, no report was published explaining the causes of the accident, which made the matter more ambiguous, we

decided to investigate the causes of the disaster based on the leaked data we have related to the flight and witnesses Eyewitnesses and experts in the field of air accidents, we used the member of the International Safety Authority, Captain Adel Al-Qadi, who works for one of the Gulf airlines in Doha, to be a consultant in our research, as he worked as a co-pilot in Libyan Airlines at the time of the accident and got to know the pilot of Flight 1103 and his professionalism.

Adel Al-Qadi/Pilot - Member of the International Aviation Authority: Captain Ali Al-Feki had a very high level of professionalism, the fact that we say that a person like this means that he goes by the books, he was a man who respected many laws.

Gaddafi and the Political Employment of the Incident

Audio commentary: Immediately after the incident, conflicting news began to emerge about its causes, while the Libyan News Agency indicated that investigations had been launched to determine the causes of the disaster, President Gaddafi spoke to the students of Sabha University about the incident, pointing to several possibilities behind it, foremost of which is the shortage of spare parts due to the blockade imposed on Libya at the time.

Khaled Tinaz/Director of Libyan Airlines: At first, they thought that the shortage of spare parts as a result of the blockade on Libya in aircraft spare parts was the cause of the plane's down.

Audio Commentary: In 1992, Libya was under a blockade imposed by the Security Council, under which foreign flights to and from Libyan airports were suspended and it was denied the import of spare parts and other goods and materials, after the Libyan regime was accused of being behind the Pan American plane crash over the British village of Lockerbie on December 21, 1988, in which 270 people were killed.

Interviewer: The spare parts were obtained from Jordan.

Miftah Al-Fitouri/Former Director of Benghazi Airport: 80% from Jordan.

Interviewer: So you didn't have any shortcomings?

Vittori Key: We have no problem with the spare parts.

Interviewer: What was the blockade that affected the spare parts and their abundance?

Miftah Al-Fitouri: No, our domestic flights were livestock.

Commentator: Remember what spare parts you were getting from Jordan?

Al-Fitori Key: By God, all kinds of spare parts starting from the wheel to the engine.

Chapters of the Investigation of the Accident

Voiceover: We were looking for a maintenance engineer who inspected Flight 1103 before takeoff to see if it was suffering from a shortage of spare parts or a technical malfunction, and the accident led us to the younger brother of the captain of the doomed plane.

Reda Al-Feki: I found that the plane needed maintenance, it was operating flights, I started working, it had a slight malfunction, it is said that Absorber shock loose New shock.

Sadiq Khalil/Aeronautical Engineer: This aircraft is the 727 that is out of service and it is the same model, the same type and the same specifications of the stricken plane, and currently we will give you an idea of the last maintenance

done by the maintenance crews inside this plane, which is the replacement of the hydraulic fluid inside the shock absorber for the front wheels, and this has nothing to do with the control inside the plane except on the ground, and the plane landing on the ground and taking off in the air, which has nothing to do with the plane's system.

Reda Al-Feki: I was in charge of the plane, so it was signed and the craft was released in favor of aviation, and it was sent to make its flight the next day.

Voiceover: The crew of the plane did not make any distress call and did not report any technical malfunction. We continued our attempt to decipher the mystery of the sudden crash of this plane, the 19th anniversary of the incident came months after the fall of the Gaddafi regime after a 42-year rule that united the families of the victims behind their demand that the transitional government reveal the causes of the disaster, considering it one of the crimes of the former regime.

[Tape Recorded]

Nizar Al-Maghrabi, Chairman of the Committee for the Families of the Victims of Flight 1103: On behalf of the families of the martyrs, we appeal to the transitional government to open a transparent and global investigation into this crime.

Although we are aware that the head of the finished regime is the one who ordered the execution of this crime, there are those who planned, those who carried it out, and those who covered it up, and all of them are considered accomplices to this crime, but...

Circumstances of Minister Bakkar's Death

Audio commentary: The memories of the incident and the crowds of mourners are still fresh in the minds of the families of the victims and they still remember Ibrahim Bakkar's sympathy for them, Bakkar was the most important leader of

the city of Benghazi and the Eastern Province in general, and the secretary of the People's Committee for Justice, Security and the Public.

A person close to Ibrahim Bakkar: Ibrahim Bakkar said today that if there would be public investigations, he insisted on a public word, he said this is my case.

Khaled Bakkar/Son of Minister Ibrahim Bakkar: Ibrahim Bakkar was the link between the Libyan state and the Eastern Province, let us say that he was very much affected by the issue of the plane and we saw it in a façade, I mean, until the first day and the second day, we were ashamed to open the subject with him, we were afraid as if it was us, it means as if the whole plane from our house was healed in a façade, and I do not exaggerate, and the people close to the late Ibrahim Bakkar know this thing.

Youssef Aguila/friend of Minister Ibrahim Bakkar: He visited some of the families of the victims of the plane and promised them that he would investigate this issue and bring them to the truth, that justice would take its course and justice would take its course, and this promise was passed on to all the people, and this promise was made before he traveled to Tunisia.

Voiceover: The days of mourning for the victims of the plane ended and Bakkar left for Tunisia to participate in the conference of Arab interior ministers On January 6, 1993, Bakkar was involved in a mysterious traffic accident inside the Libyan border, as a result of which he died.

Khaled Bakkar: It was a premeditated operation, and it was announced to the Libyan street that it was an accident of fate and fate, when in fact we say that the car that hit the car of the late Ibrahim Bakkar was waiting for more than 5 hours.

Voiceover: Bakkar's death 16 days after the plane crash constituted for many an additional condemnation against Gaddafi for being behind the disaster, in an attempt to prevent Minister Bakkar from proceeding with a public investigation that

Al-Labibin had promised, it was necessary to reach any link between Bakkar's death and the accident of Flight 1103 We went looking for someone who lived with Bakkar and worked with him in the Ministry of Justice, so we reached the former prosecutor of the Al-Bayda Court of First Instance and one of those who lost their colleagues In the incident, Counselor Mustafa Abdel Jalil.

Mustafa Abdel Jalil: I was sitting with the president of the court when a lawyer came from the side of Al-Marj and asked him: Did Ibrahim Bakkar come to you at that time? He was the Minister of Justice, he said: Yes, he came to us and offered condolences for 15 thousand dinars, and what did he say to you? He said that the subject of the case is not a siege or spare parts, the case is beyond that, and two acting attorneys have been assigned to it from the best prosecutors, and the truth will come out, the second day we heard the news of his death, the accident that killed Ibrahim Bakkar.

Narrator: Do you think Bakkar paid with his life to uncover the truth about the 1103 crash?

Mustafa Abdel Jalil: I am sure of that.

Voiceover: What strengthens the conviction of the victims' families of the involvement of the Gaddafi regime is the date of the incident, which preceded the anniversary of the fall of the Lockerbie plane, as Lockerbie flight number 103 was changed to 1103 days before it crashed.

Miftah Al-Fitouri: This is in a summer program and a winter program that we change the flight numbers, which means the beginning of month 4 and the beginning of month 11, which means you know how all the countries of the world are in terms of aviation.

Commentator: I mean, was there a previous year in the winter season that the number was 1103?

Miftah Al-Fitouri: No, no.

Khaled Tinaz: To convince the West that just as plane 103 crashed, we shot down plane 1103, which is the last three digits of 103, equal to your flight, and as I told you, if we had an aircraft of the same type, we would have shot down the same type, so that we can try to get closer to the West that this is a balloon.

Voiceover: If Gaddafi was behind the Flight 1103 disaster, what was the way he shot down the plane on the outskirts of Tripoli from a height of about one kilometer to kill 159 passengers?

Ramadan Raddad: The incident was fabricated and there were explosives on the plane.

Khaled Tinaz: Either it was a rocket or the explosion actually happened.

Fawzi Batmer/Undersecretary of the Ministry of Transportation: This was the first time that the plane was mineed, and when it did not explode over the sea, a missile was sent to it.

Sadiq Khalil: The plane was booby-trapped in the passengers' luggage at the back or front.

Fawzi Batmer: It could even be small plastic bombs that are placed in the life jacket under the chair.

Voiceover: Accounts differed about the causes of the crash, so we had to search for the correct one, starting with the study of about 500 leaked documents related to the accident, and with eyewitness testimonies that indicated that the Boeing 727 crashed to the ground, a near-complete object, to complicate the chapters of the investigation.

Maryam Al-Mashay: The plane landing to the bottom of my vertical plane means that this is the last thing I saw on the plane.

Interviewer: Did you see it explode?

Maryam Al-Mashay: No, no.

[Advertising Interval]

Audio commentary: Libyan Airlines Flight 1103 and a Boeing 727 arrives on the outskirts of Tripoli airport from Benghazi, suddenly crashes to the ground and kills all 159 people on board, documents we obtained indicate that a trainee employee at the control tower of Tripoli International Airport was responsible for steering a plane before it crashed on December 22, 1992, which means that she was the last person to speak with the crew that day Tragically, Mariam Al-Mashay left work at the airport to find a teacher at the Institute of Civil Aviation and Meteorology in Tripoli and reweave the threads of the disaster with her.

Maryam Al-Mashay: At that time, the pilot, Captain Ali El-Feki, as I remember, came, and when I came, of course, the weather was stable and things were good.

Meanwhile, a civilian Tannotar aircraft had left the Tibesti oil field in southern Libya towards Tripoli airport, and Nottar, 70 miles from the airport, had been warned to reduce its altitude because Flight 1103 was in the waiting area.

Hassan Al-Sharif/Witness to the crash of Flight 1103: That day my permit was to land to 4000 feet and go to the co-navigation of Papa Echo and it was restricted to 4000 feet because in an air traffic on Papa Echo in this holding, a Boeing 727 was at an altitude of 3000 feet.

Voiceover: The control tower records the conversation between him and the planes, these recordings are a key element in the investigation in the event of air

accidents, but the audio recording in the control tower of Tripoli airport did not show any distress call made by the crew of the doomed flight.

Maryam Al-Mashay: If he had the slightest danger, which means that he was dangerous to the pilot, his pilot would not have been on the basis that he declared it, but this is what happened.

Voiceover: 8 minutes and 30 seconds The crew of flight 1103 addressed the Tripoli Airport Tower from its closest point to the runway, the navigational beacon is a station that sends radio waves in all directions so that it leads the planes towards known points, and in the case of the lighthouse called Papa Eco, it leads the planes towards the runway, this lighthouse is located on the perimeter of the waiting area circle in which the plane flies waiting for it to land, and while the plane is heading towards the lighthouse, it crosses It is expressed by the term In Bound, while it is expressed in the opposite direction of the lighthouse as Out Bound.

Hassan Al-Sharif: I continued to advance towards Tripoli, the air traffic controller assured me that it is a Boeing at an altitude of 3000 feet, and the holding is working on Pope Echo.

Voiceover: 8:05 About two minutes before the accident, the crew of Flight 1103 asked the tower about the expected landing time.

Adel Al-Qadi: The information for the civil plane is very scarce because it gives me information that says Jet Traffic, Which Traffic? Any plane, where where are you going? Where are you going?

Hassan Al-Sharif: As I was advancing, I saw the Boeing 727 plane in front of me from two directions from right to north, this location is called In Bound, Holding Bound, but unfortunately the disaster began.

Maryam Al-Mashay: The civilian pilot in the meantime is a shawl that means we give him a permit which is on the basis that the pilot is disembarking, the pilot is landing vertically, the pilot is finished, and the pilot has a vertical fall, and he is no longer in the call, I called the pilot, of course, I gave him more than one call, and there was no response.

Audio commentary: At around 8:07 a.m., the control tower calls on the civilian plane but without any response, minutes before it landed, Boeing 727 Flight 1103 crashed while it was 13 kilometers from the runway, killing all its passengers.

Hassan Al-Sharif: I saw this figure projectile of a continuous flame like this in the direction of the plane, but I couldn't see how far it was in the direction of the projectile, what hit?

Ramadan Akremi: If there is a missile in the civilian pilot's shawl missile, where does the missile usually hit? Rather, it hit the rear and the engines, usually the missile from the ground up explodes before the plane, this is known in law to explode before the plane, but the shrapnel splits the whole plane.

Hassan Al-Sharif: I didn't see the projectile hitting the tail, I saw the projectile only towards the plane.

Ramadan Akremi: The explosion of the plane explodes in the air, it spreads widely, meaning circular, this is according to the technical needs.

Hassan Sharif: The Boeing pilot when it lost control was in the shape of an integrated body.

The Black Box and the Key to the Puzzle

Audio commentary: The crash of the plane was completed The hypothesis of bombing or mining the plane was weakened, which was indicated by a document

we obtained that the wreckage of the civilian plane was devoid of any evidence that it was shot down by explosive materials, but there was something strange in the testimony of the commander of the tuner, as he saw the loss of one of the parts of its tail in the air, which may be the key to solving the mystery.

Hassan Al-Sharif: I looked back at the Boeing and saw the back of the top in the tail separating from the Boeing plane and flying alone, the Boeing plane continued in this position almost in this direction after seconds the plane appeared to drift to the left and down towards the ground until it hit the ground and exploded.

Voiceover: The plane lost part of its tail in the air and before it crashed, it was also confirmed by Engineer Nouredine Al-Kaal, as the Survey Authority asked Kaal to determine the locations of the crashed parts of the Boeing 727.

Nouredine Kaal/Survey Engineer: This is the place where the civil plane crashed and along the runway, about 10 kilometers away, the second location is the place where the tail of the civilian plane fell, and about a kilometer east of the crash or center of the civilian plane.

Voiceover: During our search, a former airport worker told us that part of the wreckage of the stricken plane is in a place he knows, we got the approval of the rebels to enter Tripoli airport despite the difficult security situation after the fall of the Gaddafi regime, this is all we found from the wreckage of the stricken Boeing 727, and when we reassembled these parts, we got the tail assembly, which is the first thing that the plane lost before hitting the ground, it is considered the loss of the tail, including the horizontal stabilizer or what is known as the Horizontal Stabilizer In the Boeing 727 plane, there is something that cannot be survived, we suspected that the tail of the plane was mined to inspect the horizontal stabilizer and fall without the need to blow up or bomb the whole plane, we went to meet one of the most prominent investigators in aviation accidents in the world who had previously investigated plane crashes due to their mineing, the British Tony Cable participated in the investigation of the Lockerbie accidents in

1988 and the crash of the Concorde plane in 2000 and other accidents, we presented our data and testimonies to Cable to rule out the hypothesis of tail mining
The plane.

Tony Cable/Aviation Accident Investigator: One possibility is that the horizontal stabilizer may detach and stop working, the explosives may damage the fuselage, and it is possible that explosives may be placed in the tail, causing the horizontal stabilizer to detach, but I have not seen evidence to suggest this.

Noureddine Kaal: We moved from the road here and walked to these trees and found a healthy tail cut off as if it had been cut with a sharp instrument with no defects.

Interviewer: Was there a burn trace?

Noureddine Kaal: No.

Voiceover: The investigative committee found out that the sharp instrument that cut the tail of the plane that caused the disaster was the wing of the Mard 14 military plane that had just taken off and crashed near the city.

Ramadan Akremi: What happened was that the MiG-23 plane climbed into the Boeing plane, but inadvertently said that there was no civilian pilot in front of him and its owner to an altitude of 3000 feet that it was and hit the Boeing plane.

Naji Daou, member of the investigation committee into the accident of Flight 1103: We, as an investigative committee, found scratches and traces of MiG paint on the body and tail of the Boeing, and we found traces and paint from the Boeing in pieces of debris from the MiG.

But the investigative committee formed a few hours after the accident is itself questioned by the families of the victims and the Libyan public, as it was formed

under the authority of Gaddafi and cannot condemn his regime, which prompted the public prosecution to re-investigate the incident 19 years after it occurred, but how can it be explained that the MiG-23 crashed in conjunction with Flight 1103 and their wreckage was found in a 3-kilometer radius if they had not collided with the air?

Hassan Al-Sharif: We let the pilots of the MiG-23 work to get rid of the pilot, this question I cannot answer, and it is a confusing question.

Voiceover: MiG-23 fighter jets were transferred to Tripoli Civil Airport as a base due to maintenance work at the Mitiga military base.

Naji Daw: The transfer of the MiG-23 squadron to Tripoli airport and its stationing at Tripoli airport led to the signing of an agreement between the Air Force and the Civil Aviation, how to work at Tripoli Airport so that they coordinate with each other and affect civilian movement.

Voiceover: But there was a fatal loophole in the agreement related to the way of wireless communication between the control tower and military and civilian aircraft, which later turned out to be one of the causes of the disaster.

Naji Daw: The problem that existed was that the civilian movement that was talking about had a resonance and the military movement had another vibration, so the military did not listen to the civilian and the civilian did not hear the soldier's situation.

Voiceover: At around 8:01 a.m., the crew of Flight 1103 asked the tower to allow it to descend to an altitude of 2000 feet, but the tower rejected his request, stressing the need to stay at an altitude of 3000 feet, so what is the reason for this?

Maryam Al-Mashay: In the landing area, he was in a state of military movement, so you could not land the pilot when the landing area was, so I gave it to him on

the basis that he manages a rotation on the basis that if the landing area is conducive, for example, it takes 3 minutes at most, 4 minutes.

Voiceover: In addition to the Boeing 727 and the Tonder aircraft coming from the south, there were 3 MiG-23 military planes in the airport area, two fighters coming from the training area known as Jarabouli, and another training plane preparing to take off and head to the same training area, which bears the call mark Mard 1-4, which means that 5 planes want to use the same runway.

Maryam Al-Mashay: In a military movement with the civilian movement, of course, the military movement was in charge of a military observer and the civilian movement was responsible for a civilian observer, so I was the civilian observer in charge of the civilian movement.

Voiceover: The two fighter jets flew over the runway at an altitude of 600 meters and began the landing maneuver, the Mard 1-4 training plane was given permission to take off and since there was a farm of the leader Gaddafi north of the airport, it was forbidden to fly over it, so the MiG would turn left and fly south of the airport until it was given permission to cut the runway at its end, which meant that it intersected with the path of a civilian aircraft, which necessitated following the so-called vertical separation.

Maryam Al-Mashay: The military pilot had information that there is a civil aviation at altitude, this is what is seen above this altitude, and the same civil aviation program had information that there is a military aviation in the area of the movement and that it adheres to the altitude.

Voiceover: At 8:06 a.m., the MiG-23 training aircraft was given permission to cut the runway toward the training area known as Grapoli.

Hassan Al-Sharif: In the shot I took in front of me two vertical missiles towards the top, my eye was towards these two missiles, which were projectiles of the

MiG-23 life chair, and I saw the MiG flying very smoothly and at an angle of about 3 to 4 degrees towards the ground, and it continued in this position until it hit the ground.

Noureddine Kaal: This place is the place where the military plane crashed, and it is about 3 kilometers northeast of the tail, these two places are places for military pilots' seats, and this place is located in the middle of the distance between the tail and the military plane.

Tony Cable: It's possible that if the MiG-23 collides with the Boeing 727, it could cause the Boeing plane's horizontal stabilizer to detach, and there is evidence from the available images that severe localized damage occurred at the point where the Boeing tail separated, so the higher the speed of the two planes, the greater the amount of damage.

Audio commentary: We were looking for Abdel Majeed al-Tayyari and Ahmed Abu Sneineh, the pilots of the military plane who jumped out of it and are still alive, the two pilots disappeared from sight after the revolutionaries tried to attack them after the liberation of Tripoli from the grip of the Gaddafi regime, some accuse them of deliberately shooting down Flight 1103 on Gaddafi's orders, one of the people took us to the house of a third pilot who worked with Abu Sneineh and the pilot may take us to them.

Commentator: You didn't tell me how to reach Abdel Majeed.

A person close to the military pilots: I spoke to him today and he told me that I don't want to talk publicly about this.

Voiceover: What we did not succeed in, we went back to check the tail assembly and its role in the disaster, the tail group, including the horizontal stabilizer, controls the balance and direction of the front of the plane, and with its loss, it is impossible to control and determine the angle of altitude and landing.

Tony Cable: If the plane loses its horizontal stabilizer at any altitude, it will get out of control, the fuselage will lose its balance and fall quickly and vertically downwards, and the crew will not be able to save it.

Voiceover: Returning to the black box data of the Boeing 727 aircraft, the plane lost its horizontal stabilizer after completing its turn towards the beacon and before traveling half the distance leading to it, which is also indicated by the sudden increase in the speed of the plane in this part of the waiting circle, while the Boeing was flying at a speed of 425 kilometers per hour, it suddenly accelerated to hit the ground at a speed of about 520 kilometers per hour after losing part of its tail, which explains the gravity of the damage and the difficulty of identifying the bodies of the victims.

Tony Cable: The human body is not strong and I think the nature of the injuries is consistent with the fall of the 727, which lost its horizontal stabilizer from an altitude of 3,000 feet, where it fell vertically until its nose hit the ground.

Voiceover: After we finished filming the investigation, people close to the pilots who jumped from the MiG-23 succeeded in convincing them to talk to us, the pilot was in Tripoli and Abu Sneina we met him in a place that we were not allowed to mention, we returned to film with them to reveal to the media for the first time the details of the crash of their military plane in conjunction with the civilian plane, the plane of Flight 1103 was flying at an altitude of 1000 meters waiting for permission to land, the Mared 1-4 training plane was given permission to take off, and it was asked Turn left and then cross the end of runway 27 to continue its flight towards the training area known as Grapoli.

Ahmed Abu Sneina/Military Pilot: To the right of the airport towards Airstrip 270 there was a rest for the dictator Gaddafi, and he issued an order not to fly over his area of his farm because he was afraid of anything, and he suspected all Libyans.

Voiceover: As soon as the Mared 1-4 took off, two MiG-23s began landing on the same runway, apparently distracting the MiG from Flight 1103 and setting the stage for the accident.

Abdelmajid Al-Tayyari/Military Pilot: My focus in this case was the two planes in front of me, as I told you about the two planes whose speed was decreasing until I heard No. 2 landing circle, I was almost along the Baba Eco lighthouse.

Voiceover: As the lighthouse stretched, the MiG-23 trainer jet crossed the runway, and the Boeing 727 was flying at 425 kilometers per hour.

Ahmed Abu Sneineh: At an altitude of 600 meters, a speed of 700 kilometers, a speed of 700 kilometers and a direction of 060, I didn't see a plane in front of me at that moment, I felt shocked and a loud sound.

Voiceover: This shock was recorded by the black box of the Boeing plane, whose analysis indicated that the fuselage was subjected to a sudden shock followed by intense vibration, all of which occurred in the last 13 seconds of the black box recording and the life of the aircraft.

Abdulmajeed Al-Tayyari: The shock was in the back of the plane from below.

Adel Al-Qadi: We do not rule out until the fuselage of the MiG plane was hit by the Boeing 727.

Ahmed Abu Sneina: And at the same moment, I glimpsed that we were at the same moment, I saw a white body.

Adel Al-Qadi: The military plane flew at a certain angle under the Horizontal Stabilizer, when they entered under it, they healed the egg cloud, of course, the egg cloud followed the Horizontal Stabilizer.

Abdul Majeed Al-Tayyari: The plane went into a strong vibration and it looked like smoke coming from the plane.

Ahmed Abu Sneineh: The front parallel stepped down and all the things and needs that change the sound came out, the sound of the electrical disconnection, and there was no longer a tight sound.

Abdel Majeed Al-Tayyari: When I felt a need, I hit my hand on the right, of course, from the parts that entered the plane, of course, I don't have time to think about what will hit you or what will hit you, so the first thing that you noticed was a fire that remained under the plane.

Ahmed Abu Sneineh: All settings and devices with a red alarm.

Abdelmajid Tayyari: Along a fire with a violent vibration of the pilot, I decided to jump.

Voiceover: The pilot's arm was broken while the trainee pilot, Ahmed Abu Sneina, suffered minor bruises and was taken to the high-security Salah al-Din hospital, where they heard what they did not expect.

Ahmed Abu Sneina: At the hospital, I learned that we had collided with another plane and that there was an accident at the same time as our plane, which was a Boeing 727.

Abdel Majeed Al-Tayyari: If the civilian plane had recovered, there would have been no accident in the first place, and there could not have been a collision, we were on our plane maneuvering with all the distinction in maneuvering that you could avoid in any way.

Voiceover: The black box analysis of the Boeing 727 indicates that it did not lower its altitude during the flight below 3,000 feet, equivalent to about 1,000 meters,

and that it maintained this altitude during its flight in the waiting area, while the analysis of the black box of the MiG-23 did not help the investigation committee due to the damage it suffered.

Ramadan Akremi: When the film was released from the film's safe, it became an anatomy, of course, the possibility in Libya is that there is no possibility of putting the tapes together, a committee sent them to Russia, a committee formed in which Mr. Naji Daou was formed.

Naji Daw: The committee found the wreckage and burned in the effects of a fire in the same location, which was analyzed and has nothing to do with the accident's journey.

Voiceover: The black box of the MiG trainer aircraft recorded unsequenced data for 16:40 minutes of flight, which means that not all of this data is related to the accident flight that lasted no more than 4 minutes, but when we checked this data, we came up with a clip that is similar to some of the events of the doomed flight, this clip indicates that the MiG-23 entered the plane in a state of imbalance that prompted the pilots to jump out of the plane while it was at an altitude of 500 meters, but not There is other information that clarifies the sequence of events of the flight from the moment of takeoff, and there is no information that clarifies whether the MiG flew during its flight at the same altitude as the civilian plane, which is 1000 meters or not.

Tony Cable: I think it's necessary to examine the wreckage which is probably no longer there and it's also necessary to get radar and radio recordings and interview various witnesses.

Ahmed Abu Sneina: I didn't expect Boeing to be the part that we collided with, because in my imagination I said that it is possible to buy these small planes, which is what I expected Boeing.

Voiceover: Al-Tayyari was sentenced to 3 1/2 years in prison and Abu Sneineh was sentenced to 3 years in prison for violating flight regulations, both Al-Tayyari and Abu Sneineh were discharged from military service, despite this, a large segment of the victims' families and the Libyan people believe that they carried out the operation intentionally and on the orders of leader Muammar Gaddafi.

Abdel Majeed Al-Tayyari: Why accusations are being made on television and radio The pilot Abdul Majeed Al-Tayyari was recently arrested who shot down the plane based on the instructions of Muammar Gaddafi, the pilot Abdul Majeed Al-Tayyari admitted that he shot down the plane so and so.

Ahmed Abu Sneina: 1/10/2011 A month after the liberation of Tripoli, Abdel Majeed was arrested and an attempt was made to arrest me, and after advice from a lawyer, he asked me to disappear.

Naji Daou: I think it was more of a coincidence than a directive for several reasons: the flight was a training trip, the pilot was the one who was looking at the pilot and what he was flying, the cockpit was blurred vision, the glass was very blurred, the other point and the most important point was that it was towards the east early in the morning the sun was in contrast to what Jay was looking in their eyes.

Audio commentary: It was remarkable that the conclusion of the Libyan Commission of Inquiry, which finished preparing its report in September 1993, was the same as the conclusion of our investigation, which was an aerial collision between a civilian and a military aircraft, so why was the report of the Commission of Inquiry not published as is universally known, and the families of the victims were not informed of the causes and details of the accident?

Naji Daw: At that time, Gaddafi was talking about speeches on the basis that the reason for the downing of this plane was the American embargo on spare parts and others, and there is no limit to what means he can take responsibility, every-

one is afraid for his soul to publish the report, he says because of the spare parts, and people say no, it is not the reason for the spare parts, and they say there was a collision in the air.

Ramadan Akremi: It is an opportunity that he has encountered, which means that he has found it an opportunity for him, so that he builds other things on it.

Naji Daw: If it was broadcast from that time, from the first day it was broadcast, it became such and such a collision that people accept and know the truth, but the process of secrecy of even simple facts makes everyone think that as long as they are silent, what they said about it will remain heck.

Audio commentary: The West imposed a blockade on Libya that lasted for about 10 years, which brought the Libyan regime into international isolation, so did Gaddafi hide the results of the investigation into the crash of Flight 1103 from the Libyans in order to use him to lift the siege on his regime after the accusation of shooting down the plane was attached to the West?

Mahmoud Shammam, political analyst: Gaddafi was psychologically besieged, he was more politically besieged than he was a siege that hurt him economically, and therefore he was ready to lift this siege and made very great efforts.

Mustafa Abdel Jalil: The siege was not in the general sense of the Libyans, it was a siege on Gaddafi and his sons, and the prosecution was personal.

Mahmoud Shammam: We don't know the truth because the investigation was not published, and the state did not speak, but here comes the political recruitment when this incident happened, Gaddafi's fake media machine started along the lines of Blockerby, firstly it is an attempt to blackmail and threaten, I mean plane by plane, and therefore here is the political exploitation of the event regardless of this thing, secondly, dedicating for example this plane came from Benghazi and most of its passengers came from Benghazi also the process of pressure and

psychological charging that Gaddafi was doing On the city, the street believes that the plane was shot down by Gaddafi deliberately, the street knows that the fate of Kikhia and his comrades was kidnapped and short-lived, this street has issued its verdicts, and now we want to close these files legally.

Voiceover: The incident of Flight 1103 will remain one of the most painful and confusing mysteries for the Libyan people, which requires a great effort from the new Libyan regime to reveal all its details and present them to the people.

[Transcript]

More than two decades have passed since the crash of Flight 1103 and Libyans are still demanding the truth.

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Libya interior minister quits after Sufi shrine attacks

🕒 26 August 2012



Men with bulldozers razed a Sufi shrine in Tripoli on Saturday

Libya's interior minister has quit in the wake of a series of attacks on Sufi Muslim shrines and other violence that has rocked the country.

Fawzi Abdelali resigned in protest at criticism from Congress over his handling of the violence, an aide said.

The latest incidents include attacks on two Sufi shrines that were blamed on ultra-conservative Salafi Islamists.

Attacks on shrines of sects have risen since the end of the eight-month civil war that toppled Col Muammar Gaddafi.

There has also been a recent double car bombing in Tripoli and clashes between rival tribes in Zlitan.

Bulldozers

Fawzi Abdelali's aide said: "He submitted his resignation to protest against congressmen criticising the government and to defend the revolutionaries."

The newly elected General National Congress had accused the interior ministry's High Security Committee of failing to prevent the destruction of shrines.

The committee includes rebels who fought Gaddafi's forces last year and were then integrated into the interior ministry.

On Saturday, a shrine in Tripoli venerating Sufi Muslim saint al-Shaab al-Dahmani was partly destroyed by men with bulldozers.

A day earlier, a group attacked the tomb of 15th-Century Sufi scholar Abdel Salam al-Asmar in Zlitan, about 160km (100 miles) south-east of Tripoli.

Hardline Salafists regard the shrines of the Sufi sect - which practises a mystical form of Islam - as idolatrous.

The destruction in Zlitan followed two days of clashes between rival local tribes there which left at least three people dead.

A week ago in Tripoli, two people were killed by a double car bombing as people celebrated the Muslim feast of Eid al-Fitr.

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Libyan minister withdraws resignation

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12:59am August 29, 2012

AAP

LIBYAN Interior Minister Fawzi Abdelali says he is withdrawing his resignation announced two days earlier amid criticism over a surge of violence, including destructions of shrines.

"When I submitted my resignation, I thought I would be relieving many people. But it seems that my resignation will further complicate security and I have decided to withdraw it," Abdelali told a news conference in Tripoli.

Abdelali had resigned on Sunday after coming under fire for the performance of security forces during a surge of violence that has rocked Libya, including attacks by Islamist hardliners on shrines across the country.

"I withdraw my resignation and I am ready to continue my mission," he added.

Abdelali also slammed what he described as a "ferocious media war" waged against him.

On Sunday an aide told AFP that Abdelali quit "to protest against congressmen criticising the government and to defend the revolutionaries," referring to former rebels who now form part of the country's security services.

That same day the newly elected General National Congress, or national assembly, accused the interior ministry's High Security Committee of being lax or even implicated in the destruction of shrines, including those of Sufis.

The High Security Committee comprises ex-rebels who fought Muammar Gaddafi's forces last year in the conflict that ended in the dictator's death last October.

The rebels had taken over security in the country after the fall of Gaddafi's regime before they were integrated into the ministry of interior's forces.

Dozens of people took to the streets of Tripoli on Sunday and Monday to protest the violence, which also included double car bombings in Tripoli that killed two people as Muslims celebrated the feast of Eid al-Fitr a week ago.

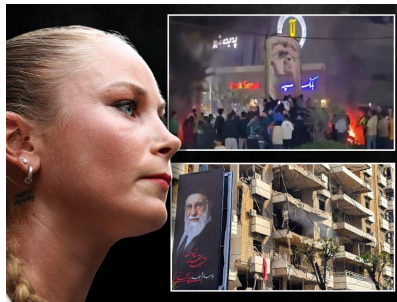
TRENDING



Iran elects new Supreme Leader; drones hit US consulate, air base; first flight to rescue Aussies

Mojtaba Khamenei, the second son and chosen heir of the late Ayatollah, has reportedly been elected Supreme Leader; drones strike near the US consulate in Dubai and hit a US air base in Qatar.

By LYDIA LYNCH, THOMAS HENRY



The unbearable lightness of being Grace Tame

There is an unbearable intellectual lightness to being an intifada activist. Some intifadas are more fashionable than others.

By JANET ALBRECHTSEN



No strategy, no deterrence: what is Trump's endgame?

Russia and China won't like losing Iran, if that's what eventuates. But they will understand the world Trump wants – and it's exactly the world Russia and China want. Thanks, Donald.

By PAUL KELLY

**Resolution No. (10) of 2012
on granting confidence to the Interim Government**

The General National Congress

Upon review of:

- The Interim Constitutional Declaration issued on 3 August 2011, and the amendments thereof;
- The rules of procedure of the General National Congress;
- General National Congress Resolution No. (9) of 2012 on the appointment of the prime minister and mandating him to form the interim government;
- The conclusions of the General National Congress in its session held on 30/10/2012;

issued the following resolution :

Article (1)

The General National Congress (GNC) shall grant the vote of confidence to the interim government formed of Mr Ali Zeidan Mohammed Ali as prime minister in accordance with Article (2) of this Resolution, taking into consideration the reservations expressed by GNC members on certain ministers and the details agreed upon before initiating the process of granting the vote of confidence to such government.

Article (2)

The interim government presided over by Mr Ali Zeidan Mohammed Ali shall be composed as follows:

1. Mr Ali Zeidan Mohammed	Prime Minister
2. Mr Sadiq Abdulkarim Abdulrahman Karim	Deputy Prime Minister
3. Mr Awad Ibraik Ibrahim al-Baraasi	Deputy Prime Minister
4. Mr Abdussalam Mohammed al-Mahdi al-Qadi	Deputy Prime Minister
5. Mr Salah Bashir Daabaj Margani	Minister of Justice
6. Mr Mohammed Emhamed Abdul Aziz	Minister for International Cooperation
7. Mr Sami Mustafa al-Saadi	Minister of Assistance to Families of Martyrs and Missing Persons
8. Mr Abdussalam Bashir Duabi	Minister of Higher Education
9. Mr Abu Bakr al-Hadi Mohammed	Minister of Local Government
10. Ms. Kamila Khamis Abdullah al-Mazini	Minister of Social Affairs
11. Mr Osama Abdurauf Siala	Minister of Communications
12. Mr Mohammed Mahmoud Moussa al-Barghathi	Minister of Defence
13. Mr Abdussalam Abdullah Mohammed Guaila	Minister of Youth and Sports
14. Mr Ashour Suleiman Saleh Shuwail	Minister of Interior
15. Mr Mohammed Hassan Abu Bakr	Minister of Education
16. Mr Ahmed Ayad Ali al-Urfi	Minister of Agriculture
17. Mr Ali Suleiman al-Aujali	Minister of Foreign Affairs
18. Mr Alkilani Abdulkraim al-kilani al-Jazi	Minister of Finance
19. Mr Suleiman Ali al-Taif al-Fituri	Minister of Industry
20. Ms Ikram Abdussalam Bash Imam	Minister of Tourism
21. Mr Mohammed al-Fituri Ahmed Sualem	Minister of Labour and Rehabilitation

22. Mr Abdul Qader Mohammed Ahmed al-Ayeb	Minister of Transportation
23. Mr Mustafa Mohammed Abufunas	Minister of Economy
24. Mr Abdulbari Ali al-Hadi al-Arusi	Minister of Oil
25. Mr Nouredine Abdulhamid Dagman	Minister of Health
26. Mr Ali Mohammed Muhairiq	Minister of Electricity
27. Mr Alhadi Suleiman Hinshir	Minister of Water Resources
28. Mr Abdussalam Mohammed Abusaad	Minister of Religious Affairs
29. Mr Ali Hassan al-Sharif	Minister of Housing
30. Mr Mahdi al-Taher al-Hadi Genia	Minister of Planning
31. Mr Habib Mohammed al-Amin	Minister of Culture
32. Mr Muaz Fathi al-Khoja	Minister of State for GNC Affairs
33. Mr Ramadan Ali Mansour Zarmuh	Minister of State for the Injured

Article (3)

Before assuming office, the prime minister and ministers of the interim government shall take the legal oath before the GNC on the date set by the GNC and in the form set forth by the Interim Constitutional Declaration.

Article (4)

The prime minister of the interim government shall submit a detailed program of its future work within fourteen days at most from the date of taking the legal oath.

Article (5)

The provisions of this resolution shall enter into force on 30/10/2012. This resolution shall be published in the Official Gazette.

General National Congress – Libya

Issued in Tripoli

On Tuesday

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Corresponding to 06/11/2012 AD

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Appeals court clears Interior Minister Ashour Shuwail; Integrity Commission said to be lodging own appeal

by George Grant — December 4, 2012 Reading Time: 1 min read

AA

Tripoli, 4 December:

Interior Minister Ashour Sulaiman Shuwail has won his case against an Integrity Commission decision disbarring him from office on ... [restrict] appeal.

The announcement was made yesterday, with Shuwail promptly assuming office and making a series of announcement in that capacity, including a pledge to prioritise development of the police force.

Within hours, however, it was rumoured that the Integrity Commission was planning to lodge its own appeal against the ruling, which could still see Shuwail disbarred if successful.

Shuwail is widely popular in eastern Libya, and protests were recently held in Beida demanding that he be reinstated.

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Congress to interview ambassadors individually

by Michel Cousins — January 7, 2013 Reading Time: 2 mins read

AA

Tripoli, 6 January, 2013.

The Foreign Affairs committee of the General National Congress plans to interview all the ambassadors nominated by Prime Minister Ali Zeidan at the end of last year.

He proposed 34 names, 12 of them political figures. These include former Interior Minister Fawzi Abdelal who has been nominated as Libya's ambassador to Bahrain and former Foreign Minister Ashour Ben Khayal to Portugal. The former telecoms minister, Anwar Fituri has been nominated for Malaysia.

The remaining 22 are career diplomats.

The nominations followed a clash in mid-December between the Prime Minister and Congress over who had the right to appoint ambassadors.

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On 16 December, Congress voted to endorse a proposal from the Foreign Affairs Committee stating that Congress alone had the right to appoint ambassadors. It said that all heads of Libyan diplomatic missions and international organisations abroad were suspended, including those appointed since the revolution by one of the two previous interim governments. Any decision by the interim governments to reappoint ambassadors who had served the Qaddafi regime was null and void, Congress added.

An subsequent appeal by Zeidan to let the Foreign Ministry decide who should be an ambassador fell on deaf ears. However, the clash ended in a compromise whereby, in line with the American system, the government is to nominate ambassadors and Congress to vote for them.

A member of the Foreign Affairs Committee informed the *Libya Herald* today that the process of approving the 34 ambassadors may take some considerable time. The committee will first await reports from the Integrity Commission and then, even if nominees are cleared by it, they will then be interviewed individually. The 15-member committee chaired by Tazerbu representative Mohamed Douma will then submit a group report to Congress.

It is expected that it will act on the Committee's recommendations, but it could take a couple of months or more before the process is over — and the present round applies only to less than a quarter of Libya's top diplomats. The list of nominations had no ambassadors to Sub-Saharan Africa, only six to the Arab world and just three to Latin America and three to Asia.

There is no mention of a nomination to Rome, where the Qaddafi-era ambassador Hafez Gaddur has finally been forced to quit, nor to London, Paris, Washington, Ankara, Valletta, Tunis, Amman, Doha or Dubai — all of which Congress is expected to have strong views about the suitability of the candidates. [/restrict]

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-A A+

الأربعاء 13 نوفمبر 2013

جلالته يشيد بالعلاقات الطيبة والوطيدة مع الدول الشقيقة والصديقة

الملك يتسلم أوراق اعتماد سفراء العراق وليبيا وقطر وتركيا وسنغافورة

المنامة - بنا: تسلم عاهل البلاد صاحب الجلالة الملك حمد بن عيسى آل خليفة في احتفال جرى في قصر الصخير أمس أوراق اعتماد خمسة سفراء جدد لدى مملكة البحرين.
فقد تسلم جلالته أوراق اعتماد كل من:
- أحمد نايف رشيد الدليمي سفير جمهورية العراق.
- فوزي الطاهر أحمد عبدالعال سفير دولة ليبيا.

- الشيخ جاسم بن محمد بن سعود آل ثاني سفير دولة قطر.

- هاتون ديميرير سفيرة الجمهورية التركية.

- لورنس أندرسون سفير جمهورية سنغافورة.

وتبادل جلالة الملك مع السفراء الجدد الكلمات الترحيبية بهذه المناسبة، مشيدا بالعلاقات الثنائية الطيبة الوطيدة التي تربط مملكة البحرين ودولهم الشقيقة والصديقة وبما وصلت إليه من تقدم ونمو في المجالات كافة، متمنيا لجلالته لهم كل التوفيق والنجاح في مهامهم الدبلوماسية؛ لتعزيز علاقات الصداقة والتعاون مع مملكة البحرين. ونقل السفراء الجدد إلى جلالة العاهل تحيات رؤساء دولهم وتمنياتهم الطيبة لجلالته بموفق الصحة والسعادة ولمملكة البحرين دوام التقدم والازدهار، مشيدين بالعلاقات الثنائية الوثيقة التي تربط دولهم بالبحرين في المجالات المختلفة. حضر مراسم تقديم أوراق الاعتماد وزير الديوان الملكي، ووزير الدولة للشؤون الخارجية، ورئيس المراسم الملكية. وكان السفراء الجدد وصلوا إلى قصر الصخير كلا على حدة، حيث كان في استقبالهم رئيس المراسم الملكية، وجرت لهم مراسم الاحتفال المعتادة في مثل هذه المناسبات.

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Wednesday 13 November 2013

جلالته يشيد بالعلاقات الطيبة والوطيدة مع الدول الشقيقة والصديقة

الملك يتسلم أوراق اعتماد سفراء العراق وليبيا وقطر وتركيا وسنغافورة

Manama - BNA: His Majesty King Hamad bin Isa Al Khalifa received the credentials of five new ambassadors to the Kingdom of Bahrain at a ceremony held at Sakhir Palace yesterday.

His Majesty received the credentials

of the Ambassador of the Republic of Iraq, Ahmed Nayef Rashid Al-Dulaimi.

- Fawzi Al-Taher Ahmed Abdel Aal, Ambassador of the State of Libya.

- Sheikh Jassim bin Mohammed bin Saud Al-Thani, Ambassador of the State of Qatar.
- Hatun Demirir, Ambassador of the Republic of Turkey.
- Lawrence Anderson, Ambassador of the Republic of Singapore.

His Majesty exchanged welcoming words with the new ambassadors, praising the good bilateral relations between the Kingdom of Bahrain and their brotherly and friendly countries, and the progress and growth they have achieved in all fields. The new ambassadors conveyed to His Majesty the King the greetings of their heads of state and their good wishes to His Majesty for good health and happiness and for the Kingdom of Bahrain to continue progress and prosperity, praising the close bilateral relations between their countries and Bahrain in various fields. The credentials presentation ceremony was attended by the Minister of the Royal Court, the Minister of State for Foreign Affairs, and the Chief of Royal Protocol. The new ambassadors arrived at the Sakhir Palace separately, where they were greeted by the Chief of Royal Protocol, and were given the usual ceremonies on such occasions.

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AFRICA

Libyan Militia Leaders, Oil Execs Appointed in New Cabinet

November 22, 2011 7:00 PM

Libyan militia leaders who helped to topple the late dictator Moammar Gadhafi in an uprising this year have won top security posts in a new Cabinet appointed by the country's National Transitional Council.

Interim Prime Minister Abdurrahim el-Keib announced his Cabinet line-up in a news conference late Tuesday after weeks of negotiations. He granted the defense minister position to Osama al-Juwali, a militia leader from the western town of Zintan whose forces helped to drive Gadhafi out of Tripoli in August and captured his fugitive son Seif al-Islam last week in the southern desert.

Seif al-Islam has been detained in Zintan pending arrangements for a trial. Zintan militiamen had pressured the NTC to award a prominent Cabinet post to Juwali.

Keib handed the other major security post of interior minister to Fawzi Abdelali, a militia leader from the western city of Misrata, Libya's third-largest. Anti-Gadhafi militiamen in Misrata resisted a months-long siege by Gadhafi forces during the uprising and later went on the offensive by storming into Tripoli, the dictator's power base.

Libyan oil executives also won key positions in the transitional government. Libya's new finance minister is Hassan Ziglam, a former executive at Libya's National Oil Corporation, while the new Libyan oil minister is Abdelrahman bin Yazza, a former executive with Italian energy company ENI, the biggest investor in Libya's oil sector.

Libya's ruling NTC also appointed a little-known diplomat, Ashour Bin Hayal, as foreign minister.

Prime Minister Keib told the news conference that he tried to form a Cabinet that will represent the interests of all of Libya's regions.

"We aim to achieve the justified dreams and goals of the Libyan people. Dreams of freedom, equality, development, justice and the establishment of a country of law with organizations that will improve education and increase the level of the Libyan people's income, provide equal chances to all in society," he said. "We want no separation by race nor sex and we will work on raising the next generations on the principles of the Islamic religion and teach them how to love and how to participate in making human civilization richer."

Keib said the transitional government will seek to achieve the dreams of the Libyan people for freedom, equality, development and justice under the rule of law. He also said the government will not discriminate on the basis of race or sex and will be guided Islamic principles.

Meanwhile, International Criminal Court chief prosecutor Luis Moreno-Ocampo visited Libya Tuesday to discuss the fate of Seif al-Islam, who faces ICC charges for crimes against humanity for involvement in suppressing the uprising against his father. Ocampo said Seif al-Islam can be tried inside Libya rather than in The Hague, as long as a Libyan trial meets ICC standards. He made the comment after meeting with Libyan officials.

Some information for this report was provided by AP, AFP and Reuters.

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Ambassadors approved

by Michel Cousins — February 8, 2013 Reading Time: 1 min read

AA

Tripoli, 7 February 2013.

The General National Congress has formally approved the appointment of a number of ambassadors nominated by the government.

These ... [restrict]include Salahadin Bashari as Libya's ambassador in China, Sadiq Mohammed Sadiq in Indonesia, Muftah Tayar in Mexico and former Telecommunications Minister Anwar Fitouri in Malaysia.

The ambassadors were among 34 men nominated by Prime Minister Ali Zeidan at the end of last year. Some have already taken up their posts although still awaiting confirmation from Congress.

The system of appointing ambassadors was sorted out by the government and Congress in December after a disagreement over whose role it was. Under a compromise, the government now proposes names and Congress then approves or disapproves of them. [restrict]

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