



Flight Data relating to Aircraft Landing at Shannon that May be Involved in Human Rights Abuse or War Crimes (2009 and 2010)

17th March 2011

For further information contact shanonwatch@gmail.com.

This document presents information on specific aircraft landings at Shannon Airport that indicate possible involvement in human rights abuse and war crimes. It covers the years 2009 and 2010 and is a follow-up to the document *Irish Complicity in CIA Rendition: CIA Plane Movements Through Irish Airports* (Version 1.3) published by Shannonwatch in February 2009¹.

This information has been prepared using flight data logged by Shannonwatch. It does not provide a complete record of all flights landing at the airport, but it nonetheless provides sufficient evidence of activity linked to human rights abuse and war crimes.

Basis for Investigation of Evidence

Shannonwatch has compiled evidence to indicate violations of international and national law at Shannon Airport in two main areas.

1. Renditions

The term "rendition" is used to describe the transfer of individuals from one country to another by means that bypass all judicial and administrative due process. The practice has been used mainly (although not exclusively) by the US in its so called "war on terror", and has been carried out with the complicity of other governments, including the Irish government. Amnesty International has confirmed that the CIA systematically used civilian planes to circumvent the constraints of official flight information while transferring prisoners to countries where they have been tortured.

In January 2009 the Obama administration announced that the CIA's torturous interrogation program was to end and that its secret prisons were being shuttered. However the CIA is still permitted by the US administration to carry out renditions, secret abductions and transfers of prisoners to countries that cooperate with the US.

Irish complicity in renditions was confirmed in several cases over the last few years. Aircraft N379P landed at Shannon on 22 July 2002, for example, on its return journey to the US after depositing Binyam Mohammed in Morocco where he was tortured. And on 18th February 2003 NV85VM landed in Shannon directly from Egypt where it had deposited a Muslim cleric known as Abu Omar. In November an Italian judge convicted 23 CIA agents and two Italian agents for their role in the kidnapping of Abu Omar, and sentenced them to serve prison sentences for this unlawful and inhumane act. It is most likely that these convicted men traveled through Shannon in February 2003.

Even though these aircraft were not carrying the detainees while in Irish territory, as far as is known, they were in contravention of the Criminal Justice (UN Convention Against Torture) Act 2000².

Amnesty International have brought to the Irish Government's attention flight logs showing that six planes known to have been used by the CIA for renditions had made some 800 flights in or out of European airspace including 50 landings at Shannon airport up to 2009³.

Shannonwatch has recorded as many as 20 aircraft identified by the EU parliamentary investigation, Amnesty International and others as being

¹ Available at available at http://www.shannonwatch.org/sites/shannonwatch.org/files/docs/CIA_Shannon_Report_9_2_09.pdf.

² Criminal Justice (United Nations Convention against Torture) Act 2000 - available at <http://www.irishstatutebook.ie/2000/en/act/pub/0011/index.html>

³ See Amnesty International 2009 report, *Breaking the Chain: Ending Ireland's Role in Renditions*

involved in renditions that have landed at Shannon since 2002. There may be more that have not been identified as involved in renditions.

Appendix 1 identifies the 20 aircraft that landed at Shannon, as well as other planes suspected as being involved in renditions.

According to Article 2 of the **United Nations Convention Against Torture (UNCAT)**⁴,

“Each State Party shall take effective legislative, administrative, judicial or other measures to prevent acts of torture in any territory under its jurisdiction.”

Furthermore Article 12 states:

“Each State party shall ensure that its competent authorities proceed to a prompt and impartial investigation wherever there is reasonable ground to believe that an act of torture has been committed in any territory under its jurisdiction”.

Ireland is also a party to the **International Covenant on Civil and Political Rights (ICCPR)**⁵. **Article 7** of the ICCPR states

“No-one shall be subjected to torture or to cruel, inhuman or degrading treatment or punishment ...”

This is a non-derogable provision which cannot be suspended or set aside even in times of war or crisis.

2. Involvement in War Crimes

War crimes are serious violations by a country, its civilians or its military personnel of international humanitarian law. The concept is based on the idea that an individual can be held responsible for the actions of a country or that nation's soldiers.

War crimes are divided into two broad categories. The first are crimes against peace. These include the planning, preparation, or initiation of a war of aggression. The second are crimes against humanity. These are violations of the rules as to the means and manner by which war is to be conducted once begun. They include the killing of civilians, indiscriminate bombing, the use of certain types of weapons, killing of defenseless soldiers, ill treatment of prisoners of war and attacks on non-military targets.

The main body of laws that define war crimes are the Geneva Conventions. Article 147 of the Fourth Geneva Convention defines them as:

“Willful killing, torture or inhuman treatment, including... willfully causing great suffering or serious injury to body or health, unlawful deportation or transfer or unlawful confinement of a protected person, compelling a protected person to serve in the forces of a hostile power, or willfully depriving a protected person of the rights of fair and regular trial, ...taking of hostages and extensive destruction and appropriation of property, not justified by military necessity and carried out unlawfully and wantonly.”

On becoming party to the Geneva Conventions, States undertake to enact any legislation necessary to punish persons guilty of grave breaches of the Conventions. States are also bound to prosecute in their own courts any person suspected of

⁴ United Nations Convention Against Torture – available at <http://www2.ohchr.org/english/law/cat.htm>.

⁵ The International Covenant on Civil and Political Rights - available at <http://www2.ohchr.org/english/law/ccpr.htm>.

having committed a grave breach of the Conventions, or to hand that person over for judgment to another State. In other words, perpetrators of grave breaches, i.e. war criminals, must be prosecuted at all times and in all places, and States are responsible for ensuring that this is done.

U.S. military and civilian personnel passing through Shannon Airport that are suspected of being involved in war crimes should therefore be investigated.

Furthermore, under the principle of universal jurisdiction, foreign nationals may be investigated and prosecute in Ireland when their country of residence or origin won't, can't, or hasn't for any reason done so. As many of the people suspected of war crimes in Iraq, Afghanistan and the Occupied Palestinian Territories use Shannon Airport, they could and should be arrested by the Irish authorities.

Summary of Evidence

The following is an outline of data gathered by Shannonwatch which indicates potential involvement of aircraft using Shannon Airport in renditions and war crimes.

2009

Over 1330 U.S. troop carriers and other military aircraft passed through Shannon Airport in 2009. This meant that around 5000 troops plus their weapons transited through the airport every week, as did contracted cargo planes and other military aircraft on their way to and from war in Iraq and Afghanistan. Planes linked with the CIA renditions programme also continued to visit the airport in 2009, and in the absence of an open and transparent process of inspection of these planes there are no guarantees that they were not involved in illegal kidnapping and torture.

Detailed records of flights logged by Shannonwatch show that over the 12 month period up to 31 December, the number of U.S. Air Force and Navy aircraft that landed at Shannon was in excess of 360. In the same period over 970 aircraft contracted by the U.S. military to transport troops and cargo passed through the airport.

In addition, thousands of US Air Force and Navy flights used Irish airspace as part of their military operations.

US Air Force and Navy landings reached a high in April when 49 military aircraft were recorded at the airport. These included eight C-130 Hercules military transport aircraft used to carry troops or passengers as well as heavy munitions and other goods. They also included seven C-9's, which are medium-range aircraft used primarily by the US Air Force's Air Mobility Command, and two in-flight refueling aircraft. These can carry cargo or passengers but their primary mission is the refueling of strategic long-range bombers.

Other US Air Force and Navy aircraft recorded at Shannon in 2009 included C-17 turboprop aircraft capable of airlifting large payloads over intercontinental ranges without refueling, large passenger jets, including some, such as the Boeing C40-B, adapted for use by combat commanders as "offices in the sky". More than 100 executive jets, carrying senior military and US government officials, also used the airport last year.

Aircraft operated by Murray Air (now owned by National Airlines) which holds a license to carry explosives, weapons and depleted uranium also used Shannon regularly in 2009. Between April and December the airline took weekly supplies of cargo for the US military through Shannon, on their way to Bagram Air Base in Afghanistan. These flights typically overnights at Shannon on Saturdays, enroute to Bagram, and stopped overnight at the airport again on the return journey on Wednesdays.

In March 2008, a Murray Air aircraft was involved in an emergency landing at Shannon after it was seen flying over Askeaton with flames coming from one of its engines. Residents of the County Limerick town described their windows rattling and houses shaking as the cargo plane flew low over a housing estate in the town. This incident highlighted the inherent danger in using a civilian airport like Shannon for the transit of explosive military cargo.

Other private cargo companies that have contracts with the US military such as Kalitta Air and Evergreen International Aviation also passed through Shannon Airport in 2009. Further details are available in Appendix 3.

In January 2009 the Minister for Transport, Noel Dempsey confirmed that a total of 1276 civilian flights were granted permits to carry weapons and munitions of war through Ireland in 2009. In response to a parliamentary question from Michael D. Higgins TD he said that the vast majority of these were from American civil airlines, chartered by the US military, and involved flights to or from the United States, and that almost all landed at Shannon Airport.

Shannonwatch has also monitored the ongoing use of Shannon Airport by planes linked to the CIA's rendition program. **Four planes identified as being involved in such rendition cases in the past by Amnesty International, the human rights group Reprieve and the EU parliamentary committee set up to investigate such flights, landed at Shannon Airport multiple times in 2009.** These included N478GS which is registered to L-3 Integrated Systems, a Montana-based subsidiary of a US defense corporation. The parent company, L-3 Communications, is a multi-billion-dollar defense corporation based in New York whose clients include several US government departments.

Other rendition planes recorded at Shannon in 2009 include N475LC which is also owned by L-3 Integrated Systems, and a Gulfstream IV with registration N404AC which was identified by the Amnesty International report, *Below the radar: Secret flights to torture and 'disappearance'*. N404AC visited Shannon on no less than four occasions in 2009 (2nd April, 2nd and 4th September, and 23rd October). A Learjet with registration N54PA which has visited Guantanamo Bay on numerous occasions also continued to use Shannon in 2009. So too did N71PG, a plane registered to Phoenix Air Group, Inc. This is a private company permitted - until recently at least - to land in US military bases worldwide (the list of companies with these permits has not been made public in the last 3 years). N54PA is also operated by Phoenix but its registered owner is a company called VPC Planes of Wilmington, Delaware.

Appendix 2 lists sample landings of aircraft suspected of involvement in renditions between January 2009 and December 2010.

2010

Shannonwatch's records show that over the 12-month period up to 31 December, 350 U.S. Air Force and Navy aircraft and an additional 740 Omni Air International troop carriers landed at Shannon. In addition, almost 2,000 U.S. Air Force/Navy flights and more than 2,600 troop carrying flights were logged transiting Irish airspace around Shannon. These overflights include other companies such as World Airways who are also contracted by the U.S. military to carry troops.

Shannon airport was used frequently by American C-130 Hercules military transport aircraft in 2010, with as many as four landing in one 48 hour period in November. Other U.S. Air Force and Navy aircraft recorded at Shannon in 2010 included C-17 Globemaster turboprop aircraft and C-9 Skytrain military passenger aircraft (61 landings recorded).

In addition to Omni Air International, commercial cargo companies with U.S. military contracts continued to use Shannon Airport. These included Kalitta Air, Evergreen International and Murray Air/National Airlines.

Kalitta Air is an airline known to have connections to covert intelligence and military operations (see Amnesty International report *USA: Below the radar: Secret flights to torture and disappearance*).

Kalitta Air operates "international scheduled and ad-hoc cargo charter services". In 2006 it transported laser-guided bombs through Prestwick for the Israeli bombing of Lebanon - they described them as "bunker-busters" to destroy Hizbollah hide-outs. In so doing it broke international law because it did not have the appropriate clearance. According to papers released under the Freedom of Information Act, Prestwick Airport's freight-handling department was told only verbally about the dangerous cargo, when the operator should have had special written permission to "carry munitions of war in UK airspace" (see <http://uk-airport-news.info/prestwick-airport-news-281106.htm>)

Logs of Kalitta Air, Evergreen International and National Airlines/Murray Air flights through Shannon between March 2009 and December 2010 are given in Appendix 3.

Planes linked to the CIA's "extraordinary rendition" program also used the airport in 2010. These included one aircraft N54PA that regularly flies to the U.S. military base at Guantanamo Bay. Although the Irish government has repeatedly stated that there was no evidence of CIA rendition planes using Shannon Airport, a U.S. embassy cable released by Wikileaks has exposed the fact that as far back as 2007 the government was aware that at least three flights directly involved with rendition cases had landed and refuelled at Shannon airport⁶.

⁶ See <http://213.251.145.96/cable/2007/12/07DUBLIN916.html>

Appendix 1

Aircraft Linked to CIA Extraordinary Renditions

Below is a comprehensive list of planes that are suspected of being in use by the CIA for extraordinary rendition. Twenty of these (highlighted in **bold**) have been logged by Shannonwatch as having landed at Shannon.

Airplane	Registered Owner and Other Information
Cessna 208, registration N1016M	Now in use in Canada. Previously registered to Pro-Air Leasing, Wilmington, Delaware and Crowell Aviation Technologies, a CIA shell company with the same address as Premier Executive Transport Service.
Beech B200C, registration N157A	Aviation Specialties Inc, Washington DC. Uses Johnston County airfield, NC.
Raytheon Hawker 800XP, registration N168BF	Wells Fargo North West Trust, Salt Lake City
CN-235-300, registration N168D	Devon Holding & Leasing Inc, Lexington, NC
Beech B300, registration N173S	Stevens Express Leasing, Tennessee (a CIA front company)
CN-235, registration N187D	Devon Holding & Leasing Inc, Lexington, NC
CN-235, registration N196D	Devon Holding & Leasing Inc, Lexington, NC
Gulfstream V, registration N1HC	Hardesty-Gulfstream Llc, Tulsa, Oklahoma, previously registered to Charter-Firma United States Aviation Co., Tulsa, Oklahoma
Lockheed L-100-30 Hercules (C-130),	Current owner unknown. Previously registered to Tepper Aviation (CIA contractor) and Rapid Air Transport.

registration N2189M	
CN-235, registration N219D	Devon Holding & Leasing Inc, Lexington, NC
Learjet 35, registration N221SG	Path Corporation, Rehoboth Beach, Delaware (a CIA shell company)
Gulfstream IV, registration N227SV	Assembly Point Aviation Inc, Glens Falls, NY. Operated by Richmor Aviation.
Beech B200C, registration N312ME	Aviation Specialties Washington, DC
Boeing 737, registered as N313P, then N4476S and currently N720MM	Currently registered (as N720MM) to MGM Mirage Aircraft Holdings, Las Vegas. Previously registered as N4476S to Keeler & Tate Management and as N313P to Premier Executive Transport Services.
Gulfstream IV, previously registered as N325RC, N331P and N134BR	Unknown current owner and registration number. Previously registered as N331P to Imperial Air and as N134BR to GSCP (NJ) Inc.
Boeing 737, previously registered as N368CE	Previously registered to Premier Aircraft Management, Las Vegas, Nevada and Vision Airlines
Gulfstream V, registered as N379P, N8068V, N44982 and N126CH	Previously registered as N126CH to N126CH LLC and then Wilmington Trust Company, as N44982 to Bayard Foreign Marketing LLC, as N8068V to Premier Premier Executive Transport Services, and as N379P to Premier Executive Transport Services. Latest records show it was exported to Australia.

Raytheon B300C/350C, registration N4009L	Stevens Express Leasing Inc (Cordova TN)
Gulfstream IV, registration N404AC	Cottonwood Aviation, Houston, Texas. Previous owner was Apache Aviation Inc (Houston TX)
Raytheon B200C, registration N4456A	Aviation Specialties Inc, Washington, DC
Raytheon B300C/350C, registration N4466A	Aviation Specialities Inc (Beltsville MD). Previously registered to Stevens Leasing
Raytheon B200C, registration N4489A	Aviation Specialties Inc, Washington DC
Lockheed 382G-44K-30, registered as N4557C and now N3796B	Northcap LLC. Previously registered as N44557C to Rapid Air Transport Inc, a CIA shell company.
Gulfstream IV, registration N475LC	L-3/Braxton, Great Falls, Montana. Operator is Centurion.
Gulfstream IV, registration N478GS	L-3/Braxton, Great Falls, Montana Operator is Centurion
Gulfstream G-1159A, registration N50BH	Crystal Jet Aviation Inc Albany, NY. Operated by Richmond Aviation
De Havilland DHC-8-315, registration N505L	Path Corporation of Rehoboth Beach, DE

Raytheon B200C, registration N5139A	Aviation Specialties Inc, Washington DC
Raytheon B200C, registration N5155A	Aviation Specialties Inc, Washington, DC
Learjet 35, registration N541PA	Phoenix Air Group Inc, Cartersville, GA
Learjet 35, registration N547PA	Phoenix Air Group Inc, Cartersville, GA
Learjet 35A, registration N549PA	CFF Air Inc, 824 Market St Mall Ste 1000 Wilmington, DE
Beech 200C, registration N58AS	Current owner and registration number unknown. Previously registered to Stevens Leasing.
DC-10-30, registration N600GC	Gemini Leasing Inc, Dulles, Virginia
De Havilland DHC-6-300, registration N6161Q	Aviation Specialties Inc, Washington DC
Lockheed 382G-44K-30, registered as N8183J and N2679C	Q2P LLC. Previously registered to Rapid Air Transport and operated by Tepper Aviation, Inc.
Lockheed L100- 30, registration N8213G	H S L Company, Great Falls, Montana
Gulfstream G-	N259SK registered to S & K Aviation, Tampa, FL.

1159A, registered as N259SK and previously as N829MG	Previously registered as N829MG
Boeing 757- 23A registered as N226G	L-3 Capital LLC, Helena, MT. Operated by Comco.
Gulfstream IV, registered as N227SV and N85VM	N227SV registered to Assembly Point Aviation Inc, Glens Falls, NY and was operated by Richmor Aviation. Previously registered as N85VM.
LearJet 36, registered as N71PG	Phoenix Air Group Inc, Cartersville, GA
LearJet 35, registered as N54PA	VPC Planes LLC (Wilmington DE). Operated by Phoenix Air Group
Cessna TR182, registered as N1018H	Tepper Aviation
Fairchild SA227- AT, registered as N120JM	Path Corporation, Rehoboth Beach, Delaware
Cessna 208B, registered as N212CP	Path Corporation, Rehoboth Beach, DE
Bell 412, registered as N219MG	Eastern Shore Holdings Inc, Rehoboth Beach, DE
Super Puma AS322L1, registered as N486AE	Eastern Shore Holdings Inc, Rehoboth Beach, DE

Super Puma AS322L1, registered as N588AE	Eastern Shore Holdings Inc, Rehohoth Beach, DE
Bell 412, registered as N719GB	Eastern Shore Holdings Inc, Rehohoth Beach, DE
VS M1-8-MTV-1, registered as N8062Z	Eastern Shore Holdings Inc, Rehohoth Beach, DE
Bell B407, registered as N837DR	Eastern Shore Holdings Inc, Rehohoth Beach, DE
DC3, registered as N845S	Stevens Express Leasing, Inc. Cordova, TN
Casa C-212-DF, registered as N964BW, and now N6369C	Aviation Worldwide Services, Moycock, NC
Casa C-212-DF, registered as N965BW	Aviation Worldwide Services, Moycock, NC
Casa 212-200, registered as N966BW	Aviation Worldwide Services, Moycock, NC
Casa C-212-CD, registered as N967BW.	Aviation Worldwide Services, Moycock, NC
Casa C-212-CD, registered as N968BW and now N2357G	Aviation Worldwide Services, Moycock, NC
Gulfstream V, registered as	Bayard Foreign Marketing LLC

N44982	
Gulfstream IV, registered as N476LC	Not known
Gulfstream G- 1159A, registered as N163PA	N163PA LLC 824 Market St Mall Ste 1000 Wilmington DE
Gulfstream G- 1159A, registered as N173PA	N173PA LLC 824 Market St Mall Ste 1000 Wilmington, DE
Gulfstream IV, registered as N970SJ	New World Aircraft Giv-1146 LLC, Allentown, PA. Operated by New World Aviation
Boeing 737, registered as N129QS	Wells Fargo Bank, Salt Lake City, Utah
Learjet L35A, registered as N35NK	Aircraft Guaranty Corporation, 515 N. Sam Houston Parkway East, Suite 305, Houston, Texas
Gulfstream IV, registered as N510MG	Wachovia Financial Services, Cleveland, OK
Gulfstream II, registered as N5117H	Now owned by an individual in Indiana
Boeing 727, registered as N521DB	Not known

Appendix 2

Sample landings of aircraft suspected of involvement in renditions, January 2009 – December 2010.

While these planes may not be involved in renditions during this period, reasonable grounds have existed for investigation based on their previous associations.

Reg	Call Sign	Aircraft Type	Date
N475LC	A5D4AA	GLF4	2009-01-31
N54PA	A6D6D9	LJ36	2009-03-03
N404AC	A4BB80	GLF4	2009-04-02
N478GS	A5DF79	GLF4	2009-04-15
N54PA	A6D6D9	LJ36	2009-04-16
N54PA	A6D6D9	LJ36	2009-04-18
N478GS	A5DF79	GLF4	2009-05-11
N478GS	A5DF79	GLF4	2009-05-18
N71PG	A97B00	LJ36	2009-06-02
N71PG	A97B00	LJ36	2009-06-11
N71PG	A97B00	LJ36	2009-06-12
N71PG	A97B00	LJ36	2009-06-25
N71PG	A97B00	LJ36	2009-06-26
N475LC	A5D4AA	GLF4	2009-07-03
N478GS	A5DF79	GLF4	2009-08-13
N71PG	A97B00	LJ36	2009-09-01
N404AC	A4BB80	GLF4	2009-09-02
N404AC	A4BB80	GLF4	2009-09-04
N54PA	A6D6D9	LJ36	2009-09-23
N478GS	A5DF79	GLF4	2009-10-08
N71PG	A97B00	LJ36	2009-10-10
N54PA	A6D6D9	LJ36	2009-10-12
N404AC	A4BB80	GLF4	2009-10-23
N720MM	A9A4AB	B73B	2009-10-28
N54PA	A6D6D9	LJ36	2009-12-12
N404AC	A4BB80	GLF4	2010-03-14
N404AC	A4BB80	GLF4	2010-04-09
N404AC	A4BB80	GLF4	2010-04-13
N720MM	A9A4AB	B73B	2010-04-28
N720MM	A9A4AB	B73B	2010-04-30
N404AC	A4BB80	GLF4	2010-10-28
N475LC	A5D4AA	GLF4	2010-11-01
N404AC	A4BB80	GLF4	2010-11-28

Appendix 3

Logs of flights through Shannon by Kalitta Air, Evergreen International and National Airlines/Murray Air, March 2009 – December 2010.

Registration	Date	Company Name
N747CK	2009-03-19	Kalitta Airways
N482EV	2009-03-22	Evergreen International Airline
N482EV	2009-03-25	Evergreen International Airline
N488EV	2009-03-25	Evergreen International Airline
N489EV	2009-03-26	Evergreen International Airline
N865F	2009-04-01	National Airlines (formally Murray Air)
N865F	2009-04-04	National Airlines (formally Murray Air)
N872SJ	2009-04-08	National Airlines (formally Murray Air)
N872SJ	2009-04-11	National Airlines (formally Murray Air)
N872SJ	2009-04-15	National Airlines (formally Murray Air)
N872SJ	2009-04-22	National Airlines (formally Murray Air)
N872SJ	2009-04-29	National Airlines (formally Murray Air)
N872SJ	2009-05-02	National Airlines (formally Murray Air)
N872SJ	2009-05-13	National Airlines (formally Murray Air)
N872SJ	2009-05-13	National Airlines (formally Murray Air)
N872SJ	2009-05-16	National Airlines (formally Murray Air)
N872SJ	2009-06-03	National Airlines (formally Murray Air)
N872SJ	2009-06-10	National Airlines (formally Murray Air)
N872SJ	2009-06-17	National Airlines (formally Murray Air)
N865F	2009-06-24	National Airlines (formally Murray Air)
N872SJ	2009-07-01	National Airlines (formally Murray Air)
N872SJ	2009-07-11	National Airlines (formally Murray Air)
N482EV	2009-07-18	Evergreen International Airline
N872SJ	2009-07-18	National Airlines (formally Murray Air)
N872SJ	2009-07-24	National Airlines (formally Murray Air)
N865F	2009-07-25	National Airlines (formally Murray Air)
N872SJ	2009-08-01	National Airlines (formally Murray Air)
N872SJ	2009-08-05	National Airlines (formally Murray Air)
N872SJ	2009-08-08	National Airlines (formally Murray Air)
N865F	2009-08-19	National Airlines (formally Murray Air)
N872SJ	2009-08-29	National Airlines (formally Murray Air)
N872SJ	2009-09-02	National Airlines (formally Murray Air)
N872SJ	2009-09-12	National Airlines (formally Murray Air)
N872SJ	2009-09-16	National Airlines (formally Murray Air)
N865F	2009-09-17	National Airlines (formally Murray Air)
N872SJ	2009-09-19	National Airlines (formally Murray Air)
N872SJ	2009-09-23	National Airlines (formally Murray Air)
N872SJ	2009-09-26	National Airlines (formally Murray Air)
N713CK	2009-09-27	Kalitta Airways
N865F	2009-10-02	National Airlines (formally Murray Air)
N872SJ	2009-10-06	National Airlines (formally Murray Air)
N865F	2009-10-07	National Airlines (formally Murray Air)
N872SJ	2009-10-10	National Airlines (formally Murray Air)
N872SJ	2009-10-14	National Airlines (formally Murray Air)
N872SJ	2009-10-26	National Airlines (formally Murray Air)

N872SJ	2009-10-31	National Airlines (formally Murray Air)
N865F	2009-11-03	National Airlines (formally Murray Air)
N488EV	2009-11-04	Evergreen International Airline
N865F	2009-11-05	National Airlines (formally Murray Air)
N865F	2009-11-08	National Airlines (formally Murray Air)
N865F	2009-11-10	National Airlines (formally Murray Air)
N872SJ	2009-11-12	National Airlines (formally Murray Air)
N872SJ	2009-11-14	National Airlines (formally Murray Air)
N872SJ	2009-12-02	National Airlines (formally Murray Air)
N872SJ	2009-12-03	National Airlines (formally Murray Air)
N872SJ	2009-12-05	National Airlines (formally Murray Air)
N865F	2009-12-07	National Airlines (formally Murray Air)
N865F	2009-12-09	National Airlines (formally Murray Air)
N865F	2009-12-12	National Airlines (formally Murray Air)
N872SJ	2009-12-12	National Airlines (formally Murray Air)
N872SJ	2009-12-18	National Airlines (formally Murray Air)
N700CK	2009-12-19	Kalitta Airways
N872SJ	2009-12-19	National Airlines (formally Murray Air)
N747CK	2010-01-05	Kalitta Airways
N747CK	2010-01-14	Kalitta Airways
N487EV	2010-01-18	Evergreen International Airline
N488EV	2010-01-25	Evergreen International Airline
N747CK	2010-01-29	Kalitta Airways
N865F	2010-02-10	National Airlines (formally Murray Air)
N489EV	2010-02-22	Evergreen International Airline
N490EV	2010-03-07	Evergreen International Airline
N748CK	2010-03-11	Kalitta Airways
N706CK	2010-03-11	Kalitta Airways
N489EV	2010-03-15	Evergreen International Airline
N713CK	2010-03-17	Kalitta Airways
N865F	2010-03-20	National Airlines (formally Murray Air)
N872SJ	2010-03-26	National Airlines (formally Murray Air)
N700CK	2010-05-14	Kalitta Air
N707CK	2010-10-29	Kalitta Air
N703CK	2010-10-30	Kalitta Air
N707CK	2010-11-01	Kalitta Air
N707CK	2010-11-10	Kalitta Air
N701CK	2010-11-26	Kalitta Air
N872SJ	2010-11-27	National Air Cargo
N489EV	2010-12-16	Evergreen International Airlines
N872SJ	2010-12-17	National Air Cargo