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(b)(3):10 USC 424

(b)(3):10 USC 424
BYA WASHINGTON DC/ (b)(3):10 USC 424

REISSUED WITH ENCLOSURES

INFO (b)(3):50 USC 403-1(i)
(b)(3):50 USC 403-1(i)

(b)(3):10 USC 424

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(b)(3):10 USC 424, (b)(3):50 USC 403-1(i)

CITE: (b)(3):10 USC 424

SUBJECT: IR (b)(3):10 USC 424 / JORDAN/CHINA/IRAQ/PRC CARGO DELIVERIES TO JORDAN/(U)

(b)(3):10 USC 424, (b)(3):50 USC 403-1(i)

THIS IS AN INFO REPORT, NOT FINALLY EVALUATED INTEL

1. (U) CTRY: JORDAN (JO), CHINA (CH), IRAQ (IZ)
2. (U) IR NO: (b)(3):10 USC 424
3. (U) TITLE: PRC CARGO DELIVERIES TO JORDAN
4. (U) DATE OF INFO: 820315
5. (U) ORIG: SEE FM LINE
6. (U) REQ REFS: (b)(3):10 USC 424, (b)(3):50 USC 403-1(i)
7. (U) SOURCE:

8. SUMMARY: DIRECT CONNECTION CONFIRMED BETWEEN NOW FAMILIAR PRC BOEING 707 (B-2410) AND PREVIOUSLY REPORTED PECULIAR CARGO PALLETS. DIRECT PRC MILITARY ATTACHE OFFICE INTEREST ALSO NOTED. ALL ORIENTAL AIRCREW DRESSED IN DARK BLUE CIVILIAN UNIFORMS. ADDITIONAL PALLET CARGO TAGS OBTAINED, BUT TOKYO CARGO CONNECTION

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REMAINS UNCONFIRMED.

9A. ~~(SIGNIFICANT/INTTEL - ENTIRE PARAGRAPH)~~ DETAILS:

- (1) THE ABOVE PRC AIRCRAFT WAS OBSERVED ON THE MILITARY RAMP AT KING ABDULLAH AB (AMMAN AIRPORT) ON MORNING OF 19 MAR 82. TWELVE PECULIAR "CA" CARGO PALLETS WERE STACKED NEARBY ON THE RAMP APRON. NO ACTIVITY OBSERVED AT THAT TIME.

- (A) OF THE TWELVE PALLETS, FOUR WERE THOSE REPORTED IN [b(3);10 USC 424] WHILE MARKINGS DIFFERED SLIGHTLY, CONSTRUCTION WAS THE SAME: APPROXIMATELY SEVEN FOOT BY TEN FOOT FLAT PANELS OF ONE-QUARTER TO ONE-THIRD INCH ALUMINUM PLATE, WITH AN APPROXIMATELY THREE INCH BY HALF INCH EXTRUSION EDGING/REINFORCEMENT, RUNNING ALL AROUND THE OUTSIDE TO WHICH NYLON CARGO TIEDOWN STRAPS/NETTING ARE ATTACHED. PALLETS NOT REPEAT NOT JUDGED ADEQUATE FOR HEAVY CARGO.

- - (D) TWO OF THE EIGHT "NEW" PALLETS CARRIED JAPAN AIR LINES (JAL) CONTAINER PALLET TAGS, (b)(1), 1.4 (c)

RESPECTIVE TAG DATA ENTRIES FOLLOW: ULO SERIAL NUMBER - "P1P 8112CA" (BOTH); DEST. - "PEK" (BOTH); FLIGHT/DATE - "CA9202/03" (PRESUMABLY 3 MAR 82 FLIGHT ORIGINATING IN PRC) AND "CA926/11 MAR" (TOKYO AGAIN); WEIGHT - "1640 KILOGRAMS" (NOT SPECIFIED NET OR GROSS) AND "1435 (GROSS) KILOGRAMS."

- (2) AT ABOUT 1200L/1000Z, AIRCREW AND JORDANIAN CIVAIR (ALIA) CARGO PERSONNEL AND EQUIPMENT ARRIVED AT THE AIRCRAFT. EIGHT TO TEN ORIENTAL CREW MEMBERS IN DARK BLUE CIVAIR TYPE UNIFORMS NOTED, ALONG WITH A SINGLE MALE CIVILIAN ATTIRED PASSENGER.

- (3) AS AIRCRAFT WAS PREPARED FOR DEPARTURE, LARGE, SWING-UP, CLAM SHELL CARGO DOOR ON LEFT SIDE OF FUSELAGE WAS OPENED, DISCLOSING CARGO-ONLY INTERIOR CONFIGURATION. CONFIGURATION APPEARED TO BE "STANDARD" BOEING 707 CARGO AIRCRAFT.

- (4) RESIDENT PRC MILITARY ATTACHE'S PERSONAL ENGLISH-
LANGUAGE INTERPRETER WAS IN ATTENDANCE, CONFERRING WITH
AIRCREW AND OBSERVING.

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- (5) AT 1300L/1100Z, THE TWELVE PECULIAR "CA" PALLETS WERE LOADED ABOARD THE OTHERWISE EMPTY AIRCRAFT. (NOTE: COINCIDENTALLY, AN IRAQI IL-76 ARRIVED AND WAS PARKED ADJACENTLY. THERE WAS NO CONNECTION -- IT GOT CARGO FROM OTHER: (b)(1),1.4 (c))

- (6) UPON (b)(1),1.4 (c) RETURN TO THE AREA AT 1500L/1300Z, THE AIRCRAFT WAS GONE.

9B. ~~(S) INFORMATION~~ - ENTIRE PARAGRAPH) (b)(1),(b)(3);10 USC 424,1.4 (c)

10. (U) PROJ NO: N/A
11. (U) COLL RMT CODE: NONE

(b)(3);10 USC 424,(b)(3);50 USC 403-1(i)

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13. (U) PREP BY:
14. (U) APP BY:
15. (U) RES EVAL

(b)(3):10 USC 424

(b)(3):10 USC
424,(b)(3):50
USC 403-1(i)

17. (U) DIST BY ORIG: N/A

~~DECL 25 MAR 2003 - 44~~

The following two pages are
denied in full and are not included.

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