



To: Mr Darius Raulušaitis
Prosecutor General's Office of the Republic of Lithuania

6 Oct. 2011

Dear Mr Raulušaitis,

Compelling new information that has now come to light about the landings of CIA-connected planes in Lithuania makes a rigorous and wide-ranging investigation all the more urgent. It has become obvious that previous efforts to chart the extent of the CIA's rendition operations in Europe have only revealed the tip of the iceberg.

As you will be aware, we have recently presented some new data, connecting Morocco and Lithuania, in Amnesty International's report *Unlock the Truth in Lithuania: Investigate Secret Prisons Now* (published 29 Sept. 2011).¹ The data concerns a Boeing 727, N724CL, which flew from Morocco to Vilnius via Amman, Jordan, arriving in Vilnius International Airport on the evening of 17 February 2005. It stayed briefly in Vilnius before departing for Iceland, and then returned through Canada to the USA. The flight coincides with that of another plane, N787WH, which landed in Palanga on 18 February 2005, coming from Bucharest. We have adduced that the timing of these flights matches the timing associated, in public source accounts, with the transfer of Zayn al-Abidin Muhammad Husayn (Abu Zubaydah) from secret detention in Morocco to secret detention in Lithuania.²

With this letter we enclose, for your attention, two documents relating to the arrival of N724CL in Vilnius: a disclosure from the Lithuanian Civil Aviation Authority, dated 20 June 2011, and a disclosure from Vilnius Airport, received on 19 Sept. 2011. We note that there are some discrepancies in the times recorded on the documents, but that aside from these they are in agreement. We have prepared an additional dossier of confidential material with relation to this flight, which we will forward to you on receipt of an undertaking that you will maintain its strict confidentiality.

We should like to put on record certain investigative steps which we believe can be fruitfully undertaken, in respect of this flight:

- Request from EuroControl all data relating to the route planning and route costing of N724CL between 14 and 19 February 2005
- Request, from the US Federal Aviation Authority and bodies regulating air navigation, landings, servicing and customs in the USA, all data relating to the passage of N724CL through the USA between 14 and 19 February 2005

¹ <http://www.amnesty.org/en/library/asset/EUR53/002/2011/en/dd6dc600-25ea-4299-8aec-1d3d16639d4c/eur530022011en.pdf>

² See e.g. <http://hosted.ap.org/specials/interactives/wdc/binalshibh/content.swf?SITE=YAHOO>, <http://news.ca.msn.com/world/polish-prosecutor-removed-from-cia-prison-probe>.

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- Request, from the Portuguese Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Portugal, all data relating to the passage of N724CL through Portugal, between 14 and 19 February 2005
- Request, from the Moroccan Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Morocco, all data relating to the passage of N724CL through Morocco, between 14 and 19 February 2005
- Request, from the Jordanian Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Jordan, all data relating to the passage of N724CL through Jordan, between 14 and 19 February 2005
- Request, from the Icelandic Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Iceland, all data relating to the passage of N724CL through Iceland, between 14 and 19 February 2005
- Request, from the Canadian Civil Aviation Authority and bodies regulating air navigation, landing, servicing and customs in Canada, all data relating to the passage of N724CL through Canada, between 14 and 19 February 2005

We also note that the route of the other plane, N787WH between 14 and 19 February 2005, although partly disclosed in the course of the Seimas inquiry of 2009, is yet to be fully accounted for. In particular, it has not been disclosed where this plane stopped before Bucharest. We should therefore like to put on record certain investigative steps which we believe can be fruitfully undertaken, in respect of this other flight:

- Request from EuroControl all data relating to the route planning and route costing of N787WH between 14 and 19 February 2005
- Request, from the US Federal Aviation Authority and bodies regulating air navigation, landing, servicing and customs in the USA, all data relating to the passage of N787WH through the USA, between 14 and 19 February 2005
- Request, from the Austrian Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Austria, all data relating to the passage of N787WH through Austria, between 14 and 19 February 2005
- Request, from the German Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Germany, all data relating to the passage of N787WH through Germany, between 14 and 19 February 2005
- Request, from the Moroccan Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Morocco, all data relating to the passage of N787WH through Morocco, between 14 and 19 February 2005
- Request, from the Romanian Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Romania, all data relating to the passage of N787WH through Romania, between 14 and 19 February 2005
- Request, from the Jordanian Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Jordan, all data relating to the passage of N787WH through Jordan, between 14 and 19 February 2005
- Request, from the Icelandic Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Iceland, all data relating to the passage of N787WH through Iceland, between 14 and 19 February 2005

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- Request, from the Canadian Civil Aviation Authority and bodies regulating air navigation, landings, servicing and customs in Canada, all data relating to the passage of N787WH through Canada, between 14 and 19 February 2005

We are continuing actively to investigate these and other flights, and we believe that further new information will come to light in the near future. It is clear, however, that the full truth concerning these flights will not properly emerge until all responsible bodies in all connected countries search diligently through the material available to them.

I note that we have received no response from your office to our previous letters, of 22 June 2011 and 27 June 2011. Please, therefore, inform us of the answers to the questions we posed in those letters.

We look forward to hearing from you.

Yours sincerely,



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Director, Reprieve

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