

Lockerbie: Ten years on



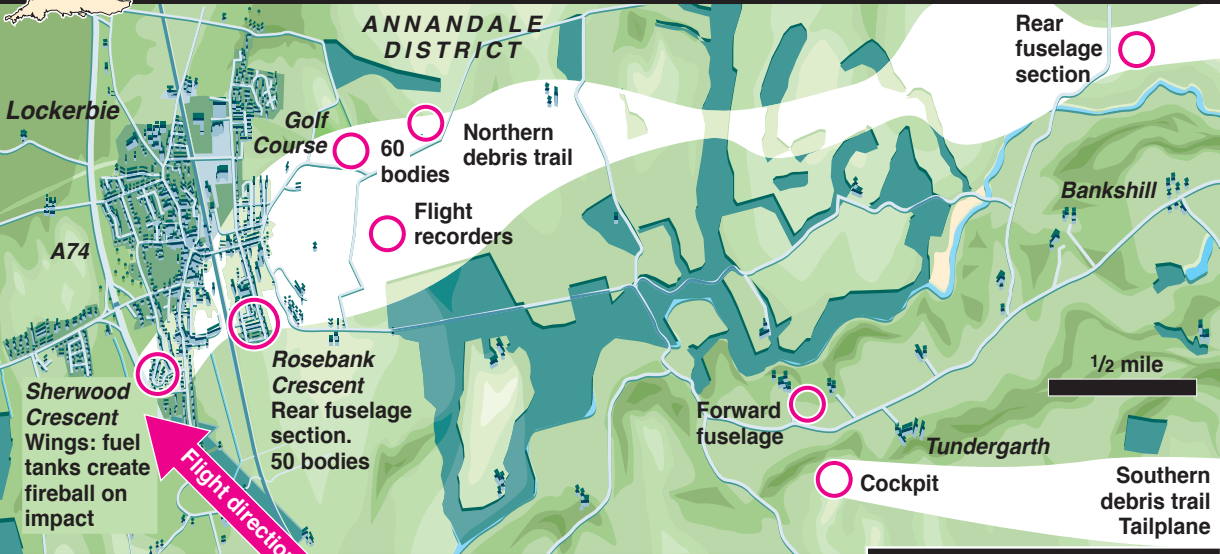
Lockerbie

At 7.03pm on December 21, 1988, Pan Am flight 103 from Frankfurt to New York via Heathrow exploded over Scotland, killing all 259 people on board and 11 residents of the quiet Borders town of Lockerbie

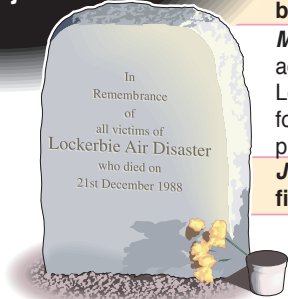


Explosion at 31,000ft punches 20in hole in forward cargo bay – explosive decompression tears fuselage open

Winds of up to 115 knots (130mph) spread debris over 850sq miles as far as the east coast



Quest for justice



Dec 21, 1988: Pan Am flight 103 blows up – 270 die
May 1990: Pan Am agrees to compensate Lockerbie residents for casualties and property damage
Jan 1991: Pan Am files for bankruptcy

Nov: U.S. and Britain accuse Libyans **Abdel Baset Ali**

Mohamed al-Megrahi and **al-Amin Khalifa Fhimah** of bombing. Libya denies involvement



Jun: Libya agrees to trial in 'just and fair' court under UN or Arab League (Muslim) supervision

Jul: Pan Am found guilty of negligence over lax security in baggage-screening

Dec 1993: UN tightens Libyan sanctions. Pan Am seeks \$300m in damages from Libya in Scotland's highest civil court



Mar 1992: UN orders Libya to surrender suspects or face worldwide sanctions – embargo takes effect in April

Jan 1994: Gaddafi says trial in The Hague could resolve dispute

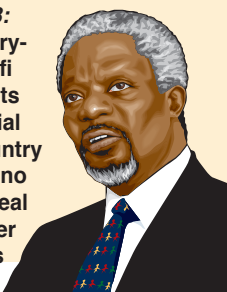
Mar 1995: FBI offers record \$4m reward for information leading to arrest of Libyan suspects

Apr: Widow of victim awarded \$19m in largest ever wrongful death case against an airline – 225 liability cases outstanding

Apr 1997: U.S. Supreme Court accepts Libya has sovereign immunity protection from lawsuit filed on behalf of a Lockerbie victim
Aug 1998: UK and U.S. agree to trial in neutral 'third country'

Sep: Camp Zeist, a Dutch airbase near The Hague, agreed as venue for proposed trial

Dec 5, 1998: UN Secretary-General Kofi Annan meets Gaddafi. Trial in third country agreed but no definitive deal for handover of suspects



Legacy of Lockerbie

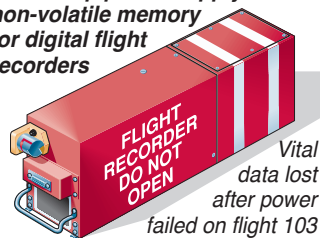
Major security and safety improvements are being adopted as a result of recommendations in the accident report

Airport security
1. Introduction of random security searches



2. All hand and cargo baggage X-rayed
3. Introduction of CTX5000 3D-imaging scanners

Aircraft construction
1. Reinforced cargo hold to contain small explosive blast
2. Pressure sensors to detect and record explosions
3. Back-up power supply and non-volatile memory for digital flight recorders



Vital data lost after power failed on flight 103