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Yousef] and there is no specific plan yet for its execution. What the subject ha[s] in his mind is that he will board any American commercial aircraft pretending to be an ordinary passenger... There will be no bomb or any explosive that he will use in its execution. It is simply a suicidal mission that he is very much willing to execute. That all he need is to be able to board the aircraft with a pistol so that he could execute the hijacking.”

Ramzi particularly admired the struggle of North African Islamic militant groups like the GIA and lectured to Murad about the significance of their terrorist activities. When Yousef was eventually captured in the Philippines, he admitted that during his 6 month-long training course in explosives at an “Arab-Afghan” camp near Jalalabad, Afghanistan, he “worked a lot with a good numbers of Egyptians and Algerians and they make good friends.” Murad told his interrogators that Yousef:

“...was planning to go to France, Egypt and Algeria after their activities here in the Philippines. The purpose was to train those Muslim brothers thereat, on using Casio watch as a timing device, chemical mixtures to compound bombs and to share his expertise on eluding detection on airport’s x-ray machine and eventually smuggling this liquid chemical bombs. Furthermore, France has a lot of Algerians staying and that these Egyptians and Algerians has no experience[sic] on making these bombs and does not know the basic of smuggling liquid bombs through the airport.”

Moreover, according to Murad, Yousef was “planning to go to these countries in order to conduct explosives training to their other Muslim brothers there because the people who have knowledge of this kind of training were all dead.” The pilot added that he had “come to know” these plans “during the hijacking of the France Airlines in December 1994 when [Ramzi Yousef] told it to him at the Josefa apartment” in Manila.

Abdelhakim Murad offered one more clue to his Philippine interrogators as to who was bankrolling the new commercial airline plots engineered by Ramzi Yousef and Khalid Shaykh Mohammed—and the trail led directly to the highest ranks of the then-nascent Al-Qaida organization. In 1995, Murad admitted that he always felt Ramzi Yousef was “hiding something from him. He suspects that [Ramzi] is connected with OSAMA BIN LADIN since he remember[ed] that he had once asked [Ramzi] if the latter is connected with or receiving financial support from BIN LADIN, he had observed that [Ramzi] is avoiding the question.”

These intelligence reports do not yet represent juridical evidence of a direct link between the 1994 Air France hijacking, Ramzi Yousef, and September 11. However, most of this critical information was made public and available to American law enforcement and intelligence agencies up to seven years prior to 9/11—and precious little was done about it. As the GIA and Ramzi Yousef (among others) engaged in a detailed tactical analysis of the “best way” to suicide-crash a hijacked airliner into a major urban target (such as a government building or skyscraper), Americans remained mostly oblivious to the imminent danger that was approaching. The facts behind the Air France operation in December 1994 demonstrate that, by the mid-1990s, it was likely only a matter of time before fanatic disciples of the “Arab-Afghans” and Al-Qaida would successfully conspire to undertake a mass-casualty feat of terrorism akin to 9/11.

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