

UDC 379.85  
JEL L83

**Filipovski A.**<sup>35</sup>

*Student, Kyiv International University (Kyiv, Ukraine)*

<http://orcid.org/0000-0002-9500-1721>

**Mohylevska O.**<sup>36</sup>

*PhD in Economics, Kyiv International University (Kyiv, Ukraine)*

<http://orcid.org/0000-0001-8482-7950>

## **AIR TERRORISM IN THE CONTEXT OF THE WORLDWIDE TOURISM THREAT**

Strategic aspects of airterrorism are considered in the article, destructive influence of airterrorism is reasonable on stability of tourist stream in a global scale. The most large-scaleair crashes are considered in histories of humanity, that affected the world situation of tourist industry.

**Keywords:** terrorist act, terrorism, tourism, air terrorism, air transport.

**Філіповський А.О.**

*студент, Київський міжнародний університет (Київ, Україна)*

**Могилевська О.Ю.**

*к.е.н., Київський міжнародний університет (Київ, Україна)*

## **АВИАТЕРОРИЗМ В КОНТЕКСТІ ВСЕСВІТНЬОЇ ЗАГРОЗИ ТУРИЗМУ**

У статті розглянуто стратегічні аспекти авіатероризму, обґрунтований руйнівний вплив авіатероризму на стабільність туристичного потоку в глобальному масштабі. Розглянуто наймасштабніші авіакатастрофи в історії людства, а також наслідки, які вплинули на світову ситуацію туристичної індустрії.

**Ключові слова:** терористичний акт, тероризм, туризм, авіатероризм, повітряний транспорт.

**Филипповский А.О.**

*студент, Киевский международный университет (Киев, Украина)*

**Могилевская О.Ю.**

*к.э.н. Киевский международный университет (Киев, Украина)*

---

<sup>35</sup> Філіповський Андрій Олегович, студент магістратури Навчально-наукового інституту міжнародних відносин, Київський міжнародний університет (Київ, Україна)

<sup>36</sup> Могилевська Ольга Юріївна, к.е.н., доцент кафедри економіки, підприємництва, менеджменту, Київський міжнародний університет (Київ, Україна)

## АВИАТЕРРОРИЗМ В КОНТЕКСТЕ ВСЕМИРНОЙ УГРОЗЫ ТУРИЗМУ

В статье рассмотрены стратегические аспекты авиатерроризма, обосновано разрушительное влияние авиатерроризма на стабильность туристического потока в глобальном масштабе. Рассмотрены самые масштабные авиакатастрофы в истории человечества, а также последствия, которые повлияли на мировую ситуацию туристической индустрии.

**Ключевые слова:** террористический акт, терроризм, туризм, авиатерроризм, воздушный транспорт.

**Relevance of the problem.** Terrorist attacks have become both more frequent and more deadly. While their social cost is enormous and evident, economists are tallying up something more obscure: how much they reduce output. An analysis of the terror-spurred drag on air travel leads our weekly economic research wrap.

**Analysis of recent research and publications** the problems of air crashes in the context of the development of the tourism industry and its direct impact are presented in the works of scientists: L. Fernanda, T. José, Kate Ivanova, Mickolus, F. Edward, Todd Sandler, Jean M. Murdock, and Peter A. Flemming, Tucker, David.

**Problem definition.** The task is tracing the dynamics of the negative consequences of air crashes in the tourism market and its impact on air tourism.

**Researching results.** Terrorism is here to stay and it will manifest itself in many different forms. It will be impossible to protect ourselves against all of them. Therefore, it is wise to do our best to preempt potential causes of terrorism and to support victims and their families, instead of becoming obsessed by some forms of terrorism, even at the cost of increasing vulnerabilities elsewhere [11].

Not going to do any editorializing here; just going to do some non-fancy math. James Joyner asks: There have been precisely three attempts over the last eight years to commit acts of terrorism aboard commercial aircraft. All of them clownishly inept and easily thwarted by the passengers. How many tens of thousands of flights have been incident free?

Let's expand Joyner's scope out to the past decade. Over the past decade, there have been, by my count, six attempted terrorist incidents on board a commercial airliner than landed in or departed from the United States: the four planes that were hijacked on 9/11, the shoe bomber incident in December 2001, and the NWA flight 253 incident on Christmas. The Bureau of Transportation Statistics provides a wealth of statistical information on air traffic. For this

exercise, I will look at both domestic flights within the US, and international flights whose origin or destination was within the United States. I will not look at flights that transported cargo and crew only. I will look at flights spanning the decade from October 1999 through September 2009 inclusive (the BTS does not yet have data available for the past couple of months). Over the past decade, according to BTS, there have been 99,320,309 commercial airline departures that either originated or landed within the United States. Dividing by six, we get one terrorist incident per 16,553,385 departures. These departures flew a collective 69,415,786,000 miles [8]. That means there has been one terrorist incident per 11,569,297,667 miles flown. This distance is equivalent to 1,459,664 trips around the diameter of the Earth, 24,218 round trips to the Moon, or two round trips to Neptune. Assuming an average airborne speed of 425 miles per hour, these airplanes were aloft for a total of 163,331,261 hours. Therefore, there has been one terrorist incident per 27,221,877 hours airborne [7]. This can also be expressed as one incident per 1,134,245 days airborne, or one incident per 3,105 years airborne. There were a total of 674 passengers, not counting crew or the terrorists themselves, on the flights on which these incidents occurred. By contrast, there have been 7,015,630,000 passenger enplanements over the past decade. Therefore, the odds of being on given departure which is the subject of a terrorist incident have been 1 in 10,408,947 over the past decade. By contrast, the odds of being struck by lightning in a given year are about 1 in 500,000. This means that you could board 20 flights per year and still be less likely to be the subject of an attempted terrorist attack than to be struck by lightning [10].

#### Terrorism and War-Related Airplane Crashes Fast Facts:

Here's a selected list of commercial airplane crashes caused by military acts or by terrorism.

June 14, 1940 - Soviet bombers shoot down the Kaleva, a Finnish commercial plane traveling from Estonia to Finland, killing all nine on board. One passenger was Henry W. Antheil Jr., an American diplomat who was carrying diplomatic pouches from US legations in Estonia and Latvia.

March 3, 1942 – The Japanese shoot down a KNILM flight on its way to Broome, Australia. The plane crash-lands on the beach at Carnot Bay as the Japanese continue shooting at it. Four people die.

June 1, 1943 – British actor Leslie Howard is among 17 killed when German fighters shoot down a British Overseas Airways Corporation flight over the Bay of Biscay.

July 23, 1954 – A Cathay Pacific flight is shot down by a Chinese Army fighter plane off the coast of Hainan Island, killing 10 people.

April 11, 1955 – Sixteen people die when a bomb explodes on an Air India flight from Hong Kong to Jakarta. The "Kashmir Princess" was flying to the Afro-Asian Bandung

conference. Chinese Premier Zhou Enlai may have been the target; however, he was not on the flight.

July 27, 1955 – El Al Flight 402, bound for Israel, is shot down by two Bulgarian fighter jets after the plane strays into Bulgarian territory. All 58 on board are killed.

May 10, 1961 – Following an onboard explosion, Air France Flight 406 crashes near Algeria, killing all 78 people on board.

October 12, 1967 – A bomb goes off on Cyprus Airways Flight 284 on its way from Athens, Greece, to Cyprus, killing all 66 on board. No one claims responsibility, and the perpetrators remain undiscovered.

February 21, 1970 – A Swissair flight from Zurich to Tel Aviv crashes after a bomb explodes. All 47 people on board die. The Popular Front for the Liberation of Palestine initially claims responsibility, but later denies involvement, according to news reports. Swiss officials, who had named suspects from Jordan, end their investigation in 2000 without having solved the case.

February 21, 1973 – Israeli fighters shoot down a Libyan Arab Airlines plane after it strays into the airspace of the Sinai Peninsula, then under Israeli control. Of the 113 people on board, 108 are killed.

May 18, 1973 – An Aeroflot flight explodes above Siberia on its way to Chita from Moscow after a hijacker detonates a bomb. At least 80 people are killed.

September 8, 1974 – All 88 passengers on a TWA flight that originated in Tel Aviv, but had just taken off from Athens, Greece, are killed when an explosion causes the plane to crash. Terrorists linked to the Abu Nidal group are suspected.

January 1, 1976 – A bomb explodes on a Middle East Airlines flight from Beirut to Dubai. At least 80 people on board are killed. No one claims responsibility.

October 6, 1976 – A Cubana Airlines flight explodes near Barbados, killing all 73 people on board. Luis Posada Carriles, a Cuban exile and former CIA agent, is charged with the bombing, as is Orlando Bosch, a Posada collaborator. Incarcerated while awaiting trial, Posada spends nine years in a jail in Venezuela, until he escapes in 1985. Bosch is released in 1987. The two were never convicted.

September 3, 1978 – Air Rhodesia Flight 825 is shot down by guerrillas in the Zimbabwe People's Revolutionary Army. The plane crash-lands, killing 38 of the 56 passengers and crew members. The guerrillas kill 10 of the survivors.

February 12, 1979 – All 59 people on board Air Rhodesia Flight 827 die when the plane is shot down by a missile fired by guerrilla forces during the country's civil war.

August 11, 1982 – A bomb explodes on Pan Am Flight 830, carrying 270 passengers from Tokyo to Hawaii. A Japanese teenager is killed and several other passengers are injured. Mohammed Rashed of the 15 May terrorist group is arrested in Greece in 1988 and serves eight years of a 15-year prison sentence there. He is arrested by the FBI in 1998 and brought back to the United States. Rashed is convicted in 2006 on conspiracy and murder charges. He is released in 2013.

August 31, 1983 – Soviet fighter jets shoot down Korean Air Lines Flight 007 as it flies over Soviet air space by mistake. All 269 on board are killed.

September 23, 1983 – 112 people are killed when a Gulf Air jet is brought down by a bomb in the cargo hold. The plane was flying from Pakistan to the United Arab Emirates when it went down in the United Arab Emirates. Terrorists from the Abu Nidal group are linked to the attack.

June 23, 1985 – Air India Flight 182 explodes near Ireland. With 329 fatalities, it is the deadliest commercial aviation bombing to date. Both Sikh and Kashmiri terrorists are blamed for the attack. Inderjit Singh Reyat, a Sikh, is the only person convicted. He pleads guilty to a manslaughter charge.

November 29, 1987 – Two North Korean agents plant a bomb on Korean Air Flight 858, flying from Baghdad, Iraq, to Seoul, South Korea. The explosion kills all on board, 104 passengers and 11 crew members.

July 3, 1988 – The USS Vincennes mistakes an Iran Air Airbus for an Iranian fighter jet and shoots down the passenger plane bound for Dubai, United Arab Emirates, killing all 290 people aboard.

December 21, 1988 – Pan Am Flight 103 explodes over Lockerbie, Scotland, killing all 259 people on board and 11 people on the ground. The United States and United Kingdom blame Abdelbeset Ali Mohamed al Megrahi, who was once security chief for Libyan Arab Airlines, and Al Amin Khalifah Fhimah -- accusing them both of being Libyan intelligence agents. Libya eventually hands over both men to the United Nations in 1999 and later agrees to pay \$2.7 billion to victims' families. Al Megrahi is convicted while Fhimah is acquitted. Al Megrahi is released for medical reasons in 2009 and dies in 2012 [9].

September 19, 1989 – UTA Flight 772 traveling to Paris is brought down over the Sahara desert by a bomb in a suitcase, and all 156 passengers and 14 crew members are killed. A French court in 1999 finds six Libyans guilty in absentia and sentences them to life in prison.

November 27, 1989 – A bomb goes off on Avianca Flight 203 traveling from Bogota, Colombia. All 107 passengers are killed in the crash. Colombian drug kingpin Pablo Escobar and the Medellin drug cartel are blamed for the explosion. Two Americans are among the victims,

and a US federal court in 1994 convicts Colombian Dandeny Munoz-Mosquera, an alleged assassin for the cartel, of murder.

September 21, 1993 – On three consecutive days beginning on this day, three civilian planes belonging to Transair Georgia are hit by missiles, killing 136 people altogether. Two planes are hit by Abkhazian rebel missiles, with 27 people killed aboard one and 108 on the other. A third plane comes under fire as it is being boarded, and one person is killed.

December 11, 1994 – A bomb goes off under a seat on a Philippines Airlines flight from Manila to Tokyo, killing one person and injuring several others. Ramzi Yousef, one of those charged with bombing the World Trade Center in 1993, is convicted in 1996 for the bombing and for plotting to blow up 12 US airliners.

September 11, 2001 – 19 terrorists hijack four US commercial airlines. Orchestrated by al Qaeda leader Osama bin Laden as an attack on the United States, a total of 2,977 people are killed, including 2,753 who die when American Airlines Flight 11 and United Airlines Flight 175 are intentionally crashed into the World Trade Center in Manhattan. American Airlines flight 77 crashes into the Pentagon, killing 184 people. Forty people die when United Airlines flight 93 crashes into a field near Shanksville, Pennsylvania [3].

October 4, 2001 – A Sibir Airlines flight from Tel Aviv, Israel, to Novosibirsk, Russia, is shot down and plunges into the Black Sea, killing all 78 aboard. The Ukrainian military denies responsibility at first but later admits it mistakenly shot down the plane during a training exercise.

August 24, 2004 – Two female Chechen suicide bombers almost simultaneously blow up two Russian passenger planes flying out of Moscow, killing 90 [4].

July 17, 2014 – Malaysia Airlines Flight 17 is shot down over Ukrainian territory controlled by pro-Russian separatists. All 298 people on board are killed [6].

October 31, 2015 – All 224 passengers on board a Metrojet flight from Sharm el-Sheikh, Egypt to St. Petersburg, Russia are killed when a bomb explodes. ISIS claims responsibility [5].

The disturbing tragedy in Egypt so far reflects the direct impact of catastrophes on tourism losses. Fears that terrorism may have brought down the Egyptian airliner that plunged into the Mediterranean on Thursday have dealt a blow to Egypt's tourism industry, which had already been struggling to recover from the bombing of a Russian Metrojet airliner over the Sinai Peninsula in October. The country's once-thriving tourism sector has been hit by a combination of political unrest and terrorism since the 2011 revolution, decimating an industry crucial for job creation and the provision of foreign currency in a country that is heavily reliant on imports. Tourist arrivals collapsed in the wake of the Metrojet disaster, when Russia, a major source of tourists, halted all flights to and from Egyptian airports until it was satisfied that

improvements to security measures had been implemented. So far, the Russians have not returned, nor have British travel companies, which were the next largest group to offer package holidays in the Sinai town of Sharm el-Sheikh, the country's most popular beach resort. Tourist arrivals in March, the latest month for which official figures are available, dropped 47.2 per cent compared with the same month last year, with a total of 440,700 visitors, the fifth consecutive month that tourism declined. Despite their unrivalled wealth of pharaonic monuments, the two towns have been the hardest hit of the country's tourist areas since 2011, when western visitors seeking cultural holidays stopped visiting Egypt. Tourist arrivals in March dropped 47.2 per cent compared with last year. In the fiscal year to June 2015, tourist receipts stood at \$7.4bn, compared with a peak of \$11.6bn in the 2009-10 fiscal year. The EGX 30 benchmark index fell by 1.8 per cent after news of the plane crash on Thursday, the last day of the trading week. With tourism receipts drying up and foreign investment stalled, the government has been battling to shore up the Egyptian pound, which has soared on the black market, prompting complaints from importers and manufacturers unable to fund inputs from abroad. The central bank devalued the currency by about 13 per cent in March, but the dollar continues to rise on the black market. In Sharm el-Sheikh, Ukrainians and Egyptians are the only remaining tourists, said Magued Sobhi, general manager of Gafi travel, an agency based in the resort.

This is exactly what happened: even before experts concluded that flight 9268 was downed by a bomb, international security services and airlines recognised vulnerabilities in Egypt's aviation security system [2]. After its initial defensiveness, Egypt hired Control Risks, a U.K. security company, to assess Cairo, Marsa Alam, and Sharm el-Sheikh airports. When U.K. airlines saw the results – which have not been publicly released – six months after the Metrojet bombing they extended their suspensions of flights to Sharm.

**Conclusion.** A spate of terror attacks and airliner disasters across Europe and its periphery is starting to catch up with the region's travel industry. Tourism officials and airline executives typically brace for a sudden drop in flight and hotel bookings after a terror-related incident or headline-grabbing aircraft accident. Those bookings typically rebound quickly, though, often in just a matter of weeks. Ryanair reported higher profit for its latest fiscal year, but warned that recent terror attacks could drive down ticket prices more generally across Europe. The pressure on bookings adds to the headwinds facing Europe's airlines [1]. Several carriers have put new planes in service, increasing the number of seats available, and strikes in Germany, France and Belgium have disrupted air travel. Last year, Russian and British airlines suspended flights to the Egyptian beach resort town of Sharm El Sheikh after a Russian jetliner with 224 people aboard went down on Oct. 31. Russian and Western investigators believe the plane was the target of a terrorist bombing, and an Islamic State affiliate in Egypt has claimed

responsibility for the crash. The crash was followed by the terrorist attacks across Paris in November that left 130 dead. Airlines in the U.S. and Europe reported a slump in demand, but executives predicted things would eventually return to normal. In March, suicide bombers killed at least 32 at the Brussels Airport and a subway station in the city. U.K.-based tour operator Thomas Cook Group TCG -0.34% PLC scaled back its full-year profit expectations, saying summer bookings were down 5% from last year. It cited terrorism fears. German rival TUI Group TUI1 0.14% said bookings were up 1%, thanks to a thriving cruise business, but said growth would have been stronger if not for a string of recent terror attacks in Turkey, another prime tourist destination. Despite the industry's worries in Europe, travel world-wide is expected to climb briskly. Global tourism measured by its contribution to global economic output is expected to grow to 3.5% in 2016, up from 3.1% last year, according to the World Travel & Tourism Council, but many are staying clear of cities viewed as most vulnerable. Bookings this summer to Paris are up just 0.6%. Paris was Europe's second-most-popular destination for Americans last year, behind London and ahead of Rome. Booking for those cities are up 7% and 15%, respectively.

### References

1. [Electronic resource]. – Access Mode: <https://www.marketwatch.com/story/european-tourism-hurt-by-terrorism-air-crashes-2016-05-24>
2. [Electronic resource]. – Access Mode: <https://icct.nl/publication/egypts-aviation-security-since-the-metrojet-bombing/>
3. [Electronic resource]. – Access Mode: <https://www.rferl.org/a/1072353.html>
4. [Electronic resource]. – Access Mode: [https://en.wikipedia.org/wiki/2004\\_Russian\\_aircraft\\_bombings](https://en.wikipedia.org/wiki/2004_Russian_aircraft_bombings)
5. [Electronic resource]. – Access Mode: <https://www.independent.co.uk/news/world/africa/isis-plane-attack-egypt-terrorists-downed-russian-metrojet-flight-from-sharm-el-sheikh-islamic-state-a6893181.html>
6. [Electronic resource]. – Access Mode: <http://www.bbc.com/news/world-europe-28357880>
7. Fernanda L., José T. (2006). Economics and Terrorism: What We Know, What We Should Know and the Data We Need. Proceedings of the 10th Annual International Conference on Economics and Security, pp. 62.
8. Kate Ivanova (2007). CBRN Attack Perpetrators: An Empirical Study. Newark: The Ohio State University.



9. Mickolus, Edward F., Todd Sandler, Jean M. Murdock, and Peter A. Flemming. (2005) *International Terrorism: Attributes of Terrorist Events, 1968-2004*. Dunn Loring, VA: Vinyard Software.
10. Monterey Institute of International Studies. (2005) *WMD Terrorism Database*. Monterey, CA: Monterey Institute of International Studies. Noble, Ronald K. (2001) *Interpol's Chief Links Terro*.
11. Tucker, David. (2011) *What Is New about the New Terrorism and How Dangerous Is It? Terrorism and Political Violence* 13:1–14.