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LETTER DATED 12 NOVEMBER 1987 FROM THE PERMANENT REPRESENTATIVE  
OF THE ISLAMIC REPUBLIC OF IRAN TO THE UNITED NATIONS ADDRESSED  
TO THE SECRETARY-GENERAL

Upon instructions from my Government, I have the honour to draw your attention to violations of international law by the United States forces in the Persian Gulf which consist of threats to the safety of navigation for civil airliners over the international air corridor, interference with Iranian patrol aircraft over Iranian territorial waters and interception of the Iranian patrol aircraft by United States' warplanes. The list of these violations is annexed to this letter.

It would be highly appreciated if this letter and its annex were circulated as a document of the Security Council.

(Signed) Said RAJAIE-KHORASSANI  
Ambassador  
Permanent Representative

Annex

1. United States violation of international law over the Persian Gulf with regard to civil aviation

On 26 May 1987, Iran Air flight No. 635, en route from Shiraz to Doha via route 59, at 160 miles to Doha (Qatar) was contacted by Bahrain Air Traffic Control and was requested to contact frequency 121.5, on which the United States naval forces warned the captain of the Iran Air flight to divert his aircraft from the standard international civil aviation route. For the safety of the passengers and the aircraft, the captain of the Iran Air flight, with the help of Bahrain Air Traffic Control, managed to divert the airliner from that area and landed in Doha. The same aircraft, on its return flight, had to choose route V.300 and A.58 via Sharjah for safety reasons and as a result arrived in Shiraz with a delay of 2.30 hours.

2. United States violation of international law over the Persian Gulf area with regard to Iranian patrol aircraft

A. WARNINGS TO IRANIAN PATROL AIRCRAFT BY UNITED STATES  
NAVAL VESSELS

(i) On 1 August 1987, at 1412 hours, an American ship No. 42 at the position of 2512 N and 5651 E warned the pilot of an Iranian sea-patrol aircraft at the position of 2604 N and 5701 E not to fly closer to the ship.

(ii) On 2 August 1987, at 0929 hours, an American ship at the position of 2632 N and 5634 E warned the pilot of an Iranian sea-patrol aircraft at the position of 2657 N and 5629 E not to fly closer to the ship.

(iii) On 3 August 1987, at 0959 hours, an American ship at the position of 2457 N and 5704 E warned the pilot of an Iranian sea-patrol aircraft at the position of 2557 N and 5704 E not to fly closer to the ship.

(iv) On 4 August 1987, at 1355 hours, an American ship No. 37 at the position of 2503 N and 5642 E warned the pilot of an Iranian sea-patrol aircraft at the position of 2547 N and 5703 E not to fly closer to the ship.

(v) On 4 August 1987, at 1402 hours, two American ships at the position of 2440 N and 5745 E warned the pilot of an Iranian sea-patrol aircraft not to fly closer to the ships.

(vi) On 8 August 1987, at 0923 hours, an American ship at the position of 2616 N and 5635 E warned the pilot of an Iranian sea-patrol aircraft at the position of 2616 N and 5659 E not to fly closer to the ship.

(vii) On 16 August 1987, at 0950 hours, an American ship No. 53 at the position of 2620 N and 5615 E warned the pilot of an Iranian sea-patrol aircraft at the position of 2645 N and 5632 E not to fly closer to the ship.

(viii) On 24 August 1987, at 1200 hours, American warships and helicopters repeatedly warned an Iranian sea-patrol aircraft not to fly over international waters in the Persian Gulf and attempted to redirect the aircraft to fly over land.

B. INTERCEPTIONS OF IRANIAN SEA-PATROL AIRCRAFT BY AMERICAN AIRCRAFT

On 1 July 1987, at 0928 hours, an American F-18 aircraft intercepted an Iranian sea-patrol aircraft at the position of 2337 N and 5930 E for the duration of 52 minutes.

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