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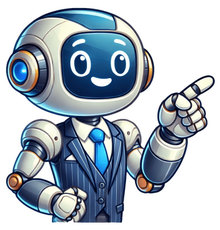

Operations, planning & management Manage aviation security risks and threats effectively. 4 courses to be completed in 3 years If you manage an airline, airport or cargo security operations, you have to work closely with numerous stakeholders on the job. This Diploma validates your understanding of the key players in aviation security: their organizational structure, operating procedures, and regulatory requirements. You will gain and expand your knowledge of security in a selection of operational areas. Diploma code: DIPL-27 Upon completion of this diploma you will be able to: Understand standard operating procedures for aviation security audits Analyse threats and risks Ensure compliance with aviation security requirements Minimize your operational exposure through proper risk management techniques Respond to security emergencies Key Topics Aviation security background and current threats International legislative aspects of aviation security Introduction to risk management Threat analysis and quality control Aircraft, airport and cargo security Risk assessment and contingency planning Emerging technologies and techniques Command and control of response to major incidents Air mail security Improvised Explosive Devices (IEDs) and concealed weapons recognition IOSA security standards and compliance This Diploma is recommended for: Managers involved in airport operations Cargo services and operations managers with security responsibilities Candidates must complete 3 Required courses and 1 Elective courses within three years. A passing mark of 80% is required on all assignments and exams. A special distinction is awarded to candidates who obtain a distinction in all, or all but one, of all course exams and assignments that make up this Diploma. How to obtain your diploma Complete all 3 Required and 1 selected Elective courses that make up the Diploma, within 3 years. Please contact us on our Customer Portal to request your diploma, stating the title of the diploma you are applying for and the list of courses you completed for that diploma. IATA Training will issue your diploma upon verification of your eligibility. 3 Required courses 1 Elective courses Required courses Security, like safety, is a top priority for the aviation industry, and is embedded in all operations. That’s why it’s critical to manage it properly. Threats to aviation continue to evolve. Airlines, airports, governments, international agencies and independent aviation stakeholders are striving to enhance and develop aviation security capabilities. The importance of incident management, collaboration and security assurance should not be compromised. The industry needs to continually adapt to ever-changing regulations and challenges that the global security environment presents as they look to expand and evolve their operations. Strengthened security is always an asset, however amidst this, it can also improve operational efficiencies within your organization, improve the relationship between airports, airlines and aviation authorities as well as enhance customer satisfaction. Where to start? The basis for aviation security is Annex 17 of the Chicago Convention of the International Civil Aviation Organization (ICAO). This wide-ranging document provides the standard procedures and guidance for the civil aviation industry, on how to safeguard the industry against acts of unlawful interference. Annex 17 is amended regularly to address the evolving threat and it’s composed of five key sections, which are: Definitions General principles Organization Preventive security measures Management of response to acts of unlawful interference. Although Annex 17 is the main ICAO Annex setting security standards and recommended practices, there are a number of other Annexes that influence the security operation of an airline or airport. Many are dealt with by those responsible for safety, the environment and the facilitation of the movement of passengers from point to point. The Annex also seeks to coordinate the activities of those involved in security programs. Who is responsible for aviation security? Overall, it is recognized that airline operators have a primary responsibility for protecting their passengers, assets and revenues. States need to ensure that airlines develop and implement complementary programs compatible with those of the States out of which they operate. But it is important to remember that security is not only the responsibility of top-level management or the Head of Security. Security involves everyone and a positive security culture is essential in promoting and maintaining a secure environment. Positive reinforcement of correct security actions sends the message throughout an organization that management believes security to be a priority. The ultimate goal is to enhance global security by implementing uniform security measures around the world, a goal that cannot be achieved without a solid commitment by all concerned. What are security risks and threats to civil aviation? Aviation security risks and threats evolve rapidly and manifest themselves in different forms. Some of the key threats can include: “Insider threats” / “known insiders”, presenting potential internal risks to airlines Civil unrest impacting aircrew during their layovers away from their home base Flights operating in the vicinity of airspace with conflict zones Lone-wolf and terrorism incidents compromising security Human trafficking, inadequately documented passengers, contraband smuggling are other causes for concern due to their various degrees of risk It is clear risks cannot be totally avoided or eliminated. However, the goal is to reduce, as far as practicable and reasonable, the possibility of something going wrong and to reduce the potentially negative consequences that may arise as a result. There will always be factors beyond our control or beyond our knowledge such as new terrorist attack methodologies. As a result, everyone faces the inevitable challenge of balancing all the risk management variables to make maximum use of limited time, resources, personnel and funding. What is a Security Management System (SeMS)? A Security Management System (SeMS) provides an entity with a framework of operating principles and guidance which enable it to enhance security performance by proactively managing risks, threats, and areas where there are gaps and vulnerabilities which may have a negative impact on that performance. SeMS is: Based on a risk-driven framework designed to embed security within your operations and culture Suitable for any entity within the aviation sector, regardless of size or operation An enabler for the CAA around the globe to develop flexible, risk-based oversight An enabler for entities required to meet quality control provisions of their local authorities A SeMS also contributes to making security practices proactive, rather then relying on more traditional reactive and prescriptive procedures. It offers quantitative and qualitative benefits that can improve overall performance and communication within a company, as well as with State regulators. It enhances a company’s security culture, regulatory collaboration and resource utilization. A robust SeMS will allow your organization to: Seamlessly engage with the different departments of your organization Consistently and efficiently assess threats and risks Effectively collaborate and report when security and threat incidents occur You can learn more about IATA's SeMS program and SeMS Competency Test by visiting the program's webpage. What are the benefits of a Security Management System (SeMS)? A Security Management System (SeMS) enables security operators to streamline and optimize routine security and emergency preparedness. It will improve an organization’s efficiency and, with time, you will also often see cost reductions. Overall, five benefits you can expect after implementing a SeMS are: Enhanced risk awareness and response Develop security culture and human capability Improve technological resources and innovation Improve oversight and quality assurance Increase cooperation and support What are the key elements of a Security Management System (SeMS)? The performance of an organization’s SeMS is evaluated against five core components for an effective security culture. You can find them below with a few subitems. To view the full list along with the measures that should be taken at each step of an implementation and conformance phase, please view Chapter 6 of IATA’s Security Management System Manual. Senior management and corporate commitment Governance strategy and structure Leadership commitment and planning Accountability and responsibilities Resource management Coordination law enforcement agencies Security training and awareness campaigns Management of change Threat assessment and risk management Incident reporting Incident management Management of emergencies and incidents Role of security in emergency response procedures Communication guidelines Incident response Quality assurance and quality control Management of service providers Performance monitoring procedures and reporting Continuous improvement You can learn the essentials of IATA’s SeMS initiative and how it can make your organization IOSA compliant by taking an IATA Training SeMS course. The course provides a structured approach to security process implementation in accordance with IATA Operational Safety Audit (IOSA) requirements. Thanks to the daily classroom exercises, you'll be able to begin building a performance-based SeMS that produces measurable and auditable results. How to implement Security Management System (SeMS)? No matter the size, type or complexity, the top executives and senior management play a major role in determining a company’s commitment to security. When an organization decides that it will implement a SeMS in its operations, it is essential that a plan be drawn up. An implementation is complex and involves several entities within and outside the organization. In general, there are three stages (levels) of SeMS development: The first level aims to assess an organization’s readiness to implement SeMS by identifying its current capabilities. This assessment will result in substantial training and communication improvement, review and reissuance of organizational policies and allocation of necessary resources. The second level is the actual implementation of the SeMS. This will cover elements such as the commitment from senior leadership, increased communication of the new approach, development and adjustment of standard operating procedures, modification of cooperation standards and development of performance indicators amongst other elements. The third level can be achieved once the organization’s SeMS becomes mature. At this stage, organizations focus on development of data analysis and quality assurance. A model SeMS implementation plan is included in Section 6.2 of IATA’s Security Management System Manual. Threat and security risk management Security management is all about preventing incidents and keeping people and property safe. To do this we need to understand the associated risks and what could go wrong and, if something does go wrong, how bad will it be and how likely is it to occur. Therefore, a risk assessment helps organizations to identify risks and threats, it also helps to understand which are the most significant and by being able to identify these different levels of risk, it will then help an organization prioritize these as not every risk can be addresses immediately due to organizational resource limitations. As a result, management needs to decide whether to accept given risks or take further action to reduce the risk to an acceptable level. How to evaluate security residual risk? Risk initially stems from the result of a threat, real or perceived, and is typically a combination of two factors: Intent: the desire someone may have to mount an attack Capability: their ability to commit the act they wish to undertake The threat, when combined with a vulnerability that is for instance a weakness that an attacker may be able to exploit such as a poor security perimeter, coupled with reasonable consequences that may result should a successful attack occur equals to risk. From this calculation, one is required to factor in the degree of existing mitigation currently in place in terms of: Policy: The degree to which security activities and requirements are documented Practice: The degree to which security activities and functions are operationally delivered in line with the documented requirements or standards Having accounted for existing mitigation, the element of risk that remains after mitigation factors are taken into account is known as residual risk. Thus, the resulting calculation looks like this: Tools such as the IATA’s threat assessment form and other guideline material can be found in Chapter 5 of IATA’s Security Management System Manual. For instance, the table below provides an example of a threat evaluation scoring chart. Monitor and document to evaluate security residual risk Monitoring and periodic review should be a planned part of the risk management process, with the aim of monitoring the risk and the progress of mitigating actions. In addition to regular review, a change in the environment or organization might warrant an ad hoc review of the risks. Therefore, whatever action is taken to control risks will require to be monitored so that we can make sure that it is working and effective. Tracking events can also help your security performance monitoring process as it’s all about learning from your past experiences. By providing high-quality, timely and detailed reports and assessments, feedback can then be easily shared to all relevant personnel to significantly improve security across your organization and industry. Recent events have caused a paradigm shift towards integrated risk management that considers safety, security and quality management in a cohesive manner. Equally, the need to have processes and procedures in the scope of emergency response planning seems indispensable. The 1st edition of the Integrated Risk and Resilience Management Manual (IRRM) merges the previous Emergency Response Handbook (ERP) and the Integrated Risk Management Guide Manual (IRMGM), providing comprehensive guidance to any entity who is planning to fully integrate their risk management components and improve their emergency capabilities. Risk Management The IATA Integrated Risk and Resilience Management manual provides a step-by-step guide on how to manage exposure to risk in a smart and comprehensive manner, and is specifically designed for the aviation industry. However, even non-aviation entities may consider the model and processes presented. Beginning with a quick assessment of your current situation, the handbook will show you how to design a practical plan tailored to the needs of your organization. Our trials of this methodology have produced extremely positive feedback from airlines and aviation companies around the globe. If you would like a more hands-on approach, you can take the Enterprise Risk Management for Aviation course offered by IATA Training. Over 4 days, you'll learn about the IATA IRM methodology and obtain the tools to implement a risk management process within your organization – from corporate risks to operational-related risks. Emergency response planning (ERP) Passengers each year rely on the airline industry to get to their destination safely. Their safe passage is due to the tireless efforts of industry stakeholders. Working together, the industry has made aviation the safest form of travel. However, it is clear that risks cannot be totally avoided or eliminated, and that this impressive safety record is still subject to unlikely events. When an aircraft is diverted, disrupted or lost, there is a strong need for mechanisms to deal with the aftermath and recovery. Therefore, an up-to-date Emergency Response Plan (ERP) can help and guide organizations to manage and recover from such events. This is outside of the Security Management System (SeMS), however it is a critical element in an organization’s structure and procedures. The Integrated Risk and Resilience Management Manual is your one-stop shop with all the answers to help you deal with all aspects of emergency response preparedness. The handbook is developed by the IATA Emergency Response Planning Task Force, in collaboration with IATA member airlines. This guidance material provides organizations with a wealth of critical information on the correct response to an incident. It’s designed to give you the necessary tools to create an ERP department from the ground up. You can also learn more about emergency planning and response by taking this IATA Training course. What is the IATA Security Management System (SeMS) Manual? The Security Management System (SeMS) Manual is all-encompassing guidance aiming to help all entities focus on essential aspects of security management. The aviation industry does not stand still, and neither should you. Strive for an efficient security management system and ensure the latest best practices are implemented in your organization. The Manual covers a range of topics including security reporting, change management, accountabilities and responsibilities assignment, risk assessment, and quality assurance. You can learn more here. Airport security officers are responsible for the safety and security of passengers, employees and visitors at the airport. They use a variety of skills to perform their duties, including customer service, communication and problem-solving. If you’re interested in a career as an airport security officer, learning about the necessary skills can help you prepare for the job. Public speaking is the ability to communicate effectively with a large audience. This skill can be useful for airport security officers, as they often present information about safety procedures and protocols to groups of people. Public speaking skills are also important when giving presentations on emergency response or other topics related to airport operations. Interpersonal skills are the abilities to communicate with others and understand their emotions. This is important for airport security officers because they often work in teams, which requires them to collaborate with other people. They also need to be able to read body language so they can identify suspicious activity or situations that may require action. Passenger screening is the process by which airport security officers identify passengers who may pose a threat to aviation safety. This skill requires attention to detail and an ability to read body language, as well as knowledge of common methods of passenger deception. Security officers also need to be able to explain procedures clearly and answer questions from passengers in a way that ensures their safety. Airport security officers must be able to make quick decisions when necessary. For example, if a passenger is trying to enter an area of the airport they shouldn’t have access to, you might need to decide whether or not to stop them from entering that area and potentially cause a disruption in the airport. You also need to make quick decisions about what action to take if someone tries to bring a prohibited item through security. Prohibited items are the objects that airport security officers must identify and remove from luggage before passengers can enter secure areas. Knowing what these items look like, where they might be found in a bag and how to handle them is an important skill for any airport security officer. This knowledge helps you keep passengers safe by preventing dangerous materials from entering restricted areas. Customer service skills are important for airport security officers to have because they often interact with passengers who may be nervous about traveling through an airport. Having customer service skills can help you make passengers feel more comfortable and answer their questions. You also need customer service skills when working with other airport staff, as you may need to communicate effectively with them to ensure the safety of passengers. Report writing is the ability to create a document that details an event or series of events. Airport security officers often use report writing skills when completing paperwork for airport authorities, detailing their duties and responsibilities as well as any potential risks they may have encountered during their shift. Communication is the ability to convey information clearly. This skill can be especially important for airport security officers, who often need to relay instructions and information to passengers in a way that ensures safety and compliance with regulations. Strong communication skills can also help you work well with your colleagues, as they may rely on you to relay messages or information from management. Problem solving skills are necessary for airport security officers to use when they encounter challenges during their shifts. For example, if a passenger forgets their passport and can’t board the plane, an officer might need to solve this problem by finding another form of identification or contacting someone else who can verify the passenger’s identity. Flexibility is the ability to adapt to changing circumstances. As an airport security officer, you may need flexibility in your job because of the constant changes that occur at airports. For example, if a flight is delayed or canceled, you may need to alter your screening process to ensure passenger safety and comfort. You also may need to be flexible with regard to working different shifts and days off. Observation skills are important for airport security officers to have because they help them notice any suspicious activity. For example, if a passenger is acting nervous or has something on their person that shouldn’t be there, the security officer might notice this through their observation skills and take action. Observation skills also allow security officers to notice when someone may be trying to enter an area of the airport where they don’t belong. The Transportation Security Administration (TSA) oversees airport security and requires all airport security officers to be trained in TSA regulations. This ensures that all airport security personnel are knowledgeable about the rules, regulations and procedures of airport security. It also helps ensure consistency throughout airports so passengers know what to expect when traveling through an airport. Baggage screening is the process by which airport security officers inspect luggage to ensure it doesn’t contain any dangerous or prohibited items. This skill requires attention to detail and an ability to remain calm in high-pressure situations, as a mistake could lead to delays or missed flights. It’s also important for security officers to be familiar with all types of baggage so they can identify suspicious objects quickly. Emergency procedures are the steps that security officers take in response to an emergency situation. This includes knowing how to respond to fire alarms, active shooter situations and medical emergencies. Security officers should be able to assess a situation quickly and know what actions to take to ensure the safety of everyone involved. Security protocols are the procedures that security officers use to ensure safety. They include knowing emergency response procedures, how to operate equipment and what actions to take in different situations. Security protocols help you maintain a safe environment for passengers and employees at an airport. Some of the skills required for an airport security officer, such as public speaking and interpersonal skills, can be learned through courses or training programs. Other skills, such as passenger screening and decision making, may be more difficult to learn outside of on-the-job experience. However, there are a few things that can be done to learn these skills. One is to read about airport security procedures and protocols and to familiarize oneself with the TSA regulations. Another is to observe experienced airport security officers at work and to try to mimic their behavior. To become an airport security officer, there are several skills and qualifications that are typically required. The specific requirements may vary depending on the country and the airport, but here are some common qualifications: Education A high school diploma or equivalent is generally the minimum educational requirement. Some airports may prefer candidates with additional education, such as an associate's or bachelor's degree in a related field. Background check Most airports require candidates to undergo a thorough background check, which may include criminal history, employment history, and credit checks. Citizenship In many countries, airport security positions are restricted to citizens or permanent residents. Physical fitness Airport security officers need to be physically fit and capable of standing for long periods, as well as performing physical tasks such as lifting and pat-down searches. Communication skills Good verbal and written communication skills are essential, as airport security officers often interact with passengers, airline staff, and other security personnel. Attention to detail Being observant and detail-oriented is crucial for identifying potential security risks and detecting suspicious behavior or items. Customer service skills Airport security officers need to have good customer service skills to interact with passengers in a friendly and professional manner while ensuring their safety. Security training Most airports provide training programs for security officers. This training typically includes topics such as aviation security regulations, security procedures, conflict management, emergency response, and X-ray screening. Security certifications Some countries or airports may require specific security certifications or licenses, such as the Transportation Security Administration (TSA) certification in the United States. Language skills Depending on the location and airport, proficiency in additional languages may be beneficial for interacting with passengers from diverse backgrounds. It's important to note that these requirements can vary, so it's advisable to check with the specific airport or security agency where you are interested in working to determine their exact qualifications and hiring process. Photo by K Hsu on Unsplash Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Measures to prevent crime at an airport Baggage screening monitoring at Suvarnabhumi Airport in Bangkok A demonstrative image for "Project Hostile Intent."[1] Airport security includes the techniques and methods used in an attempt to protect passengers, staff, aircraft, and airport property from malicious harm, crime, terrorism, and other threats. Aviation security is a combination of measures and human and material resources in order to safeguard civil aviation against acts of unlawful interference. Unlawful interference could be acts of terrorism, sabotage, threat to life and property, communication of false threat, bombing, etc. Large numbers of people pass through airports every day. This presents potential targets for terrorism and other forms of crime because of the number of people located in one place.[2] Similarly, the high concentration of people on large airliners increases the potentially high death rate with attacks on aircraft, and the ability to use a hijacked airplane as a lethal weapon may provide an alluring target for terrorism (such as during the September 11 attacks).[citation needed] Passport control at Dubai Airport Airport security attempts to prevent any threats or potentially dangerous situations from arising or entering the country. If airport security does succeed then the chances of any dangerous situation, illegal items or threats entering into an aircraft, country or airport are greatly reduced. As such, airport security serves several purposes: to protect the airport and country from any threatening events, to reassure the traveling public that they are safe and to protect the country and their people.[citation needed] Travellers are prohibited to pass the security checkpoint with liquids, including water, that are over 100 milliliters (3.4 U.S. fl oz). This is due to the risk of liquid explosives such as nitroglycerin which is colourless and indistinguishable from water. It is undetectable with the security X-ray and would pose great threat if brought on board.[3] Monte R. Belger of the U.S. Federal Aviation Administration notes "The goal of aviation security is to prevent harm to aircraft, passengers, and crew, as well as support national security and counter-terrorism policy."[4] This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources in this section. Unsourced material may be challenged and removed. (May 2021) (Learn how and when to remove this message) TSA passenger screening While some countries may have an agency that protects all of their airports (such as Australia, in which the Australian Federal Police polices the airport),[5] in other countries the protection is controlled at the state or local level. The primary personnel will vary and can include: A police force hired and dedicated to the airport e.g. the Irish Airport Police Service A branch (substation) of the local police department stationed at the airport Members of the local police department assigned to the airport as their normal patrol area Members of a country's airport protection service. E.g., US TSA Police dog services for explosive detection, drug detection and other purposes Other resources may include: Security guards Paramilitary forces Military forces How advanced imaging technology works at the TSA Some incidents have been the result of travelers carrying either weapons or items that could be used as weapons on board aircraft so that they can hijack the plane. In passenger security screening, travelers are screened by metal detectors and/or millimeter wave scanners. Explosive detection machines used include X-ray machines and explosives trace-detection portal machines (a.k.a. "puffer machines"). In some cases, detection of explosives can be automated using machine learning techniques.[6][7][8] In the United States, the TSA is working on new scanning machines that are still effective searching for objects that are not allowed in the airplanes but that do not depict the passengers in a state of undress that some find embarrassing. Explosive detection machines can also be used for both carry-on and checked baggage. These detect volatile compounds given off from explosives using gas chromatography.[9] Computed tomography and walk-through body scanning (Thz radiation) may also be done. Artificial intelligence systems are also being used, for example for translation service on information stations around the airport and for reducing the time airplanes spend at the gate between flights (by monitoring and analyzing everything that happens after the aircraft lands).[10] In the future, it may also be used in conjunction with CT machines and Thz radiation detectors. It may also be used for use with biometric deployment across touchpoints and of new solutions, such as risk-based screening and intelligent video analytics.[11] A recent development is the controversial use of backscatter X-rays to detect hidden weapons and explosives on passengers. These devices, which use Compton scattering, require that the passenger stand close to a flat panel and produce a high resolution image.[12] A technology released in Israel in early 2008 allows passengers to pass through metal detectors without removing their shoes, a process required as walk-through gate detectors are not reliable in detecting metal in shoes or on the lower body extremities. Alternately, the passengers step fully shoed onto a device which scans in under 1.2 seconds for objects as small as a razor blade.[13] In some countries, specially trained individuals may engage passengers in a conversation to detect threats rather than solely relying on equipment to find threats.[citation needed] A single backscatter scan exposes the target to between 0.05 and 0.1 microsievert of radiation. In comparison, the exposure from a standard chest x-ray is almost 100 times higher.[14] While airport security measures are crucial for ensuring passenger safety, they inadvertently introduce hygiene challenges. A study at Helsinki-Vantaa airport during the 2015-2016 flu season pinpointed the plastic security screening trays, frequently used in security checks, as a significant vector for the spread of respiratory viruses. The study emphasizes the need for enhanced sanitation practices in these areas.[15] [16] Generally people are screened through airport security into areas where the exit gates to the aircraft are located. These areas are often called "secure", "sterile" and airside (in contrast to "landside" outside security). Passengers are discharged from airliners into the sterile area so that they usually will not have to be re-screened if disembarking from a domestic flight; however they are still subject to search at any time. Airport food outlets have started using plastic glasses and utensils as opposed to glasses made out of glass and utensils made out of metal to reduce the usefulness of such items as weapons.[citation needed] Many airports issue an airside pass to their employees, a secure keycard that allows employees to enter the secure area.[17] Employees requiring an airside pass are subject to numerous security checks, including a criminal records check and proof of identity.[18] They are of course not allowed to use it when they shall fly themselves. Also aircraft crew shall be screened. In the United States non-passengers were once allowed on the concourses to meet arriving friends or relatives at their gates, but this is now greatly restricted due to the September 11 terrorist attacks. Non-passengers must obtain a gate pass to enter the secure area of the airport. The most common reasons that a non-passenger may obtain a gate pass is to assist children and the elderly as well as for attending business meetings that take place in the secure area of the airport. In the United States, at least 24 hours notice is generally required for those planning to attend a business meeting inside the secure area of the airport.[citation needed] Other countries, such as Australia do not restrict non-travellers from accessing the airside area, however non-travellers are typically subject to the same security scans as travellers.[19] Sensitive areas in airports, including airport ramps and operational spaces, are restricted from the general public. Called a SIDA (Security Identification Display Area), these spaces require special qualifications to enter. Systems can consist of physical access control gates or more passive systems that monitor people moving through restricted areas and sound an alert if a restricted area is entered.[20] Throughout the world, there have been a few dozen airports that have instituted a version of a "trusted traveler program". Proponents argue that security screening can be made more efficient by detecting those people who are threats and then searching them. They argue that searching trusted, verified individuals should not take the amount of time it does. Critics argue that such programs decrease security by providing an easier path to carry contraband through.[21][22] Another critical security measure used by several regional and international airports is that of fiber optic perimeter intrusion detection systems. These security systems allow airport security to locate and detect any intrusion on the airport perimeter, ensuring real-time, immediate intrusion notification that allows security personnel to assess the threat and track movement and engage necessary security procedures. This has notably been utilised at Dulles International Airport[23][24] and U.S. Military JFPASS.[25] This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources in this section. Unsourced material may be challenged and removed. (May 2021) (Learn how and when to remove this message) On May 30, 1972, three members of the Japanese Red Army undertook a terrorist attack, popularly called the Lod Airport massacre, at the Lod Airport, now known as the Ben Gurion International Airport, in Lod. Firing indiscriminately with automatic firearms and throwing grenades, they managed to kill 24 people and injure 78 others before being neutralized (one of them through suicide). One of the three terrorists, Kozo Okamoto, survived the incident.[26] The world's first terrorist attack while in flight was Cubana Flight 455 on October 6, 1976, when the airliner flying from Barbados to Jamaica was brought down by two time bombs, killing 73 people. Evidence implicated several Central Intelligence Agency-linked anti-Castro Cuban exiles and members of the Venezuelan secret police DISIP, including Luis Posada Carriles.[citation needed] The single deadliest airline catastrophe resulting from the failure of airport security to detect an onboard bomb was Air India Flight 182 in 1985, which killed 329 people. Another onboard bomb that slipped through airport security was the one on Pan Am Flight 103 in 1988, which killed 270 people; 259 on the plane, and 11 residents of Lockerbie, Scotland. Another notable failure was the 1994 bombing of Philippine Airlines Flight 434, which turned out to be a test run for a planned terrorist attack called Operation Bojinka. The explosion was small, killing one person, and the plane made an emergency landing. Operation Bojinka was discovered and foiled by Manila police in 1995. The Rome and Vienna airport attacks in December 1985 were two more instances of airport security failures. The attacks left 20 people dead when gunmen threw grenades and opened fire on travelers at El Al airline ticket counters. The September 11 attacks are the most widely recognized terrorist attacks in recent times involving air travel. On the morning of September 11, 2001, 19 members of the Islamic terrorist group Al-Qaeda took control of four airplanes on the east coast of the United States and deliberately crashed two into both World Trade Center towers in New York City and the third into the Pentagon in Arlington County, Virginia. A fourth plane crashed into a field near Shanksville, Pennsylvania, not reaching Washington, D.C., for its intended target, either the U.S. Capitol or the White House. The attacks resulted in the deaths of 2,996 people, including the 245 civilians, a law enforcement officer, and the 19 hijackers on board the four airplanes. On July 5, 2002, a gunman opened fire at Los Angeles International Airport (Israel's El Al Ticket Counter). The shooter killed two people and injured four. On August 10, 2006, security at airports in the United Kingdom, Canada, and the United States was raised significantly due to the uncovering by British authorities of a terror plot aimed at detonating liquid explosives on flights originating from these countries. This is also notable as it was the first time the U.S. Terror Alert Level ever reached "red". The incident also led to tighter restrictions on carrying liquids and gels in hand luggage in the EU, Canada, and the United States.[27][28] On May 7, 2020, Southwest Airlines Flight 1392 struck and killed a pedestrian while landing on runway 17R at Austin–Bergstrom International Airport. No injuries were reported to the 53 passengers and 5 crew aboard the aircraft. The victim, who was not a badged airport employee, was subsequently confirmed to have breached airport security in reaching the runway. The accident is under investigation.[29][30] This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources in this section. Unsourced material may be challenged and removed. (May 2021) (Learn how and when to remove this message) All restrictions involving airport security are determined by Transport Canada and some are implemented by the Canadian Air Transport Security Authority (CATSA) in conjunction with the Airport Operator. Since the September 11 attacks, as well as the Air India bombing in 1985 and other incidents, airport security has tightened in Canada in order to prevent any attacks in Canadian Airspace. CATSA uses x-ray machines to verify the contents of all carry-ons as well as metal detectors, explosive trace detection (ETD) equipment and random physical searches of passengers at the pre-board screening points. X-ray machines, CTX machines, high-resolution x-rays and ETDs are also used to scan checked bags. All checked baggage is always x-rayed at all major commercial airports. CATSA launched its Restricted Area Identity Card (RAIC) program in January 2007. RAIC is the world's first dual biometric access control system for airports.[31] This program replaces the old Airport Restricted Area Passes issued to airport employees after security checks by the Canadian Security Intelligence Service, the Royal Canadian Mounted Police (RCMP) and Transport Canada with new cards (issued after the same checks are conducted) that contain biometric information (fingerprints and iris scans) belonging to the person issued the RAIC. While CATSA is responsible for pre-board passenger and random non-passenger screening, they contract out to third-party "service providers" such as G4S, Securitas and GardaWorld to train, manage and employ the screening officers. In addition, individual airport authorities which were privatized in the 1990s by the Canadian Government are responsible for general airport security rather than CATSA and normally contract out to private companies and in the case of large airports, pay for a small contingent of local police officers to remain on site as well. Safety and security at Canada's airports are provided by local police forces. The RCMP once used to provide this service at most airports, but remains so only for a few today: Vancouver International Airport — RCMP Richmond detachment Calgary International Airport — Calgary Police Service Airport Unit (1997) Edmonton International Airport — RCMP Edmonton International Airport detachment Winnipeg James Armstrong Richardson International Airport — Winnipeg Police Service (1997) Toronto Pearson International Airport — Peel Regional Police Airport Division (1997) with assistance from the RCMP Toronto Airport detachment Ottawa Macdonald–Cartier International Airport — Ottawa Police Service Airport Policing Section (1997) Montréal-Pierre Elliott Trudeau International Airport — Airport Unit of the Montreal Police Service with assistance from the RCMP Airport Unit Halifax Stanfield International Airport — Halifax Regional Police Airport security car patrolling perimeters of the restricted area Regulation (EC) No 300/2008[32] of the European Parliament and of the Council establishes common rules in the European Union to protect civil aviation against acts of unlawful interference. The regulation's provisions apply to all airports or parts of airports located in an EU country that are not used exclusively for military purposes. The provisions also apply to all operators, including air carriers, providing services at the aforementioned airports. It also applies to all entities located inside or outside airport premises providing services to airports.[33] The standards of regulation 300/2008 are implemented by Commission Regulation (EU) 2015/1998.[34] The regulation no 2320/2002 from 2002 introduced the requirement to have security checks for all passenger flights, also domestic. Some EU countries had no checks for domestic flights until around 2005 (introducing full security checks took some time since terminals might need expansion). Passenger, luggage and freight security checking and security guard duties are outsourced to contractors. General public security is the responsibility of the Finnish Police, which has an airport unit at Helsinki Airport. The airport unit has a criminal investigation, a canine and a TEPO (terrorist and bomb) squad, and a PTR (police, customs and border guard) intelligence component. Furthermore, units of the Finnish Border Guard units at airports often arrest wanted individuals or fugitives at the border, and the Finnish Customs seizes e.g. weapons, false documents or explosives in addition to wanted individuals.[35] French security has been stepped up since terrorist attacks in France in 1986. In response France established the Vigipirate program. The program uses troops to reinforce local security and increases requirements in screenings and ID checks. Since 1996 security check-points have transferred from the Police Nationale and Gendarmerie de l'Air to private companies hired by the airport authorities. As a member of the European Economic Area, Iceland has adopted EC regulation No 300/2008 into national law and thus complies with EU standards on airport security for all international flights. Domestic flights within Icelandic territory are however exempted from the security rules. The exemption was granted by the EEA Joint Committee citing the geographical remoteness of the country as well as its low population density and small size of aircraft used in domestic operations.[36] Airport security in the Netherlands is provided by the Koninklijke Marechaussee, Royal Military Constabulary. In addition to the Royal Military Constabulary, security services in and around airports in the Netherlands are provided by multiple Private security companies. Since early 2020, security staff at Schiphol Airport make use of CT-scans on all passenger filters, allowing passengers to keep their liquids and electronics inside of their bags as opposed to having to take them out. A Dutch Marechaussee van Airport security in Spain is provided by police forces, as well as private security guards. The Policía Nacional provides general security as well as passport (in international airports) and documentation checking. In Catalonia and Basque Country, the Mossos d'Esquadra and the Ertzaintza, respectively, have replaced the Policía Nacional except for documentation functions. The Guardia Civil handles the security and customs checking, often aided by private security guards. Local police provide security and traffic control outside the airport building. Security measures are controlled by the state-owned company Aena, and are bound to European Commission Regulations, as in other European Union countries. Airport security is handled by security guards provided by the airport itself, with police assistance if needed. The Swedish Transport Agency decides the rules for the check, based on international and European regulations. Airports are generally defined by law as "vital installations", which give protection guards extra authority, like demanding identity documents and search people's belongings. Sweden has traditionally seen itself as a low-crime country with little need for security checks. Sweden introduced security checks for international departures when international regulations demanded that around the 1970s/1980s. In September 2001, there was a decision to introduce security checks also for domestic flights. This took a few years to implement as domestic airports and terminals were not prepared with room for this. At smaller airports fire fighters can also be security guards. Terminal 2 at Birmingham International Airport, England. The row of concrete security barriers makes close approach by vehicles difficult. No sharp objects sign at Gatwick Airport See also: Airport policing in the United Kingdom The Department for Transport (DfT) is the governing authority for airport security in the United Kingdom, with the Civil Aviation Authority (CAA) also responsible for certain security regulatory functions. In September 2004, with the Home Office, DfT started an initiative called the "Multi Agency Threat and Risk Assessment" (MATRA), which was piloted at five of the United Kingdom's major airports — Heathrow, Birmingham, East Midlands Airport, Newcastle and Glasgow. Following successful trials, the scheme has now been rolled out across all 44 airports. Since the September 11 attacks in New York and Washington, the United Kingdom has been assessed as a high risk country due to its support of the United States in its invasions of both Afghanistan and Iraq. From January 7, 2008, travellers are no longer limited to a single piece of carry-on luggage at most of the UK's major airports.[37] Currently, hand luggage is not limited by size or weight by the DfT/CAA, although most airlines do impose their own rules. The UK trialed a controversial new method of screening passengers to further improve airport security using backscatter X-ray machines that provide a 360-degree view of a person, as well as "see" under clothes, right down to the skin and bones. They are no longer used and were replaced by millimeter wave scanners which shows any hidden items while not showing the body of the passenger. Airport Security Unit on patrol in the Hong Kong International Airport The Hong Kong International Airport is secured by the Hong Kong Police Force and Aviation Security Company (AVSECO). Within the police force, the Airport District is responsible for the safety and security of the airport region. Airport Security Units are deployed around the airport and are armed with H&K MP5 A3 sub-machine guns and Glock 17 pistols. The security of the restricted area is the responsibility of the police and AVSECO. While the airport is under the control of the Airport Authority Hong Kong (AAHK), the security power has been delegated to the AVSECO staffs. All persons and baggages carried by them must be X-Rayed and checked at the security screening points of the AVSECO (with a few exceptions at the Tenant Restricted Area). The Immigration Department will check incomers passport and other identities, while the Customs and Excise Department will check passengers and crews' luggage to discourage smuggling of drugs and contraband from entering Hong Kong. India stepped up its airport security after the 1999 Kandahar hijacking. The Central Industrial Security Force, a paramilitary organisation, is in charge of airport security under the regulatory framework of the Bureau of Civil Aviation Security (Ministry of Civil Aviation). CISF formed an Airport Security Group to protect Indian airports. Every airport has now been given an APSU (Airport Security Unit), a trained unit to counter unlawful interference with civil aviation. Apart from the CISF, every domestic airline has a security group who looks after the aircraft security. Terrorist threats and narcotics are the main threats in Indian airports. Another problem that some airports face is the proliferation of slums around the airport boundaries in places like Mumbai. Before boarding, additional searching of hand luggage is likely. Moreover, other than this, the CISF has many other duties in context of aviation security. The cargo security and screening is done by the Regulated Agents or airlines' and airports' own security staff who are tested and certified by the Bureau of Civil Aviation Security (BCAS), an aviation security regulator. El Al Airlines is headquartered in Israel. The last hijacking occurred on July 23, 1968,[38] and no plane departing Ben Gurion Airport, just outside Tel Aviv, has ever been hijacked.[39] It was in 1972 that terrorists from the Japanese Red Army launched an attack that led to the deaths of at least 24 people at Lod Airport. Since then, security at the airport relies on a number of fundamentals, including a heavy focus on what Raphael Ron, former director of security at Ben Gurion Airport, terms the "human factor", which may be generalized as "the inescapable fact that terrorist attacks are carried out by people who can be found and stopped by an effective security methodology."[40] On December 27, 1985, terrorists simultaneously attacked El Al ticket counters at the Rome, Italy and Vienna, Austria airports using machine guns and hand grenades. Nineteen civilians were killed and many wounded. In response, Israel developed further methods to stop such massacres and drastically improved security measures around Israeli airports and even promised to provide plainclothes armed guards at each foreign airport.[41] The last successful airline-related terrorist attack was in 1986, when a security agent found a suitcase full of explosives during the initial screening process. While the bag did not make it on board, it did injure 13 after detonating in the terminal.[41] As part of its focus on this so-called "human factor," Israeli security officers interrogate travelers using racial profiling, singling out those who appear to be Arab based on name or physical appearance.[42] Additionally, all passengers, even those who do not appear to be of Arab descent, are questioned as to why they are traveling to Israel, followed by several general questions about the trip in order to search for inconsistencies.[38] Although numerous civil rights groups have demanded an end to the profiling, Israel maintains that it is both effective and unavoidable. According to Ariel Merari, an Israeli

Delta Security stickers on the back of a passport Prior to the 1970s, American airports had minimal security arrangements to prevent acts of terrorism. For some flights with unassigned seating, no reservations were required, and fares were collected in the air.[50] Federal security personnel started serving on high-risk flights in 1962 as the FAA Peace Officers Program; sky marshals began working out of the Miami field office of the United States Marshals Service in 1969. (Hijackers typically wanted to defect to Cuba, making flights from Florida common targets.[50]) There were insufficient numbers to protect every flight, and hijackings continued to take place. The first hijacking resulting in a fatality occurred on Eastern Air Lines Shuttle Flight 1320 in 1970.[50] Later in 1970, sky marshal staffing was increased, and some passengers fitting a behavioral profile were screened for weapons (including with handheld metal detectors).[50] On November 10, 1972, a trio of hijackers threatened to fly Southern Airways Flight 49 into a nuclear reactor at Oak Ridge National Laboratory. As a direct response to this incident,[51] the Federal Aviation Administration required all airlines to begin screening passengers and their carry-on baggage by January 5, 1973.[52] This screening was generally contracted to private security companies. Private companies would bid on these contracts. The airline that had operational control of the departure concourse controlled by a given checkpoint would hold that contract. Although an airline would control the operation of a checkpoint, oversight authority was held by the FAA. C.F.R. Title 14 restrictions did not permit a relevant airport authority to exercise any oversight over checkpoint operations. The 1974 film, The Parallax View, shows an early airport security checkpoint in operation. The September 11 attacks prompted even tougher regulations, such as limiting the number of and types of items passengers could carry[53] on board aircraft and requiring increased screening for passengers who fail to present a government-issued photo ID. A notice posted at the San Jose International Airport within weeks of the September 11 attacks lists the items that passengers are allowed to carry or prohibited form carrying with them through the security checkpoint. The Aviation and Transportation Security Act generally required that by November 19, 2002, all passenger screening must be conducted by federal employees. As a result, passenger and baggage screening is now provided by the Transportation Security Administration (TSA), part of the U.S. Department of Homeland Security. Provisions to improve the technology for detecting explosives were included in the Terrorism Prevention Act of 2004. Often, security at category X airports, the U.S. largest and busiest as measured by volume of passenger traffic, is provided by private contractors.[54][55] Because of the high volume of passenger traffic, category X airports are considered vulnerable targets for terrorism. Following the failed 2006 liquid bomb plot, United States Homeland Security banned all liquids and gels except baby formula and prescription medicines in the name of the ticket holder in carry-on luggage on all flights[56] and started requiring all passengers to remove their shoes for screening.[57] From 13 August 2006, airline passengers in the United States could take up to 3.4 US fl oz (101 ml) of non-prescription medicine, glucose gel for diabetics, solid lipstick, and baby food aboard flights. Eventually passengers were allowed to carry only 100 ml (3.5 imp fl oz; 3.4 US fl oz) of liquid in their hand luggage,[58] TSA standards required all non-medical liquids to be kept in a quart-sized plastic bag, with only one bag per passenger.[58] With the increase in security screening, some airports saw long queues for security checks. To alleviate this, airports created Premium lines for passengers traveling in First or Business Class, or those who were elite members of a particular airline's Frequent Flyer program. The "Screening Passengers by Observation Techniques" (SPOT) program is operating at some U.S. airports.[59][60][61] In 2023 US DHS Science and Technology Directorate's screening-at-speed program announced that is transforming the current single line screening process into a self-screening flow similar to self-checkout at a US grocery store.[62][63][64] Baltimore/Washington International Thurgood Marshall Airport Boston Logan International Airport Charlotte/Douglas International Airport Cincinnati/Northern Kentucky International Airport Dallas/Fort Worth International Airport Denver International Airport Detroit Metropolitan Wayne County Airport Fort Lauderdale International Airport George Bush Intercontinental Airport Hartsfield–Jackson Atlanta International Airport Harry Reid International Airport Honolulu International Airport John F. Kennedy International Airport LaGuardia Airport Los Angeles International Airport Luis Muñoz Marín International Airport Miami International Airport Minneapolis-Saint Paul International Airport Newark Liberty International Airport O'Hare International Airport Orlando International Airport Orlando Sanford International Airport Philadelphia International Airport Phoenix Sky Harbor International Airport Ronald Reagan Washington National Airport Salt Lake City International Airport San Francisco International Airport Seattle–Tacoma International Airport Washington Dulles International Airport Aviation portal Air travel with firearms and ammunition Airport police Airport privacy Infrastructure security Security theater US specific: Computer Assisted Passenger Prescreening System Registered Traveler Airport racial profiling in the United States Secondary Security Screening Selection Secure Flight ^ "S&T Snapshots – Human Factors: Deception Detection". Department of Homeland Security. 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Canadian Air Transport Security Authority Transport Canada U.S. FAA U.S. Transportation Security Administration Sociedad Europea de Detección Indian Aviation Security Retrieved from " , the free encyclopedia that anyone can edit. 117,922 active editors 6,999,818 articles in English Beach on Nosy Komba Nosy Komba is a small volcanic island in Madagascar, situated between Nosy Be and the northwest coast of the main island. The lowlands of the island are divided between secondary forest and a patchwork of farmland and plantations (notably including shade-grown coffee), while the highlands are mainly scrubland, with a bamboo forest in the northern portions. Ampangorina is the main village and administrative center. The island attracts significant ecotourism, thanks in part to its black lemurs. During the early 1800s, the region was heavily settled by Sakalava refugees and their slaves fleeing the hegemony of the Merina. France gained control of the island in 1840 and converted it to a logistic center for the import of indentured servants. Although Nosy Komba hosts a traditionally protected forest and an arboretum established in the colonial era, protection for the latter is essentially unenforced, and illegal logging continues. Only small pockets of old-growth forest remain, in remote areas. (Full article...) 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Robert Baldock (d. 1327)Francis Gleeson (priest) (b. 1884)Dietrich Fischer-Dieskau (b. 1925)Kylie Minogue (b. 1968) More anniversaries: May 27 May 28 May 29 Archive By email List of days of the year About The Hell Gate Bridge is a railroad bridge in New York City, United States. The bridge carries two tracks of Amtrak's Northeast Corridor and one freight track between Astoria, Queens, and Port Morris, Bronx, via Randalls and Wards Islands. Its main span is a 1,017-foot (310 m) steel through arch across Hell Gate, a strait of the East River that separates Wards Island from Queens. The New York Connecting Railroad began construction of the bridge in 1912, and it opened in 1917. The main span, a two-hinged arch flanked by stone towers on either bank of Hell Gate, was the world's longest steel arch bridge until the Bayonne Bridge opened in 1931. It is one of the few rail connections from Long Island, of which Queens is part, to the rest of the United States. This panoramic photograph shows the main span of the Hell Gate Bridge. The photograph was taken in 2023 looking northeast from the neighboring Robert F. Kennedy Bridge, with Wards Island on the left of the image and Astoria on the right. A tugboat tows a barge in the foreground towards the Hell Gate Bridge. Photograph credit: Rhododendrites Recently featured: Anemonoides blanda Bluespotted ribbontail ray Black Lives Matter art Archive More featured pictures Community portal – The central hub for editors, with resources, links, tasks, and announcements. Village pump – Forum for discussions about Wikipedia itself, including policies and technical issues. Site news – Sources of news about Wikipedia and the broader Wikimedia movement. Teahouse – Ask basic questions about using or editing Wikipedia. Help desk – Ask questions about using or editing Wikipedia. Reference desk – Ask research questions about encyclopedic topics. Content portals – A unique way to navigate the encyclopedia. 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Many other Wikipedias are available; some of the largest are listed below. 1,000,000+ articles العربية Deutsch Español فارسی Français Italiano Nederlands 日本語 Polski Português Русский Svenska Українська Tiếng Việt 中文 250,000+ articles Bahasa Indonesia Bahasa Melayu Bân-lâm-gú Български Català Čeština Dansk Eesti Ελληνικά Esperanto Euskara עברית Հայերեն Magyar Norsk bokmål Română Simple English Slovenčina Srpski Srpskohrvatski Suomi Türkçe Oʻzbekcha 50,000+ articles Asturianu Azərbaycanca Bosanski Frysk Gaeilge Galego Hrvatski Kurdî Latviešu Lietuvių Македонски Norsk nynorsk Shqip Slovenščina اردو Retrieved from " 2Calendar year 1918 January February March April May June July August September October November December This article is about the year 1918. For other uses, see 1918 (disambiguation). Calendar year Years Millennium 2nd millennium Centuries 19th century 20th century 21st century Decades 1890s 1900s 1910s 1920s 1930s Years 1915 1916 1917 1918 1919 1920 1921 vte 1918 by topic Subject Animation Archaeology Architecture Art Aviation Awards Film Literature Poetry Meteorology Music Jazz Rail transport Radio Science Sports Football Television By country Afghanistan Australia Belgium Brazil Bulgaria Canada China Denmark Finland France Germany Hungary India Ireland Italy Japan Mexico New Zealand Norway Ottoman Syria Palestine (British administered) Philippines Portugal Russia South Africa Spain Sweden Switzerland United Kingdom United States Lists of leaders Sovereign states Sovereign state leaders Territorial governors Religious leaders Law Birth and death categories Births Deaths Establishments and disestablishments categories Establishments Disestablishments Works category Works Introductions vte 1918 in various calendarsGregorian calendar1918MCMXVIIIAb urbe condita2671Armenian calendar1367ԹՎ ՌՅՀԷAssyrian calendar6668Bahá'í calendar74–75Balinese saka calendar1839–1840Bengali calendar1324–1325Berber calendar2868British Regnal year8 Geo. 5 – 9 Geo. 5Buddhist calendar2462Burmese calendar1280Byzantine calendar7426–7427Chinese calendar丁巳年 (Fire Snake)4615 or 4408 — to —戊午年 (Earth Horse)4616 or 4409Coptic calendar1634–1635Discordian calendar3084Ethiopian calendar1910–1911Hebrew calendar5678–5679Hindu calendars - Vikram Samvat1974–1975 - Shaka Samvat1839–1840 - Kali Yuga5018–5019Holocene calendar11918Igbo calendar918–919Iranian calendar1296–1297Islamic calendar1336–1337Japanese calendarTaishō 7(大正７年)Javanese calendar1848–1849Juche calendar7Julian calendarGregorian minus 13 daysKorean calendar4251Minguo calendarROC 7民國7年Nanakshahi calendar450Thai solar calendar2460–2461Tibetan calendar阴火蛇年(female Fire-Snake)2044 or 1663 or 891 — to —阳土马年(male Earth-Horse)2045 or 1664 or 892 Wikimedia Commons has media related to 1918. 1918 (MCMXVIII) was a common year starting on Tuesday of the Gregorian calendar and a common year starting on Monday of the Julian calendar, the 1918th year of the Common Era (CE) and Anno Domini (AD) designations, the 918th year of the 2nd millennium, the 18th year of the 20th century, and the 9th year of the 1910s decade. As of the start of 1918, the Gregorian calendar was 13 days ahead of the Julian calendar, which remained in localized use until 1923. Calendar year The ceasefire that effectively ended the First World War took place on the eleventh hour of the eleventh day of the eleventh month of this year. Also in this year, the Spanish flu pandemic killed 50–100 million people worldwide. In Russia, this year runs with only 352 days. As the result of Julian to Gregorian calendar switch, 13 days needed to be skipped. Wednesday, January 31 (Julian Calendar) was immediately followed by Thursday, February 14 (Gregorian Calendar). World War I will be abbreviated as "WWI" February 16: The Act of Independence of Lithuania Main article: January 1918 January – 1918 flu pandemic: The "Spanish flu" (influenza) is first observed in Haskell County, Kansas.[1] January 4 – The Finnish Declaration of Independence is recognized by Soviet Russia, Sweden, Germany and France. January 8 – American president Woodrow Wilson presents the Fourteen Points as a basis for peace negotiations to end the war. January 9 – Battle of Bear Valley: U.S. troops engage Yaqui Native American warriors in a minor skirmish in Arizona. This is one of the last battles of the American Indian Wars between the United States and Native Americans. January 15 The keel of HMS Hermes is laid in Britain, the first purpose-designed aircraft carrier to be laid down. The Red Army (The Workers and Peasants Red Army) is formed in the Russian SFSR and Soviet Union. January 18 – The Historic Concert for the Benefit of Widows and Orphans of Austrian and Hungarian Soldiers is held at the Konzerthaus, Vienna.[2] January 19 – The Russian Constituent Assembly proclaims the Russian Democratic Federative Republic but is dissolved by the Bolshevik government on the same day. January 22 – The Ukrainian People's Republic declares independence from Bolshevik Russia. January 25 – The Third All-Russian Congress of Soviets establishes the Russian Soviet Federative Socialist Republic. January 27 – The Finnish Civil War begins with the Battle of Kämärä. January 28 – Porvenir massacre: Texas Rangers, U.S. Cavalry soldiers and local ranchers kill 15 unarmed Mexican villagers, both men and boys. Main article: February 1918 February 1 – Cattaro Mutiny: Austrian sailors in the Gulf of Cattaro (Kotor), led by two Czech Socialists, mutiny. February 3 – Battle of Oulu February 5 – The SS Tuscania is torpedoed off the Irish coast; it is the first ship carrying American troops to Europe to be torpedoed and sunk. February 23: Estonian Declaration of Independence February 6 – Women's suffrage in the United Kingdom: Representation of the People Act gives most women over 30 the vote.[3] February 10 – Deposed Sultan of the Ottoman Empire Abdul Hamid II dies in Istanbul. February 13 – A magnitude (Mw) 7.2 earthquake shakes the Chinese city of Shantou leaving 1,000 dead and causing a moderate tsunami.[4] February 14 – Russia switches from the Julian calendar to the Gregorian calendar; the date skips from January 31 to February 14. February 16 – The Council of Lithuania adopts the Act of Independence of Lithuania, declaring Lithuania's independence from Germany, Russia or any other state. February 18 – Operations against the Marri and Khetran tribes in Balochistan by British authorities begin. February 19 – WWI: The Capture of Jericho by the Egyptian Expeditionary Force begins the British occupation of the Jordan Valley. February 19–25 – WWI: The Imperial Russian Navy evacuates Tallinn through thick ice, over the Gulf of Finland. February 23 – Estonian Declaration of Independence from Russia, after seven centuries of foreign rule; German forces capture Tallinn the following day. Main article: March 1918 March 1 – WWI: German submarine U-19 sinks HMS Calgarian off Rathlin Island, Northern Ireland. March 3 – WWI: The Central Powers and Bolshevist Russia sign the Treaty of Brest-Litovsk, ending Russia's involvement in the war. March 6 The Finnish Army Corps of Aviation is founded as a forerunner of the Finnish Air Force (established on 4 May 1928). The blue swastika is adopted as its symbol, as a tribute to the Swedish explorer and aviator Eric von Rosen, who donated the first plane. Von Rosen had painted the Viking symbol on the plane as his personal lucky insignia.[5] The first pilotless drone, the Hewitt-Sperry Automatic Airplane developed by Elmer Ambrose Sperry and Peter Cooper Hewitt, is test-flown in Long Island, New York, but development is scrapped in 1925, after its guidance system proves unreliable. March 7 – WWI: Finland forms an alliance with Germany. March 8 – WWI: The Battle of Tell 'Asur is launched by units of the British Army's Egyptian Expeditionary Force against Ottoman defences from the Mediterranean Sea, across the Judaean Mountains to the edge of the Jordan Valley; it ends on March 12, with the move of much of the front line north into Ottoman territory. March 12 – Moscow becomes the capital of Soviet Russia. March 15 – Finnish Civil War: The battle of Tampere begins.[6] March 19 – The United States Congress establishes time zones, and approves daylight saving time (DST goes into effect on March 31). March 21–July 18 – WWI: The Spring Offensive by the German Army along the Western Front fails to make a breakthrough, despite large losses on each side, including nearly 20,000 British Army dead on the first day, Operation Michael, on the Somme. March 21 – WWI: The First Transjordan attack on Amman by units of the Egyptian Expeditionary Force begins, with the passage of the Jordan River. March 23 WWI: The giant German cannon, the 'Paris Gun' (Kaiser Wilhelm Geschütz), begins to shell Paris from 114 km (71 mi) away. In London at the Wood Green Empire, Chung Ling Soo (William E. Robinson, U.S.-born magician) dies during his trick, where he is supposed to "catch" two separate bullets (but one of them perforates his lung). He dies the following morning in a hospital. March 25 The Belarusian People's Republic declares independence. Karl Muck, music director of the Boston Symphony Orchestra, is arrested under the Alien Enemies Act, and imprisoned for the duration of WWI. March 26 – Marie Stopes publishes her influential book Married Love in the U.K. March 27 – WWI: The First Battle of Amman is launched by units of the Egyptian Expeditionary Force, during the First Transjordan attack on Amman; it ends with their withdrawal on 31 March, back to the Jordan Valley. March 30 – March Days: Bolshevik and Armenian Revolutionary Federation forces suppress a Muslim revolt in Baku, Azerbaijan, resulting in up to 30,000 deaths. Main article: April 1918 Styles of Lucy, Lady Duff-Gordon, as presented in a vaudeville circuit pantomime and sketched by Marguerite Martyn of the St. Louis Post-Dispatch in April 1918 April 1 – The Royal Flying Corps and the Royal Naval Air Service in Britain are merged to form the Royal Air Force, the first autonomous Air Force in the world. April 5 – Sālote succeeds as Queen of Tonga; she will remain on the throne until her death in 1965. April 6 – Finnish Civil War: The battle of Tampere ends.[6] April 8 – Operations against the Marri and Khetran tribes in Balochistan end with surrender to the British authorities. April 9 – Union of Bessarabia with Romania: Bessarabia votes to become part of the Kingdom of Romania. April 21 – WWI: Manfred von Richthofen, "The Red Baron", the war's most successful fighter pilot, dies in combat at Morlancourt Ridge near the Somme River. April 22 – Armenia, Azerbaijan, and Georgia declare their independence from Russia as the Transcaucasian Democratic Federative Republic. April 23 – WWI: Conscription Crisis of 1918 in Ireland: A general strike is held here against conscription. Zeebrugge Raid: The British Royal Navy attempts to seal off the German U-boat base here.[7] First Ostend Raid: The British Royal Navy unsuccessfully attempts to seal off the German U-boat base here. April 28 – WWI: Gavrilo Princip, assassin of Archduke Franz Ferdinand of Austria, dies in Terezin, Austria-Hungary, after three years in prison. April 30 – WWI: The Second Transjordan attack on Shunet Nimrin and Es Salt, launched by units of the Egyptian Expeditionary Force, ends on 4 May, with their withdrawal back to the Jordan Valley. Main article: May 1918 May 1 – WWI: German troops enter Don Host Oblast; they capture Rostov-on-Don on May 8. May 2 – General Motors acquires the Chevrolet Motor Company of Delaware. May 7 – WWI: The British capture Kirkuk. May 9 – WWI – Second Ostend Raid: The British Royal Navy unsuccessfully attempts, for a second time, to seal off the German U-boat base here. May 11 – The Mountainous Republic of the Northern Caucasus is officially established. May 12 - The HMT Olympic rams into the SM U-103, sinking it. resulting in the deaths of 9 people May 14 – The Three Minute Pause, initiated by the daily firing of the Noon Gun on Signal Hill, is instituted by Cape Town Mayor Sir Harry Hands. It will inspire the introduction of the two-minute silence in November 1919.[8] May 15 The Finnish Civil War ends. The United States Post Office Department begins the world's third regular airmail service, between New York City, Philadelphia and Washington, D.C.[9] May 16 – The Sedition Act of 1918 is approved by the U.S. Congress. May 20 – The small town of Codell, Kansas is hit for the third year in a row, on the same date, by a tornado. May 21 – The United States Army Aviation Section is separated from the Signal Corps, and divided into the Division of Military Aeronautics and the Bureau of Aircraft Production. May 24 – Women in Canada, excluding residents of Quebec, are granted the right to vote in federal elections.[10] May 26 – The Transcaucasian Democratic Federative Republic is abolished; Georgia declares its independence as the Democratic Republic of Georgia. May 27 – WWI: The Third Battle of the Aisne commences. May 28 – Armenia and Azerbaijan declare their independence as the First Republic of Armenia and the Azerbaijan Democratic Republic respectively. May 29 – WWI: The week-long Battle of Sardarabad concludes with defending Armenian forces victorious over the Ottomans. May 29–30 – WWI: Battle of Skra di Legen – The Greek National Defence Army Corps defeats the Bulgarians. June 10: Austro-Hungarian battleship Szent István sunk by Italian torpedo boats Szent István Main article: June 1918 June–August – The "Spanish flu" becomes pandemic.[11] Over 30 million people die in the following 6 months. June 1 – WWI: The Battle of Belleau Wood begins. June 4 – RMS Kenilworth Castle, one of the Union-Castle Line steamships, collides with her escort destroyer HMS Rival while trying to avoid her other escort, the cruiser HMS Kent. June 8 – V603 Aquilae, the brightest nova observed since Kepler's of 1604, is discovered. June 10 – WWI: The Austro-Hungarian dreadnought battleship SMS Szent István is sunk by two Italian MAS motor torpedo boats off the Dalmatian coast. June 12 Grand Duke Michael of Russia is murdered, thereby becoming the first of the Romanovs to be killed by the Bolsheviks. WWI: The first airplane bombing raid by an American unit in France is carried out. June 16 – The Declaration to the Seven, a British government response to a memorandum issued anonymously by seven Syrian notables, is published. June 22 – Suspects in the Chicago Restaurant Poisonings are arrested, and more than 100 waiters are taken into custody for poisoning restaurant customers with a lethal powder called Mickey Finn. June 29 – Bronx International Exposition of Science, Arts and Industries opens in New York; Brazil is the only international exhibitor and the exposition closes at the end of the season.[12] Main article: July 1918 July 3 – Allied intervention in the Russian Civil War: The Siberian Intervention is launched by the Allies, to extract the Czechoslovak Legion from the Russian Civil War. July 4 – Mehmed VI succeeds as Sultan of the Ottoman Empire on the death of his half-brother Mehmed V (Reşâd, who has reigned since 1909), himself reigning until the Sultanate is abolished in 1922. July 12 – The Imperial Japanese Navy battleship Kawachi blows up off Tokuyama, Yamaguchi, western Honshu, Japan, killing at least 621. July 13 – The National Czechoslovak Committee is established. July 14 – The film The Glorious Adventure is released in the United States, featuring Mammy Lou, who becomes one of the oldest people ever to star in a film, at a claimed age of 114. July 14 – WWI: Second Battle of the Marne: The battle begins near the River Marne, with a German attack. July 14 – Quentin Roosevelt, Theodore Roosevelt's youngest son, is killed in action during the Second Battle of the Marne. July 17: Execution of the Romanov family July 17 WWI: RMS Carpathia (famed for rescuing survivors of the RMS Titanic) is torpedoed and sunk off the east coast of Ireland, by Imperial German Navy submarine U-55; 218 of the 223 on board are rescued.[13] Execution of the Romanov family: By order of the Bolshevik Party, and carried out by the Cheka, former emperor Nicholas II, his wife Alexandra Feodorovna, their children, Olga, Tatiana, Maria, Anastasia, Alexei and retainers are shot at the Ipatiev House, in Ekaterinburg, Russia. July 21 – WWI: Attack on Orleans – Imperial German submarine SM U-156 surfaces and fires on a small convoy of barges and defending flying boats off the Cape Cod town of Orleans, Massachusetts.[14] Main article: August 1918 August 2 – North Russia Intervention: Anti-Bolshevik forces stage a coup at Arkhangelsk, and an occupation by Allied forces follows.[15] August 3 – WWI: Australian hospital ship HMAT Warilda is torpedoed and sunk in the English Channel on passage from Le Havre to Southampton by German submarine SM UC-49 with the loss of 123 of the 801 people on board.[16] August 8 – WWI: Battle of Amiens – British, Canadian and Australian troops begin a string of almost continuous victories, the 'Hundred Days Offensive', with an 8-mile push through the German front lines, taking 12,000 prisoners. German General Erich Ludendorff later calls this the "black day of the German Army".[17] August 10 – Russian Revolution: The British commander in Archangel is told to help the White Russians. August 16 – The Battle of Lake Baikal is fought by the Czechoslovak legion, against the Red Army. August 21 – WWI: The Second Battle of the Somme begins. August 23 – The Bessarabian Peasants' Party is created. August 27 – Battle of Ambos Nogales: U.S. Army forces skirmish against Mexican Carrancistas and their German advisors at Nogales, Arizona, in the only battle of WWI fought on United States soil. August 30 In response to the October Revolution in Russia, Vladimir Lenin is shot and wounded by Fanny Kaplan in Moscow, but survives.[18] Moisei Uritsky, the Petrograd head of the Cheka, is assassinated. August 30: Attempted assassination of Lenin, depicted by Vladimir Pchelin Main article: September 1918 September – WWI: British armies and their Arab allies roll into Syria. September 3 – The Bolshevik government of Russia publishes the first official announcement of the Red Terror, a period of repression against political opponents, as an "Appeal to the Working Class" in the newspaper Izvestia.[19] September 4 – WWI: Battle of Mont Saint-Quentin concludes with the Australian Corps breaking the German line. September 5 – Russian Civil War: The Kazan Operation begins. The event continues for 5 days, and solidifies the Red Army's power in Russia over the White Army. September 12 – WWI: Battle of Havrincourt – The British take a German salient. September 12–15 – WWI: Battle of Saint-Mihiel – Americans take a German salient. September 14 – WWI: The Balkan front offensive by the Serbian Army begins. September 15–18 – WWI: Battle of Dobro Pole in the Vardar Offensive of the Balkans Campaign: The Allied Army of the Orient defeats B

17 Dusty Anderson, American actress and model (d. 2007) Duchess Woizlawa Feodora of Mecklenburg, German royal (d. 2019) December 18 – Joyce Reynolds, English classicist and academic (d. 2022) December 21 Francisco Miró Quesada Cantuarias, Peruvian philosopher (d. 2019) Fred Gloden, American football player (d. 2019) Donald Regan, American Treasury Secretary, White House Chief of Staff (d. 2003) Kurt Waldheim, President of Austria, Secretary-General of the United Nations (d. 2007)[56] December 23 José Greco, Italian-born flamenco dancer (d. 2000) Kumar Pallana, Indian actor (d. 2013) Helmut Schmidt, Chancellor of Germany (d. 2015) December 24 – Dave Bartholomew, American musician, songwriter and music producer (d. 2019) December 25 Bertie Mee, English football player, manager (d. 2001) Anwar Sadat, 3rd President of Egypt, recipient of the Nobel Peace Prize (d. 1981) December 26 – Georgios Rallis, Prime Minister of Greece (d. 2006) December 30 – W. Eugene Smith, American photojournalist (d. 1978) Abd an-Nabi Abd al-Qadir Mursal, Sudanese poet and politician (d. 1962)[57] Georg Cantor María Dolores Rodríguez Sopeña January 2 – Katharine A. O'Keeffe O'Mahoney, Irish-born American teacher and writer (b. 1855) January 6 – Georg Cantor, German mathematician (b. 1845) January 8 Johannes Pääsuke, Estonian photographer, filmmaker (b. 1892) Ellis H. Roberts, American politician (b. 1827) January 9 Max Ritter von Müller, German World War I fighter ace (killed in action) (b. 1887) Charles-Émile Reynaud, French inventor (b. 1844) January 10 – María Dolores Rodríguez Sopeña, Spanish Roman Catholic religious sister and Blessed (b. 1848) January 21 – Emil Jellinek, German automobile entrepreneur (b. 1853) January 26 – Grand Duke Nicholas Konstantinovich of Russia (b. 1850) January 28 – John McCrae, Canadian soldier, surgeon and poet (b. 1872) January 31 – Ivan Puluj, Ukrainian physicist and inventor (b. 1845) Princess Leonilla Bariatinskaya Gustav Klimt Sultan Abdul Hamid II February 1 – Princess Leonilla Bariatinskaya, Russian aristocrat (b. 1816) February 2 – John L. Sullivan, American boxer, World Heavyweight Champion (b. 1858) February 4 – Akiyama Saneyuki, Japanese admiral (b. 1868) February 6 – Gustav Klimt, Austrian painter (b. 1862), Spanish flu February 8 – Louis Renault, French jurist, educator and Nobel Prize laureate (b. 1843) February 10 Sultan Abdul Hamid II of the Ottoman Empire (b. 1842) Ernesto Teodoro Moneta, Italian pacifist, Nobel Prize laureate (b. 1833) February 11 – Alexey Kaledin, Russian general (suicide) (b. 1861) February 14 – Sir Cecil Spring Rice, British diplomat (b. 1859) February 15 – Vernon Castle, British-born American dancer (b. 1887) February 16 – Károly Khuen-Héderváry, 2-time Prime Minister of Hungary (b. 1849) February 23 Adolphus Frederick VI, Grand Duke of Mecklenburg-Strelitz (b. 1882) Thomas Brassey, 1st Earl Brassey, British politician and colonial administrator (b. 1836) Claude Debussy Martin Sheridan March 2 – Prince Mirko of Montenegro (b. 1879) March 9 – Frank Wedekind, German playwright (b. 1864) March 10 – Hans-Joachim Buddecke, German flying ace (killed in action) (b. 1890) March 13 – César Cui, Lithuanian composer (b. 1835) March 14 Lucretia Garfield, First Lady of the United States (b. 1832) Gennaro Rubino, Italian anarchist who unsuccessfully tried to assassinate King Leopold II of Belgium (b. 1859) March 15 – Adolf Ritter von Tutschek, German fighter ace (killed in action) (b. 1891) March 23 – T. P. Cameron Wilson, English poet, novelist (b. 1888) March 25 Claude Debussy, French composer (b. 1862) Walter Tull, first Black infantry officer to serve in the British Army (b. 1888) March 27 Henry Adams, American historian (b. 1838) Martin Sheridan, American Olympic athlete (b. 1881), Spanish flu Karl Ferdinand Braun Manfred von Richthofen Gavrilo Princip April 1 Isaac Rosenberg, British war poet (killed in action) (b. 1890) Paul von Rennenkampf, Russian general (executed) (b. 1854) April 4 – Hermann Cohen, German philosopher (b. 1842) April 5 – King George Tupou II of Tonga (b. 1874) April 11 – Otto Wagner, Austro-Hungarian architect, urban planner (b. 1841) April 19 – William Hope Hodgson, English author (b. 1877)[58] April 20 Jussi Merinen, Finnish politician (executed) (b. 1873)[59] Karl Ferdinand Braun, German physicist, Nobel Prize laureate (b. 1850) Paul Gautsch von Frankenthurn, Austrian statesman, Prime Minister (b. 1851) April 21 Friedrich II, Duke of Anhalt (b. 1856) Manfred von Richthofen, German fighter pilot, top-scoring ace of World War I (killed in action) (b. 1892) April 27 – Jacques Duchesne, French general (b. 1837) April 28 – Gavrilo Princip, Yugoslav assassin (b. 1894) Maria Magdalena Merten May 2 Ernie Parker, Australian tennis champion (killed in action) (b. 1883) Jüri Vilms, Estonian politician (b. 1889) May 14 – James Gordon Bennett Jr., American newspaper publisher (b. 1841) May 17 – William Drew Robeson I, African-American minister, father of singer and actor Paul Robeson (b. 1844) May 18 – Blandine Merten, German nun and Blessed (b. 1883) May 19 Ferdinand Hodler, Swiss painter (b. 1853) Raoul Lufbery, Franco-American fighter pilot (killed in action) (b. 1885) May 21 Sofia Hjulgrén, Finnish politician (executed) (b. 1875)[60] Wilho Laine, Finnish politician (executed) (b. 1875)[61] May 23 Gerard Noel, British admiral (b. 1845) [62] Mariano Ponce, Filipino diplomat, politician and writer (b. 1863) May 24 – József Kiss, Austro-Hungarian fighter pilot (killed in action) (b. 1896) May 30 – Georgi Plekhanov, Russian revolutionary, philosopher (b. 1856) Kyrion II of Georgia June 1 – Roderic Dallas, Australian fighter pilot (killed in action) (b. 1891) June 3 – Count Richard von Bienerth-Schmerling, Austrian noble, statesman and former Prime Minister (b. 1863) June 4 – Charles W. Fairbanks, 26th Vice President of the United States (b. 1852) June 10 – Arrigo Boito, Italian poet, composer (b. 1842) June 13 – Grand Duke Michael Romanov (assassinated) (b. 1878) June 15 – Frank Miles Day, American architect (b. 1861) June 16 – Bazil Assan, Romanian engineer and explorer (b. 1860) June 19 – Francesco Baracca, Italian fighter pilot (air crash) (b. 1888) June 26 – Kyrion II of Georgia, Georgian Orthodox patriarch, Saint (b. 1855) June 27 – Joséphin Péladan, French occultist (b. 1858) Sultan Mehmed V James McCudden Quentin Roosevelt Emperor Nicholas II of Russia Henry Macintosh July 3 – Sultan Mehmed V of the Ottoman Empire (b. 1844) July 9 – James McCudden, British fighter pilot (air crash) (b. 1895) July 14 – Quentin Roosevelt, youngest son of United States President Theodore Roosevelt, fighter pilot (killed in action) (b. 1897) July 17 – Executed members of the Romanov family: Former Emperor Nicholas II of Russia (b. 1868) Former Empress Alexandra Feodorovna of Russia (b. 1872) Grand Duchess Olga Nikolaevna of Russia (b. 1895) Grand Duchess Tatiana Nikolaevna of Russia (b. 1897) Grand Duchess Maria Nikolaevna of Russia (b. 1899) Grand Duchess Anastasia Nikolaevna of Russia (b. 1901) Former Tsarevich Alexei Nikolaevich of Russia (b. 1904) July 18 Prince Constantine Constantinovich of Russia (executed) (b. 1891) Prince Igor Constantinovich of Russia (executed) (b. 1894) Grand Duke Sergei Mikhailovich of Russia (executed) (b. 1869) Grand Duchess Elisabeth of Russia (Princess Elisabeth of Hesse and by Rhine) (executed) (b. 1864) July 20 – Francis Lupo, American soldier (b. 1895) July 22 Roy Earl Parrish, American politician (killed in action) (b. 1888) Manuel González Prada, Peruvian politician, author (b. 1844) Indra Lal Roy, Indian fighter pilot (killed in action) (b. 1898) Alexey Schastny, Russian naval officer (executed) (b. 1881) July 26 Henry Macintosh, British Olympic athlete (killed in action) (b. 1892) Edward Mannock, British fighter pilot (killed in action) (b. 1887) July 29 – Ernest William Christmas, Australian painter (b. 1863) July 30 Hermann von Eichhorn, German field marshal (assassinated) (b. 1848) Joyce Kilmer, American journalist, poet (killed in action) (b. 1886) Frank Linke-Crawford, Austro-Hungarian fighter pilot (killed in action) (b. 1893) July 31 – George McElroy, British fighter pilot (killed in action) (b. 1893) Marianne Cope August 1 John Riley Banister, American policeman, cowboy (b. 1854) Gabriel Guérin, French World War I fighter ace (air crash) (b. 1892) August 5 – Peter Strasser, German naval officer, airship commander (killed in action) (b. 1876) August 9 Marianne Cope, German-born American Roman Catholic nun and saint (b. 1838) František Plesnivý, Austro-Hungarian architect (b. 1845) August 10 Jean Brillant, Canadian soldier, Victoria Cross recipient (killed in action) (b. 1890) Erich Löwenhardt, German World War I fighter ace (air crash) (b. 1897) Aleksander Uurits, Estonian painter, graphic artist (b. 1888) August 12 – Anna Held, French actress (b. 1872) August 22 – Korbinian Brodmann, German neurologist (b. 1868)[63] August 30 – William Duncan, British missionary in Canada and the United States (b. 1832) George Reid Eduard, Duke of Anhalt Prince Erik, Duke of Vastmanland Mudbir al-Far'un, Arab chieftain, leader of 1913 Euphrates rebellion September 2 – Sir John Forrest, Australian explorer and politician, 1st Premier of Western Australia (b. 1847) September 5 – Nikolay Maklakov, Russian politician, former minister of the Interior (b. 1871) September 6 – Elizabeth Yates, New Zealand politician (b. 1845) September 8 Francis Mary of the Cross Jordan, German Roman Catholic priest and venerable (b. 1848) Mikael of Wollo, Ethiopian army commander and Ras of Wollo (b. 1850) September 12 – Sir George Reid, 4th Prime Minister of Australia (b. 1845) September 13 – Eduard, Duke of Anhalt (b. 1861) September 16 – Maurice Boyau, French World War I fighter ace (killed in action) (b. 1888) September 18 – Joseph Frank Wehner, American World War I fighter ace (killed in action) (b. 1895)[64] September 20 – Prince Erik, Duke of Västmanland (b. 1889), Spanish flu September 27 – Fritz Rumey, German World War I fighter ace (killed in action) (b. 1891) September 28 True Boardman, American actor (b. 1882), Spanish flu Georg Simmel, German sociologist, philosopher (b. 1858) Freddie Stowers, American soldier (killed in action) (b. 1896) September 29 – Frank Luke, American World War I fighter ace (killed in action) (b. 1897) October 4 – Nikolai Skrydlov, Russian admiral (b. 1844) October 5 Roland Garros, French fighter pilot (killed in action) (b. 1888) Robbie Ross, British writer (b. 1869) October 6 – Arthur O'Hara Wood, Australian tennis champion and fighter pilot (killed in action) (b. 1890) October 7 – Sir Hubert Parry, British composer (b. 1848), Spanish flu October 8 – Mikhail Alekseyev, Russian general (b. 1857) October 9 – Raymond Duchamp-Villon, French sculptor (b. 1876) October 11 – Wallace Lloyd Algie, Canadian soldier (killed in action) (b. 1891) October 15 – Sai Baba of Shirdi, Indian guru, yogi and National saint of India (b. 1838) October 16 – Felix Arndt, American pianist, composer (b. 1889), Spanish flu October 18 Radko Dimitriev, Bulgarian, Russian general (executed) (b. 1859) Jildo Irwa, Ugandan Roman Catholic martyr and saint (executed) (b. 1906) Daudo Okelo, Ugandan Roman Catholic martyr and saint (executed) (b. ca. 1900) Nikolai Ruzsky, Russian general (executed) (b. 1854) October 19 Harold Lockwood, American actor (b. 1887), Spanish flu Prince Umberto, Count of Salemi (b. 1889), Spanish flu October 24 César Ritz, Swiss hotelier (b. 1850) Daniel Burley Woolfall, English administrator, 2nd President of FIFA (b. 1852) October 25 – Amadeo de Souza Cardoso, Portuguese painter (b. 1887), Spanish flu October 29 Michel Coiffard, French World War I fighter ace (killed in action) (b. 1892) Rudolf Tobias, Estonian composer (b. 1873) October 31 Egon Schiele, Austrian artist (b. 1890), Spanish flu István Tisza, 2-time Prime Minister of Hungary (assassinated) (b. 1861) Wilfred Owen November 1 – Vladimir Vasilyevich Smirnov, Russian general (executed) (b. 1849) November 2 – Hugh Cairns, Canadian soldier (b. 1896) November 4 Wilfred Owen, British poet, soldier (killed in action) (b. 1893) Andrew Dickson White, American academic and diplomat, co-founder of Cornell University (b. 1832) November 5 Samuel Liddell MacGregor Mathers, British occultist (b. 1854), Spanish flu William Shea, British actor (b. 1856) November 6 – Alan Arnett McLeod, Canadian soldier (b. 1899), Spanish flu November 9 Guillaume Apollinaire, French poet (b. 1880), Spanish flu Albert Ballin, German shipping magnate (b. 1857) Sir Peter Lumsden, British general in the Indian Army (b. 1829) November 11 Victor Adler, Austrian politician (b. 1852) George Lawrence Price, last Commonwealth soldier to die in WWI (b. 1892) November 12 – Aleksei Evert, Russian general (executed) (b. 1857; may have died in 1926) November 14 – Matti Lonkainen, Finnish politician (b. 1874)[65] November 15 – Sir Robert Anderson, British police officer (b. 1841), Spanish flu November 19 – Joseph F. Smith, 6th President of The Church of Jesus Christ of Latter-day Saints (b. 1838) November 20 – John Bauer, Swedish painter (b. 1882) November 22 – Rose Cleveland, de facto First Lady of the United States (b. 1846), Spanish flu November 23 – Fritz von Below, German general (b. 1853) November 30 – Karl Petrovich Jessen, Russian admiral (b. 1852) Sidónio Pais Sultan Ali bin Hamud of Zanzibar December 2 – Edmond Rostand, French writer (b. 1868), Spanish flu December 4 – Princess Teriivaetua of Tahiti (b. 1869), Spanish flu December 5 – Schalk Willem Burger, Boer military leader, lawyer, politician, statesman, and acting President of the South African Republic (1900-1902) (b. 1852) December 9 – Samuel Swett Green, American library pioneer (b. 1837) December 11 – Ivan Cankar, Slovenian writer (b. 1876), Spanish flu December 13 – Emory Speer, American politician, jurist, and United States district judge from 1885 until 1918 (b. 1848) December 14 – Sidónio Pais, Portuguese politician, general, diplomat, 66th Prime Minister of Portugal and 4th President of Portugal (b. 1872), assassinated December 20 – Sultan Ali bin Hamud of Zanzibar (b. 1884) December 21 – Prince Konrad of Hohenlohe-Waldenburg-Schillingsfürst, Austrian statesman, former Prime Minister (b. 1863) December 28 – Olavo Bilac, Brazilian poet (b. 1865) Spring – Vyacheslav Troyanov, Russian general (b. 1875) Yakov Zhilinsky, Russian general (b. 1853) Physics – Max Planck Chemistry – Fritz Haber[66] Medicine – not awarded Literature – not awarded Peace – not awarded ^ Barry, John M. 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Retrieved from " 3 > Su Mo Tu We Th Fr Sa 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 2025 May 4 in recent years 2025 (Sunday) 2024 (Saturday) 2023 (Thursday) 2022 (Wednesday) 2021 (Tuesday) 2020 (Monday) 2019 (Saturday) 2018 (Friday) 2017 (Thursday) 2016 (Wednesday) Day of the yearMay 4 is the 124th day of the year (125th in leap years) in the Gregorian calendar; 241 days remain until the end of the year. 1256 – The Augustinian monastic order is constituted at the Lecceto Monastery when Pope Alexander IV issues a papal bull Licet ecclesiae catholicae.[1] 1415 – Religious reformer John Wycliffe is condemned as a heretic at the Council of Constance.[2] 1436 – Assassination of the Swedish rebel (later national hero) Engelbrekt Engelbrektsson (27 April O.S.).[3] 1471 – Wars of the Roses: The Battle of Tewkesbury: Edward IV defeats a Lancastrian Army and kills Edward of Westminster, Prince of Wales.[4] 1493 – In the papal bull Inter caetera, Pope Alexander VI divides the New World between Spain and Portugal along the Line of Demarcation.[5] 1626 – Dutch explorer Peter Minuit arrives in New Netherland (present day Manhattan Island) aboard the See Meeuw.[6] 1738 – The Imperial Theatrical School, the first ballet school in Russia, is founded.[7] 1776 – Rhode Island becomes the first American colony to renounce allegiance to King George III.[8] 1799 – Fourth Anglo-Mysore War: The Battle of Seringapatam: The siege of Seringapatam ends when the city is invaded and Tipu Sultan killed by the besieging British army, under the command of General George Harris.[9] 1814 – Emperor Napoleon arrives at Portoferraio on the island of Elba to begin his exile.[10] 1814 – King Ferdinand VII abolishes the Spanish Constitution of 1812, returning Spain to absolutism.[11] 1836 – Formation of Ancient Order of Hibernians.[12] 1859 – The Cornwall Railway opens across the Royal Albert Bridge linking Devon and Cornwall in England.[13] 1869 – The four-day Naval Battle of Hakodate begins. The newly formed Imperial Japanese Navy defeats the remnants of the Tokugawa shogunate navy in the Sea of Japan off the city of Hakodate, leading to the surrender of the Ezo Republic on May 17.[14] 1871 – The National Association, the first professional baseball league, opens its first season in Fort Wayne, Indiana.[15] 1886 – Haymarket affair: In Chicago, United States, a homemade bomb is thrown at police officers trying to break up a labor rally, killing one officer. Ensuing gunfire leads to the deaths of a further seven officers and four civilians.[16] 1904 – The United States begins construction of the Panama Canal. 1910 – The Royal Canadian Navy is created.[17] 1912 – Italy occupies the Ottoman island of Rhodes. 1919 – May Fourth Movement: Student demonstrations take place in Tiananmen Square in Beijing, China, protesting the Treaty of Versailles, which transferred Chinese territory to Japan. 1926 – The United Kingdom general strike begins. 1927 – The Academy of Motion Picture Arts and Sciences is incorporated.[18] 1932 – Having been incarcerated at the Cook County Jail since his sentencing on October 24, 1931, mobster Al Capone is transferred to the federal penitentiary in Atlanta after the U.S. Supreme Court denies his appeal for conviction of tax evasion.[19] 1942 – World War II: The Battle of the Coral Sea begins with an attack by aircraft from the United States aircraft carrier USS Yorktown on Japanese naval forces at Tulagi Island in the Solomon Islands. The Japanese forces had invaded Tulagi the day before. 1945 – World War II: Neuengamme concentration camp near Hamburg is liberated by the British Army. 1945 – World War II: The German surrender at Lüneburg Heath is signed, coming into effect the following day. It encompasses all Wehrmacht units in the Netherlands, Denmark and northwest Germany. 1946 – In San Francisco Bay, U.S. Marines from the nearby Treasure Island Naval Base stop a two-day riot at Alcatraz Federal Penitentiary. Five people are killed in the riot. 1949 – The entire Torino football team (except for two players who did not take the trip: Sauro Tomà, due to an injury and Renato Gandolfi, because of coach request) is killed in a plane crash. 1953 – Ernest Hemingway wins the Pulitzer Prize for The Old Man and the Sea. 1959 – The 1st Annual Grammy Awards are held. 1961 – American civil rights movement: The "Freedom Riders" begin a bus trip through the South. 1961 – Malcolm Ross and Victor Prather attain a new altitude record for manned balloon flight ascending in the Strato-Lab V open gondola to 113,740 feet (34.67 km). 1970 – Vietnam War: Kent State shootings: The Ohio National Guard, sent to Kent State University after disturbances in the city of Kent the weekend before, opens fire killing four unarmed students and wounding nine others. The students were protesting the Cambodian Campaign of the United States and South Vietnam. 1972 – The Don't Make A Wave Committee, a fledgling environmental organization founded in Canada in 1971, officially changes its name to "Greenpeace Foundation". 1973 – The 108-story Sears Tower in Chicago is topped out at 1,451 feet (442 m) as the world's tallest building.[20] 1978 – The South African Defence Force attacks a SWAPO base at Cassinga in southern Angola, killing about 600 people.[21] 1979 – Margaret Thatcher becomes the first female Prime Minister of the United Kingdom. 1982 – Twenty sailors are killed when the British Type 42 destroyer HMS Sheffield is hit by an Argentinian Exocet missile during the Falklands War. 1988 – The PEPCON disaster rocks Henderson, Nevada, as tons of Space Shuttle fuel detonate during a fire. 1989 – Iran–Contra affair: Former White House aide Oliver North is convicted of three crimes and acquitted of nine other charges; the convictions are later overturned on appeal. 1989 – Space Shuttle Atlantis launches on mission STS-30 to deploy the Venus-bound Magellan space probe.[22] 1990 – Latvia declares independence from the Soviet Union. 1994 – Israeli Prime Minister Yitzhak Rabin and PLO leader Yasser Arafat sign a peace accord, granting self-rule in the Gaza Strip and Jericho. 1998 – A federal judge in Sacramento, California, gives "Unabomber" Theodore Kaczynski four life sentences plus 30 years after Kaczynski accepts a plea agreement sparing him from the death penalty. 2000 – Ken Livingstone becomes the first Mayor of London (an office separate from that of the Lord Mayor of London). 2002 – One hundred three people are killed and 51 are injured in a plane crash near Mallam Aminu Kano International Airport in Kano, Nigeria.[23] 2007 – Greensburg, Kansas is almost completely destroyed by the 2007 Greensburg tornado, a 1.7-mile wide EF5 tornado. It was the first-ever tornado to be rated as such with the new Enhanced Fujita scale. 2014 – Three people are killed and 62 injured in a pair of bombings on buses in Nairobi, Kenya.[24] 2019 – The inaugural all-female motorsport series, W Series, takes place at Hockenheimring. The race was won by Jamie Chadwick, who would go on to become the inaugural season's champion.[25] 2023 – Nine people are killed and thirteen injured in a spree shooting in Mladenovac and Smederevo, Serbia. It is the second mass shooting in the country in two days.[26][27][28] 1006 – Khwaja Abdullah Ansari, Persian mystic and poet (died 1088) 1559 – Alice Spencer, English noblewoman (died 1637) 1634 – Katherine Ferrers, English aristocrat and heiress (died 1660) 1649 – Chhatrasal, Indian ruler (died 1731) 1655 – Bartolomeo Cristofori, Italian instrument maker, invented the piano (died 1731) 1677 – Françoise-Marie de Bourbon, French noblewoman (died 1749) 1715 – Richard Graves, English minister and author (died 1804) 1733 – Jean-Charles de Borda, French mathematician, physicist, and sailor (died 1799) 1752 – John Brooks, American soldier and politician, 11th Governor of Massachusetts (died 1825) 1757 – Manuel Tolsá, Spanish sculptor and first director of the Academy of San Carlos in Mexico City (died 1816) 1767 – Tyagaraja, Indian composer (died 1847) 1770 – François Gérard, French painter (died 1837) 1772 – Friedrich Arnold Brockhaus, German publisher (died 1823) 1796 – Horace Mann, American educator and politician (died 1859) 1796 – William Pennington, American lawyer and politician, 13th Governor of New Jersey, 23rd Speaker of the United States House of Representatives (died 1862) 1796 – William H. Prescott, American historian and scholar (died 1859) 1820 – Julia Gardiner Tyler, American wife of John Tyler, 11th First Lady of the United States (died 1889) 1820 – John Whiteaker, American soldier, judge, and politician, 1st Governor of Oregon (died 1902) 1822 – Charles Boucher de Boucherville, Canadian physician and politician, 3rd Premier of Quebec (died 1915) 1825 – Thomas Henry Huxley, English biologist, anatomist, and academic (died 1895) 1825 – Augustus Le Plongeon, English-American historian, photographer, and academic (died 1908) 1826 – Frederic Edwin Church, American painter (died 1900) 1827 – John Hanning Speke, English soldier and explorer (died 1864) 1843 – Bianka Blume, German opera singer (died 1896)[29] 1851 – Thomas Dewing, American painter (died 1938) 1852 – Alice Liddell, English model (died 1934) 1883 – Wang Jingwei, Chinese politician (died 1944) 1884 – Richard Baggallay, English army officer and cricketer (died 1975)[30] 1887 – Andrew Dasburg, French-American painter (died 1979) 1889 – Francis Spellman, American cardinal (died 1967)[31] 1890 – Franklin Carmichael, Canadian painter (died 1945) 1902 – Ronnie Aird, English cricketer and administrator (died 1986) 1903 – Luther Adler, American actor (died 1984) 1905 – Al Dexter, American country singer-songwriter and guitarist (died 1984) 1907 – Lincoln Kirstein, American soldier and playwright, co-founded the New York City Ballet (died 1996) 1907 – Walter Walsh, American target shooter and FBI agent (died 2014) 1913 – Princess Katherine of Greece and Denmark (died 2007) 1914 – Maedayama Eigorō, Japanese sumo wrestler, the 39th Yokozuna (died 1971) 1916 – Jane Jacobs, American-Canadian journalist, author, and activist (died 2006) 1916 – Richard Proenneke, American soldier, carpenter, and meteorologist (died 2003) 1917 – Nick Joaquin, Filipino writer, journalist and historian (died 2004) 1918 – Kakuei Tanaka, Japanese soldier and politician, 64th Prime Minister of Japan (died 1993) 1921 – Edo Murtić, Croatian painter, sculptor, and illustrator (died 2005) 1922 – Eugenie Clark, American biologist and academic (died 2015) 1923 – Eric Sykes, British actor and comedian (died 2012) 1925 – Maurice R. Greenberg, American businessman and philanthropist 1928 – Maynard Ferguson, Canadian trumpet player and bandleader (died 2006) 1928 – Hosni Mubarak, Egyptian air marshal and politician, 4th President of Egypt (died 2020) 1928 – Betsy Rawls, American golfer (died