

To: (10)(2e) (10)(2e) @aviation-civile.gouv.fr]; (10)(2e) (10)(2e) @iata.org]; (10)(2e)
(10)(2e) (10)(2e) @tc.gc.ca]; (10)(2e) (10)(2e) @bmvi.bund.de]; (10)(2e) (10)(2e) @dft.gov.uk]; (10)(2e)
(10)(2e) DGML; (10)(2e) @minienw.nl]; (10)(2e) (10)(2e) @iata.org]; (10)(2e) (10)(2e) @CANSO.org];
(10)(2e) (10)(2e) @tc.gc.ca]; (10)(2e) (10)(2e) @aviation-civile.gouv.fr]; (10)(2e) (10)(2e) @ifalpa.org];
(10)(2e) (FAA) (10)(2e) @faa.gov]; (10)(2e) (10)(2e) @bmvi.bund.de];
(10)(2e) (10)(2e) @tc.gc.ca]; Conflictzones (10)(2g) @bmvi.bund.de (10)(2e) (10)(2e) @vrv.nl]; (10)(2e)
(10)(2e) @infrastructure.gov.au] (10)(2e) @infrastructure.gov.au]; (10)(2e) NL (10)(2e) @nctv.minjenv.nl]; (10)(2e)
(10)(2e) (10)(2e) @homeaffairs.gov.au] (10)(2e) (FAA) (10)(2e) @faa.gov]; (10)(2e)
(FAA) (10)(2e) @faa.gov]; (10)(2e) (10)(2e) @transport.govt.nz]; (10)(2e) @transport.govt.nz];
(10)(2e) (10)(2e) @airnav.ge]; 9-FAA-Conflict-Zone-PMO (FAA) (10)(2g) @faa.gov];
(10)(2e) (10)(2e) @CANSO.org] (10)(2e) (10)(2e) @caa.govt.nz];
(10)(2e) @seguridadaerea.es] (10)(2e) @seguridadaerea.es]; (10)(2e) (10)(2e) @iata.org];
(10)(2e) @avia.gov.ua] (10)(2e) @avia.gov.ua]; (10)(2e) (10)(2e) @isdefe.es]; (10)(2e)
(FAA) (10)(2e) @faa.gov]
Cc: 'ASH-AXE-200-ONLY-ALL (10)(2g) @faa.gov]; 9-ASH-AXE-CITE-Watch (FAA) (10)(2g) @faa.gov]
From: (10)(2e) (FAA)
Sent: Tue 5/25/2021 4:43:09 PM
Subject: RE: UK issues NOTAM in relation to Belarus
Received: Tue 5/25/2021 4:43:26 PM

We are going through our own deliberative process. This scenario breaks more than a few norms and does not conform with conflict zone threat determinations. However, we are being asked to look at various options.
(10)(2e)

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(10)(2e)

-----Original Message-----

From: (10)(2e) (10)(2e) @aviation-civile.gouv.fr>
Sent: Tuesday, May 25, 2021 11:38 AM
To: (10)(2e) (10)(2e) @iata.org>; (10)(2e) <(10)(2e) @tc.gc.ca>; (10)(2e) <(10)(2e) @bmvi.bund.de>;
(10)(2e) (FAA) <(10)(2e) @faa.gov>; (10)(2e) <(10)(2e) @dft.gov.uk>; (10)(2e) <(10)(2e) @minienw.nl>; (10)(2e) <(10)(2e) @iata.org>; (10)(2e) <(10)(2e) @CANSO.org>; (10)(2e) <(10)(2e) @tc.gc.ca>; (10)(2e) <(10)(2e) @aviation-civile.gouv.fr>; (10)(2e) <(10)(2e) @ifalpa.org>; (10)(2e) <(10)(2e) (FAA) <(10)(2e) @faa.gov>; (10)(2e) <(10)(2e) @bmvi.bund.de>; (10)(2e) <(10)(2e) @tc.gc.ca>; Conflictzones <(10)(2g) @bmvi.bund.de>; (10)(2e) <(10)(2e) @vrv.nl>; (10)(2e) <(10)(2e) @infrastructure.gov.au>; <(10)(2e) @infrastructure.gov.au>; (10)(2e) NL <(10)(2e) @nctv.minjenv.nl>; (10)(2e) <(10)(2e) @homeaffairs.gov.au>; (10)(2e) (FAA) <(10)(2e) @faa.gov>; (10)(2e) (FAA) <(10)(2e) @faa.gov>; (10)(2e) <(10)(2e) @transport.govt.nz>; <(10)(2e) @transport.govt.nz>; (10)(2e) <(10)(2e) @airnav.ge>; 9-FAA-Conflict-Zone-PMO (FAA) <(10)(2e) @faa.gov>; (10)(2e) <(10)(2e) @CANSO.org>; (10)(2e) <(10)(2e) @caa.govt.nz>; (10)(2e) @seguridadaerea.es (10)(2e) <(10)(2e) @iata.org>; (10)(2e) @avia.gov.ua] (10)(2e) <(10)(2e) @isdefe.es>; (10)(2e) (FAA) <(10)(2e) @faa.gov>
Cc: 'ASH-AXE-200-ONLY-ALL <(10)(2g) @faa.gov>; 9-ASH-AXE-CITE-Watch (FAA) <(10)(2g) @faa.gov>
Subject: RE: UK issues NOTAM in relation to Belarus

Dear colleagues,
Hope you are all well.

In view of the incident that occurred during the overflight of Belarus by a civilian aircraft of the Ryanair company and its landing at Minsk airport after being escorted by Belarusian military aircraft diverting it from its original route, France has decided to issue a NOTAM (F0784/21) prohibiting French operators from flying over Belarusian airspace FIR MINSK (UMVV).

We continue to monitor and analyze the situation with extreme attention.

Very best regards

(10)(2e)

(10)(2e)

(10)(2e)

-----Message d'origine-----

De : (10)(2e) <(10)(2e)> @iata.org> Envoyé : mardi 25 mai 2021 16:27 À : (10)(2e) <(10)(2e)> @tc.gc.ca>;
(10)(2e) <(10)(2e)> @bmvi.bund.de>; (10)(2e) <(10)(2e)> @faa.gov>; (10)(2e) <(10)(2e)>
(10)(2e) <(10)(2e)> @dft.gov.uk>; (10)(2e) <(10)(2e)> @minienw.nl>; (10)(2e) <(10)(2e)> @iata.org>; (10)(2e) <(10)(2e)>
(10)(2e) <(10)(2e)> @CANSO.org>; (10)(2e) <(10)(2e)> @tc.gc.ca>; (10)(2e) <(10)(2e)> @aviation-civile.gouv.fr>;
(10)(2e) <(10)(2e)> @ifalpa.org>; (10)(2e) <(10)(2e)> @faa.gov>; (10)(2e) <(10)(2e)>
(10)(2e) <(10)(2e)> @bmvi.bund.de>; (10)(2e) <(10)(2e)> @tc.gc.ca>; Conflictzones <(10)(2g)> @hmvi.bund.de> (10)(2e)
(10)(2e) <(10)(2e)> @vnm.nl>; (10)(2e) <(10)(2e)> @infrastructure.gov.au> <(10)(2e)> @infrastructure.gov.au>; (10)(2e) <(10)(2e)> NL
(10)(2e) <(10)(2e)> @nctv.minienv.nl>; (10)(2e) <(10)(2e)> @homeaffairs.gov.au>; (10)(2e) <(10)(2e)>
(10)(2e) <(10)(2e)> @faa.gov>; (10)(2e) <(10)(2e)> (FAA) <(10)(2e)> @faa.gov>; (10)(2e) <(10)(2e)> @transport.govt.nz
<(10)(2e)> @transport.govt.nz>; (10)(2e) <(10)(2e)> @airnav.ge>; (10)(2e) <(10)(2e)> @aviation-civile.gouv.fr>; 9-FAA-
Conflict-Zone-PMO (FAA) <(10)(2g)> @faa.gov>; (10)(2e) <(10)(2e)> @CANSO.org>; (10)(2e) <(10)(2e)>
<(10)(2e)> @caa.govt.nz>; (10)(2e) <(10)(2e)> @securidadaerea.es>; (10)(2e) <(10)(2e)> @iata.org>; (10)(2e) <(10)(2e)> @avia.gov.ua> (10)(2e)
(10)(2e) <(10)(2e)> @isdefe.es>; (10)(2e) <(10)(2e)> (FAA) <(10)(2e)> @faa.gov> Cc : 'ASH-AXE-200-ONLY-ALL' <(10)(2g)>
(10)(2g) <(10)(2g)> @faa.gov>; 9-ASH-AXE-CITE-Watch (FAA) <(10)(2g)> @faa.gov> Objet : RE: UK issues NOTAM in relation to Belarus

Full text:

Department of Aviation in accordance with the requirements of Standards 5.2.5 and 5.3.1 of Annex 17 to the Convention on the International Civil Aviation, the Department of Aviation informs about the fact of an act of unlawful interference in the activities of civil aviation on the territory of the Republic of Belarus.

On May 23, 2021, a written message with the following content in English was sent to the e-mail of the National Airport Minsk from the e-mail address protonmail.com:

"We, Hamas soldiers, demand that Israel cease fire in the Gaza Strip. We demand that the European Union abandon its support for Israel in this war. We know that the participants of Delphi Economic Forum are returning home on May 23 via flight FR4978. A bomb has been planted onto this aircraft. If you don't meet our demands the bomb will explode on May 23 over Vilnius. Allahu Akbar."

Taking into account the seriousness of the threat received, the information from the National Airport Minsk was forwarded to the relevant air traffic control services of Belaeonavigatsia State-Owned-Enterprise.

In accordance with the requirements of the Annex 17 to the Chicago Convention and the National Program for the Protection of Civil Aviation from Acts of Unlawful Interference in the Republic of Belarus, a response actions mechanism was put into effect in connection with acts of unlawful interference in the civil aviation activity.

The flight FR4978 en route Athens (Greece) - Vilnius (Lithuania), operated on a Boeing 737-800 by Ryanair. The aircraft departed from Athens airport at 07.10 UTC (10.10 Belarusian time), entered into the Republic of Belarus airspace under the control of the Minsk ACC at 09.30 UTC (12.30 Belarusian time). The entry point into the airspace of the Minsk FIR was SOMAT.

After establishing communication between the Belarusian air traffic controller and the crew of the aircraft, the crew was immediately informed about the incoming threat related to the possible presence of an explosive device on the aircraft board, and the flight crew was recommended to land at an alternate aerodrome at the National Airport Minsk. The crew several times clarified the sources of obtaining information and was informed that the initial information about the threats was sent to the National Airport Minsk.

Before this, the Minsk ACC Supervisor tried several times to call the representative office of Ryanair in Lithuania using the phone number provided by the aircraft crew, but he could not manage to contact any of the airline representatives.

Having received and clarified the information, the FR4978 crew in accordance with the established international requirements at 09.47 UTC (12.47 Belarusian time) set the transponder code 7700 on the aircraft board (indicating the presence of an emergency) and in the radiotelephone mode requested assistance with the phrase "MAYDAY". After that, the crew, taking into account the requirements of Standard 3.7.2 Annex 2 to the Chicago Convention, announced that they had decided to land at the National Airport Minsk.

Taking into account the crew decision, the air traffic control authorities of the Republic of Belarus provided them with all the necessary priority assistance. A contingency plan was put into effect at the National Airport Minsk, all relevant services of the airport and other interested state bodies were notified and alerted in the prescribed manner.

The landing of the aircraft of the flight FR4978 at the National Airport Minsk was completed at 10.15 UTC (13.15 Belarusian time).

After landing, the aircraft, in accordance with the established international and national requirements in aviation security, was assigned

to a special isolated parking lot, where the corresponding actions for inspection and interrogation were carried out in relation to the aircraft, crew, passengers, baggage, cargo, mail.

These actions are provided and must be performed by states in accordance with the Standards set out in Chapter 5 of Annex 17 to the Chicago Convention.

By 13.20 UTC all the procedures established by international and national legislation had been completed and the aircraft could take off, however the flight FR4978 departed from National Airport Minsk at 17.48 UTC and at 18.27 UTC made a safe landing at Vilnius airport.

According to preliminary assessments of the Department of Aviation, taking into account the requirements of international legislation, the air traffic control staff of Belaeonavigatsia State-Owned-Enterprise, the aircraft crew, the forces and services involved in the National Airport Minsk in the described situation acted in accordance with the requirements prescribed by the International Civil Aviation Organization.

At present in the Republic of Belarus, to consider the circumstances of the event an ad-hoc commission has been created.

As an evidence of the fact that the pilot-in-command took his own decision to land at National Airport Minsk without any pressure from Belarussian side, we published the extract of ATC-pilot radiotelephony.

The Department of Aviation also wants to assure that the Belarusian aviation authorities, aviation organizations and the relevant law enforcement agencies of the state have taken and will continue to take the necessary measures and actions provided for by international and national legislation aimed at ensuring reliable protection of civil aviation from acts of unlawful interference.

For further consideration of the circumstances the Department of Aviation has invited representatives of ICAO, IATA, EASA, and EU and USA Civil Aviation Authorities.

(10)(2e)

-----Original Message-----

From: (10)(2e)
Sent: May 25, 2021 9:58 AM
To: (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@dft.gov.uk>; (10)(2e) <(10)(2e)@minienw.nl>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; (10)(2e) <(10)(2e)@ifalpa.org>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@tc.gc.ca>; Conflictzones <(10)(2g)@bmvi.bund.de>; (10)(2e) <(10)(2e)@vnv.nl>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@nctv.minienv.nl>; (10)(2e) <(10)(2e)@homeaffairs.gov.au>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) (FAA) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@transport.govt.nz>; <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@airnav.ge>; (10)(2e) <(10)(2e)@gac/srd>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; 9-FAA-Conflict-Zone-PMO (FAA) <(10)(2e)@faa.gov>; (10)(2g) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@caa.govt.nz>; (10)(2e) <(10)(2e)@seguridadaerea.es>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@avia.gov.ua>; (10)(2e) <(10)(2e)@isdefe.es>; (10)(2e) (FAA) <(10)(2e)@faa.gov>
Cc: 'ASH-AXE-200-ONLY-ALL' <(10)(2g)@faa.gov>; 9-ASH-AXE-CITE-Watch (FAA) <(10)(2g)@faa.gov>
Subject: RE: UK issues NOTAM in relation to Belarus

Public statement from Belarus CAA.

<http://caa.gov.by/ru/news-ru/view/1-203/>

Browser settings need to be adjusted to view.

(10)(2e)

-----Original Message-----

From: 78641 <(10)(2e)@tc.gc.ca>

Sent: May 25, 2021 9:55 AM

To: (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@dfg.gov.uk>; (10)(2e) <(10)(2e)@minienw.nl>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; (10)(2e) <(10)(2e)@ifalpa.org>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@tc.gc.ca>; Conflictzones <(10)(2g)@bmvi.bund.de>; (10)(2e) <(10)(2e)@vzv.nl>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@nctv.minjenv.nl>; (10)(2e) <(10)(2e)@homeaffairs.gov.au>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@airnav.ge>; (10)(2e) <(10)(2e)@airnav.ge>; DGAC/SRD <(10)(2e)@aviation-civile.gouv.fr>; 9-FAA-Conflict-Zone-PMO (FAA) <(10)(2g)@faa.gov>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@caa.govt.nz>; (10)(2e) <(10)(2e)@seguridadaerea.es>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@avia.gov.ua>; (10)(2e) <(10)(2e)@isdefe.es>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@faa.gov>
Cc: 'ASH-AXE-200-ONLY-ALL' <(10)(2g)@faa.gov>; 9-ASH-AXE-CITE-Watch (FAA) <(10)(2g)@faa.gov>
Subject: RE: UK issues NOTAM in relation to Belarus

Good morning colleagues,

At this time, Transport Canada is still collecting information on the incident, but given what we know now, (10)(2a) (10)(2a)

EU colleagues, could you please advise your respective positions re advisories, especially following the European Council's statement, which calls on all EU-based carriers to avoid overflight of Belarus.

Cheers

(10)(2e) (10)(2e)

-----Original Message-----

From: (10)(2e)
Sent: Monday, May 24, 2021 12:41 PM
To: (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@dfg.gov.uk>; (10)(2e) <(10)(2e)@minienw.nl>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; (10)(2e) <(10)(2e)@ifalpa.org>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@tc.gc.ca>; Conflictzones <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@vzv.nl>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@nctv.minjenv.nl>; (10)(2e) <(10)(2e)@homeaffairs.gov.au>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@airnav.ge>; (10)(2e) <(10)(2e)@airnav.ge>; DGAC/SRD <(10)(2e)@aviation-civile.gouv.fr>; 9-FAA-Conflict-Zone-PMO (FAA) <(10)(2g)@faa.gov>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@caa.govt.nz>; (10)(2e) <(10)(2e)@seguridadaerea.es>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@avia.gov.ua>; (10)(2e) <(10)(2e)@isdefe.es>; (10)(2e) <(10)(2e)@faa.gov>
Cc: 'ASH-AXE-200-ONLY-ALL' <(10)(2g)@faa.gov>; 9-ASH-AXE-CITE-Watch (FAA) <(10)(2g)@faa.gov>
Subject: RE: UK issues NOTAM in relation to Belarus

Thanks (10)(2e) and (10)(2e) for sharing your position/ opinion on this issue. TC's still in analyzing the issue and I should be able to inform you all in the next few hours.

(10)(2e)

-----Original Message-----

From: (10)(2e) <(10)(2e)@bmvi.bund.de>
Sent: Monday, May 24, 2021 12:29 PM

To: (10)(2e) (FAA) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@df.gov.uk>; (10)(2e) <(10)(2e)@minienw.nl>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; (10)(2e) <(10)(2e)@falna.ora>; (10)(2e) (FAA) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@tc.gc.ca>; Conflictzones <(10)(2g)@bmvi.bund.de>; (10)(2e) <(10)(2e)@vnv.nl>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) NL <(10)(2e)@nctv.minienv.nl>; (10)(2e) <(10)(2e)@homeaffairs.gov.au>; (10)(2e) (FAA) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) (FAA) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@transport.govt.nz>; <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@airnav.ge>; <(10)(2e)@airnav.ge>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; 9-FAA-Conflict-Zone-PMO (FAA) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@caa.govt.nz>; (10)(2e) <(10)(2e)@seguridadaerea.es>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@avia.gov.ua>; (10)(2e) <(10)(2e)@isdefe.es>; (10)(2e) (FAA) <(10)(2e)@faa.gov>

Cc: 'ASH-AXE-200-ONLY-ALL' <(10)(2g)@faa.gov>; 9-ASH-AXE-CITE-Watch (FAA) <(10)(2g)@faa.gov>
Subject: RE: UK issues NOTAM in relation to Belarus

Dear all,

Germany (10)(2e) 10.2.a
(10)(2e) 10.2.a
(10)(2e) 10.2.a

Please take this information as my personal opinion in association with my current knowledge of relevant German stances; things are evolving very quickly.

Best regards

(10)(2e)

Best regards

For the Ministry of Transport and Digital Infrastructure

(10)(2e)
(10)(2e)
(10)(2e)

<https://eur01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.bmvi.de%2F&data=04%7C01%7Cvaughanm%40iata.org%7C930711cdd9f147b4c83008d91f84acb7%7Ccad22178472a84263ac860ccc6b152cd8%7C0%7C0%7C637575477001712818%7CUnknwn%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IjEhYWwiLCJXVCi6Mn0%3D%7C1000&data=3yF0kbG9cUrN6vCmbERC7H8LPcHr0vktfb%2B8C7eD3HM%3D&reserved=0>

-----Ursprüngliche Nachricht-----

Von: (10)(2e) (FAA) <(10)(2e)@faa.gov>

Gesendet: Montag, 24. Mai 2021 17:20

An: (10)(2e); (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@airnav.ge>; (10)(2e) <(10)(2e)@seguridadaerea.es>; (10)(2e) <(10)(2e)@avia.gov.ua>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@caa.govt.nz>; (10)(2e) <(10)(2e)@seguridadaerea.es>; (10)(2e) <(10)(2e)@avia.gov.ua>; (10)(2e) <(10)(2e)@isdefe.es>; (10)(2e) <(10)(2e)@faa.gov>

Cc: 'ASH-AXE-200-ONLY-ALL'; 9-ASH-AXE-CITE-Watch (FAA); (10)(2e) (FAA)

Betreff: Not a threat directed against the aircraft or the operation which would warrant a conflict zone type FAA response_FAA is not intending to take NOTAM action at this time _RE: UK issues NOTAM in relation to Belarus

(10)(2e)

Thanks for the info regarding Belarus.

10.2.a

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While reprehensible, we don't assess this incident as an threat directed against the aircraft or the operation which would warrant a conflict zone type FAA response.

Our question at this point deals with air traffic volume and ATM capacity implications if air flow starts to shift around Belarus. We are starting to run out of airspace. If the herd shift north into the Baltics, can they handle it and to what degree. Are there other routing options that can pick up additional volume?

10.2.a

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From: (10)(2e) <(10)(2e)@tc.gc.ca>
 Sent: Monday, May 24, 2021 10:45 AM
 To: (10)(2e) <(10)(2e)@df.gov.uk>; (10)(2e) <(10)(2e)@DGLM>; (10)(2e) <(10)(2e)@minienw.nl>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; (10)(2e) <(10)(2e)@FAA>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@tc.gc.ca>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@bmvi.bund.de>; (10)(2e) <(10)(2e)@vnv.nl>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@infrastructure.gov.au>; (10)(2e) <(10)(2e)@taa.gov>; (10)(2e) <(10)(2e)@nctv.minjenv.nl>; (10)(2e) <(10)(2e)@homeaffairs.gov.au>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@faa.gov>; (10)(2e) <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@transport.govt.nz>; (10)(2e) <(10)(2e)@airnav.ge>; (10)(2e) <(10)(2e)@airnav.ge>; (10)(2e) <(10)(2e)@DGAC/SRD>; (10)(2e) <(10)(2e)@aviation-civile.gouv.fr>; 9-FAA-Conflict-Zone-PMO (FAA) <(10)(2g)@faa.gov>; (10)(2e) <(10)(2e)@CANSO.org>; (10)(2e) <(10)(2e)@caa.govt.nz>; (10)(2e) <(10)(2e)@seguridadaerea.es>; (10)(2e) <(10)(2e)@iata.org>; (10)(2e) <(10)(2e)@avia.gov.ua>; (10)(2e) <(10)(2e)@isdefe.es>; (10)(2e) <(10)(2e)@faa.gov>

Subject: RE: UK issues NOTAM in relation to Belarus

Thanks (10)(2e) for sharing!

Can others on this distribution list share any potential actions/ restriction being considered as a result of yesterday's incident.

Thanks

From: (10)(2e) (10)(2e) @dft.gov.uk
Sent: Monday, May 24, 2021 10:40 AM
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<(10)(2e) @CANSO.org> (10)(2e) <(10)(2e) @tc.gc.ca> (10)(2e) <(10)(2e) @aviation-civile.gouv.fr>;
(10)(2e) <(10)(2e)@ifalpa.org> (10)(2e) <(10)(2e) @faa.gov> (10)(2e)
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<(10)(2e) @infrastructure.gov.au>; (10)(2e) <(10)(2e) @faa.gov> (10)(2e) NI
<(10)(2e) @nctv.minjenv.nl> (10)(2e) <(10)(2e) @homeaffairs.gov.au> (10)(2e)
<(10)(2e) @faa.gov>; (10)(2e) <(10)(2e) @iata.org> (10)(2e) (FAA) <(10)(2e) @faa.gov>; (10)(2e)
(10)(2e) (10)(2e) @transport.govt.nz <(10)(2e) @transport.govt.nz> (10)(2e) (10)(2e) @airnav.ge <(10)(2e) @airnav.ge>;
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(FAA) <(10)(2g) @faa.gov>; (10)(2e) <(10)(2e) @CANSO.org> (10)(2e) <(10)(2e) @caa.govt.nz>;
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(10)(2e) @avia.gov.ua (10)(2e) <(10)(2e)@isdefe.es>; (10)(2e) (FAA) <(10)(2e) @faa.gov>
Subject: UK issues NOTAM in relation to Belarus
Importance: High

(10)(2a)

(10)(2e)

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