

26 maggio 2021

(English text at the bottom)

EASA SIB – OPERATIONS IN BELARUS AIRSPACE

Gentili Colleghi,

Lo scorso 23 maggio 2021, il volo Ryanair FR4978, mentre sorvolava la Bielorussia in rotta verso la sua destinazione finale, Vilnius, è stato dirottato dalle autorità bielorusse e costretto ad atterrare a Minsk.

In attesa della conclusione di un'indagine internazionale sull'incidente, EASA ha pubblicato un SIB con il quale raccomanda agli operatori di evitare le operazioni nella FIR di Minsk (UMMV), a meno che l'uso di tale spazio aereo non sia ritenuto necessario per garantire la sicurezza delle operazioni a seguito di circostanze impreviste.

Di seguito il documento.

Buona lettura.

ANPAC – Dipartimento Tecnico

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English Version

EASA SIB – OPERATIONS IN BELARUS AIRSPACE

Dear Colleagues,

On 23 May 2021, Ryanair flight FR4978, while overflying Belarus en-route to its final destination, Vilnius, was diverted by Belarusian authorities and forced to land in Minsk.

Pending the finalization of an international investigation into the incident, EASA has published a SIB recommending that Operators should avoid operations in FIR Minsk (UMMV), unless the use of that airspace is deemed necessary to ensure safe operation in case of unforeseen circumstances.

Here below the EASA document.

Enjoy the reading.

ANPAC – Dipartimento Tecnico

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Subject: Operations in Belarus airspace**Ref. Publications:** None.**Applicability:**

Aircraft operators having their principal place of business in one of the EASA Member States (MS), and Third Country Operators authorised by EASA, when conducting operations to, from and within the EU.

Description:

On 23 May 2021, Ryanair flight FR4978, while overflying Belarus en-route to its final destination, Vilnius, was diverted by Belarusian authorities and forced to land in Minsk. The aeroplane ultimately departed and arrived in Vilnius with considerable delay after several passengers were forcibly disembarked in Minsk.

The circumstances surrounding this action cast serious doubts on the respect shown by Belarus for international civil aviation rules. The operational control of an aircraft rests with the operator and the aircraft commander, and they bear full responsibility for assessing the risk of any situation and for the subsequent decision making. The actions undertaken by Belarus amounted to an increased safety risk for the above-mentioned flight and put into question the ability of Belarus to provide safe air navigation services.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Safety Directive (SD) action under Regulation (EU) [965/2012](#), Annex II, ARO.GEN.135(c).

Recommendation(s):

Pending the finalisation of an international investigation into the incident that occurred on 23 May 2021:

- Operators, having their principal place of business in one of the EASA MS, should avoid operations in FIR Minsk (UMMV), unless the use of that airspace is deemed necessary to ensure safe operation in case of unforeseen circumstances.
- Third Country Operators authorised by EASA, when conducting operations to, from and within the EU, are advised to avoid operations in FIR Minsk (UMMV), unless the use of that airspace is deemed necessary to ensure safe operation in case of unforeseen circumstances.

This is information only. Recommendations are not mandatory.



Contact(s):

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This is information only. Recommendations are not mandatory.

