

Belarus: Politics, Piracy or Airspace Risk?

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Several countries and aviation bodies have urged airlines and operators to **avoid the airspace of Belarus** following the country's interception of an international flight bound for Lithuania and forced to land in Minsk.

Is there any cause for additional concern? Or was this a one-off event that poses no additional threat to airspace safety?

Here's what happened:

- On Saturday, a Polish registered Ryanair 737-800 was operating a commercial flight between Athens and the Lithuanian capital, Vilnius. Toward the end of the flight while overflying the UMMV/Minsk FIR, **ATC suddenly instructed the flight to divert to UMMS/Minsk** due to a security threat onboard.
- They were **not allowed to exit Belarusian airspace** despite being closer to EYVI/Vilnius at the time.
- There are unconfirmed reports it was **escorted to Minsk by a fighter aircraft**.
- Believing the threat to be genuine **the crew squawked 7700 and made an emergency landing** where all passengers were subjected to additional security screening. One passenger of particular political interest to Belarusian authorities was **arrested and detained**.
- **No bomb was found** and the flight was cleared to depart seven hours later. It continued on to Vilnius (minus the arrested passenger).



Track of the Diverted Aircraft

Operational impact and airspace risk

The forced landing of this flight was politically motivated, and the crew were misled into believing that there was a credible security threat against the aircraft. Understandably, this is of major concern to civil aviation.

The perspective that OPSGROUP takes on any aviation-related incident or situation, is formed solely through the lens of **operational impact to our members**; in other words, “**what does this mean for the flight we want to operate tomorrow**”. If I am a pilot planning to operate a flight through the Minsk FIR tomorrow, am I subject to heightened risk of any kind?

Purely from this standpoint, we view this as a one-off incident, that is not likely to recur. We do not consider there to be additional risk to aircraft flying through the Minsk FIR.

But it's still a major incident ...

That does not mean that we are downplaying the magnitude of this event. The conventions and agreements that protect civil aviation are and should continue to be sacrosanct. **Aviation itself here has been hijacked**, not just this Ryanair aircraft: a dictator-led state has used the civil aviation system for its own nefarious, political purposes.

And as we have seen from the EU ban on Belarus related flights announced this week, the political response has been swift and strong.

But again, purely from an operational perspective, we must differentiate between **political sanctions** and **genuine airspace risk warnings**. The Belarus response is heavily weighted to the former, not the latter.

What aviation authorities are now saying

ICAO has issued brief statements online expressing concern, but are waiting for the circumstances of the incident to be investigated further.

EASA has published a Safety Information Bulletin saying that both EU and Third Country Operators should avoid the UMMV/Minsk FIR. However, EASA says it does not believe the safety concern relating to the incident comprises an “unsafe condition” that would warrant a Safety Directive which would force airlines to comply.

Latvia and **Lithuania** have banned all flights to/from their airports if overflying the UMMV/Minsk FIR. **The UK, France, and Canada** have all published Notams advising operators not to overfly the airspace of Belarus, and it seems highly likely that more countries will issue warnings in the coming days.

For an up-to-date list of these warnings and advisories, you can check the **SafeAirspace.net page for Belarus** here. SafeAirspace is a Conflict Zone & Risk Database, and we maintain this warning system to alert operators to tangible, credible threat information that should impact their flight planning decisions. **To repeat - we do not consider there to be additional risk to aircraft flying through the Minsk FIR following this recent incident.** However, with SafeAirspace.net we simply want to ensure that operators have a single source for all official risk warnings and advisories issued about individual countries, and it's for that reason we have listed Belarus on the site.

How unprecedented is this?

It's not a routine event for a country to force an overflying aircraft to land, but it's also not as rare as you might think. Usually, a forced landing and/or fighter intercept occurs because of unpaid navigation charges, or the lack of an overflight permit. Each country publishes intercept procedures, so that pilots know how to respond to a military interception.

Indonesia is well known for this, and it doesn't usually make headline news, but it did in 2019 when they forced an Ethiopian Airlines aircraft to land in Bantam. In 2016, **Iran** forced a Fly Dubai aircraft to land in Iran, following confusion about its flight plan. **Peru** is also known for forcing enroute aircraft to land because of issues with overflight permits.

Politically motivated interceptions are also not without precedent. In 1985, the Interception of EgyptAir 2843 followed US intelligence received reports that four Palestine Liberation Front Terrorists, responsible for hijacking a cruise ship, were located at an airfield near Cairo, and that **Egypt** was planning on flying them out to Tunis aboard an EgyptAir airliner. The flight was expected to route over international waters, close to a US Navy ship, and so the US coordinated with local ATC to ensure the aircraft was refused landing at both Tunis and Athens, and a pair of Tomcats were sent up to force the airliner to divert to a NATO base in **Italy**. Once on the ground the hijackers were removed and detained.

In 1977, **Lebanon** accused Israel of 'Air Piracy' after they forced a Lebanese Middle East Airlines aircraft to land in **Israel**. The aircraft was en-route from Beirut to Baghdad, when it was intercepted by two Israeli fighters and diverted to an Israeli military air base in Haifa. Israeli intelligence thought the aircraft was carrying leaders of the Popular Front for the Liberation of Palestine. In fact, it did not have them onboard but had been chartered by Iraqi airlines following a delay by one of their own aircraft. The crew and passengers were all forcibly removed from the aircraft and interrogated, according to reports, but were released and able to depart some two hours later.

Bottom line

For now, our guidance to crews and aircraft operators is to follow whatever your national aviation authority prescribes in the first instance – and we may expect to see a US FAA KICZ Notam on the way in similar fashion to the EU ban announced this week.

Outside that, it's your choice as to whether to operate through Belarussian airspace, or not – but be aware of the difference between **politically motivated sanctions** (even if that motivation is highly justifiable) and **genuine airspace risk**.

In rushing to respond to this unusual hijacking of civil aviation protocols, we must be careful not to create another hijack in turn - the trustworthiness of conflict zone and airspace risk warnings.

Belarus: A closer look at their aviation industry

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Belarus is in the spotlight at the moment for their recent, controversial decision to force a foreign civilian aircraft to land under false pretences and for political reasons.

We thought we would take a look at their aviation industry, what you might experience if operating into the region, and a brief review of what it will mean if other countries ban use of their airspace.

Who is 'Belarus'

The Republic of Belarus is a landlocked country in Eastern Europe. They border Russia, Ukraine, Poland, Lithuania and Latvia. The capital is Minsk. Before gaining their independence in 1991, the country was known as Belorussia, or 'White Russia', and was a small Slavic Republic included in the Soviet Union (along with Russia and the Ukraine.)

They are considered a developing country and rank pretty high on the Human Development Index. They are a member of the UN and have a decent bilateral agreement with the EU, but are not a member of it.

Tell us about their airports.

The main international airport is **UMMS/Minsk**:

- 13R/31L 11,946ft/3641m ILS CAT I
- 13L/31R 12,139ft/3700m ILS CAT III / CAT I

It is a decent airport with good facilities and no major threats for operating in.

Aside from UMMS, you also have the following airports with customs facilities (although none of them have a runway longer than 9000ft)

- **UMBB/Brest** (not to be confused with Brest, France) with an 8596ft/2620m runway 11/29
- UMGG/Gomel also known as Homiel/Gomel/Pokalubichi with an 8428ft/2569m runway 10/28
- UMMG/Grodna with a 8399ft/2560m runway (limited taxi and apron space) 17/35
- UMOO/Mogilev offering a 8419ft/2566m runway 13/31 (there is one taxiway off the runway so 180° turns and backtracks required here, and very limited facilities)
- UMII/Vitebsk with 8550ft/2606m runway 05/23 (also very limited)
- **UMIO/Orsha** opened in November 2020, offering a new cargo hub for the country. Runway 05/23 is a decent 9846ft/3001m with a CAT II ILS

Tell us about their airspace.

The airspace is what most operators are really interested in. Belarus is a fairly decent sized country which is the main airspace between Russia and Poland, and Western Europe (unless aircraft want to route further north through Lithuania and Latvia).

Above FL275 in the UMMV FIR is Free Route Airspace meaning you can plan direct between Entry and Exit points (AIP ENR 4.1)

Several authorities are currently banning their operators from routing through Belarus Airspace. This means significant detours to the north for aircraft routing to Russia.

The Ukraine borders Belarus and Russia has multiple airspace warnings and restrictions preventing many operators from overflying their airspace, so Belarus is a fairly important trade route for aircraft routing from Western Europe to Russia.

Using Minsk as a connection to Russia can have some customs issues though. Reports suggest Russia considers flights between the two as domestic (leading to cabotage issues with Russian customs), and so most operators seem to opt for **EYVI/Vilnius or EVRA/Riga** instead.

Tell us about their infrastructure.

Belarus' infrastructure is a relatively aging ex-Soviet one. However, they have focused on improving their aviation infrastructure over the last decade or so. The major airports all offer at least a CAT I ILS landing system, and their en-route navigation facilities meet ICAO standards.

In 2020, the Belarussian government announced they would offer **Minsk as a Fifth Freedom hub**, allowing foreign operators to layover in Minsk, and fly onto other long-haul destinations.

The Aviation Market in Belarus was (pre-Covid) outpacing the growth of the wider Eastern and Central European market, with short haul carriers such as Wizz looking to increase flights to the country.

Tell us who to talk to if we want to fly there.

You need overflight and landing permits if you are a private or commercial operator. Easiest way is to fill out Form 2 and send it by AFTN direct to the authorities. They need 3 days notice if you're heading to an international airport, and 5 if you want to fly to a domestic one.

The email for the Belarus CAA is ops@ban.by
AFTN: UMMDYAYX +375 17 222 5517

If you want to get in touch direct with someone at UMMS/Minsk airport then their admin number is +375 17 279 1436 or you can try one of the main handling agent, Belavia at +375 17 220 2555.

The Belarus AIP is available online <http://www.ban.by/AIP/Belarus210715/html/index.html>

Anything else to tell us?

Notam O0401/21 is in force from Apr 30 to July 31 closing runway 13R/31L at UMMS

For updated information on current airspace advisories and restrictions, check out our article on the current events surrounding Belarus.