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[департамент по авиации министерства транспорта и коммуникаций республики беларусь](#)



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Об инциденте с аварийной посадкой самолета компании RyanAir

(...)

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 Belaeronavigatsia 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 Belaeronavigatsia 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.

Выписка из магнитофонной записи фразеологии радиообмена экипаж-диспетчер за 23.05.2021 г, рейс RYR1TZ РДЦ Запад

Pilot: 09:28:58 Minsk, Good day, RYR 1TZ, FL390 approaching SOMAT

ATC:09:29:04 RYR 1TZ, Minsk Control, good afternoon, radar contact.

ATC: 09:30:49 RYR 1TZ, Minsk

Pilot: Yes, go ahead.

ATC: RYR 1TZ for your information, we have information from special services that you have bomb on board and it can be activated over Vilnius.

Pilot: 1TZ Standby.

Pilot. 09:31:17: Ok RYR 1TZ could you repeat the message?

ATC: RYR 1TZ, I say again we have information from special services that you have bomb on board. That bomb can be activated over Vilnius.

Pilot: Roger that, standby.

ATC: 09:31:42: RYR 1TZ for security reason we recommend you to land at UMMS.

Pilot: Ok...that..it..understood give us alternate please.

Pilot:09:32:59: RYR 1TZ

ATC: RYR 1TZ

Pilot: The bomb....direct message, where did it come from? Where did you have information about it from?

ATC: RYR 1TZ stanby please.

ATC: 09:33:42: RYR 1TZ

Pilot: Go ahead.

ATC: RYR 1TZ airport security stuff informed they received e-mail.

Pilot: Roger, Vilnius airport security stuff or from Greece?

ATC: RYR 1TZ this e-mail was shared to several airports.

Pilot: Roger, standby.

Pilot:09:34:49: Radar, RYR 1TZ.

ATC: RYR 1TZ.

Pilot: Could you give us frequency for (unreadable) company so that we would be able to (unreadable).

ATC: RYR 1TZ say again what frequency do you need.

Pilot: We just need to quawk with the operation of the company, if there any frequency for that (unreadable).

ATC. Do you need RYR operation frequency?

Pilot: That is correct 1TZ.

ATC: Standby please.

ATC: RYR 1TZ ,Standby please

Pilot: Standing-by.

Pilot:09:39:30: RYR 1TZ Any adverts?

ATC: RYR 1TZ Standby, waiting for the information.

Pilot: Could you say again that I have to call for the airport that authorities ...(unreadable) to divert to..

ATC: RYR 1TZ I read you THREE, say again please.

Pilot:09:39:57: Radar, RYR 1TZ .

ATC : RYR 1TZ ,Go.

Pilot: Can you say again the IATA code of the airport that authorities recommended us to divert to?

ATC: RYR 1TZ roger, standby please.

Pilot: OK, I give you (unreadable) can you say again IATA code of the airport that authorities have recommended us to divert to?
ATC: RYR 1TZ Standby.
Pilot: Standby, Roger.
ATC :09:41:00: RYR 1TZ .
Pilot: Go ahead.
ATC: IATA code is MSQ.
Pilot: can you say again please?
ATC:IATA code MSQ.
Pilot: MSQ, thanks.
Pilot: 09:41:58: RYR 1TZ Again, this recommendation to divert to Minsk where did it come from?Where did it come from?Company? Did it come from departure airport authorities or arrival airport authorities?
ATC: RYR 1TZ this is our recommendations.
Pilot: can you say again?
ATC: RYR 1TZ this is our recommendations.
Pilot : unreadable.
Pilot:Did you say that your recommendation?
ATC: RYR 1TZ , Charlie-Charlie.
ATC: 09.42.49: RYR 1TZ we have ground stuff frequency for Vilnius 131.750
Pilot. 131.75 and we have contact...(unreadable).
ATC:09:44:38 RYR 1TZ advise your decision please?
Pilot: Radar ,RYR 1TZ
ATC:RYR 1TZ advise your decision please.
Pilot; 09:44:52: I need answer the question what is the code of the (unreadable) green, yellow or amber red.
ATC: Standby.
ATC:09:45:09 RYR 1TZ they say code is red.
Pilot: Roger that, in that case we request holding at present position.
ATC: RYR 1TZ Roger, hold over your position, mantain FL390 turns at own discretion.
Pilot; Ok holding at our discretion at present position mantaining FL390 RYR 1TZ.
Pilot:09:47:12: RYR 1TZ we are declaring an emergency MAYDAY, MAYDAY, MAYDAY RYR 1TZ. our intentions would be to divert to Minsk airport
ATC: RYR 1TZ MAYDAY, Roger.Standby for vectors.
Pilot: Standby RYR 1TZ .
Pilot: 09:48:10 RYR 1TZ request descent to 10000 feet.
ATC: RYR 1TZ , descend FL100.
Pilot: descend (unreadable) RYR 1TZ .
ATC:RYR 1TZ from present position cleared direct point KOLOS : Kilo Oscar Lima Oskar Sierra.
Pilot: Direct to KOLOS RYR 1TZ.
ATC:09:50:15 RYR 1TZ how do you read me?
Pilot: I read you 5 RYR 1TZ .
ATC: Roger.
ATC:09:50:24: RYR 1TZ do you need any aerodrome details and weather information?
Pilot : We can (unreadable)ATIS from Minsk ...enough.
ATC: RYR 1TZ do you need ATIS frequency?
Pilot: We got it.09:It is 128.850, 1 TZ.
ATC:09:51:50: RYR 1TZ
Pilot: 1TZ , go ahead.
ATC: RYR 1TZ KOLOS 2H arrival, RW in use 31R and if you need vectors advise.
Pilot: Ok, KOLOS.. could you say the (unreadable).
ATC: KOLOS 2H arrival.
Pilot: KOLOS 2H arrival, RW 31R, RYR 1TZ
ATC: And ATIS frequency is 128.850
Pilot: 28.85.

ATC:09:52:29: RYR 1TZ and advise passengers on board and if any dangerous goods on board.
Pilot: No dangerous goods, standby...and we need 130 to avoid.
Pilot:09:53:00 RYR 1TZ turning heading 130 to avoid.
ATC: RYR 1TZ roger heading 130 report clear of weather.
Pilot: WILCO.
Pilot :09:54:45: RYR 1TZ persons on board is 133.
ATC: Persons on board 133 copied thank you.
ATC:09:55:33 RYR 1TZ when ready report estimating time of arrival.
Pilot: 09:56:48: RYR 1TZ request descend 9000 feet.
ATC: RYR 1TZ descend FL90.
Pilot. Descend FL90, RYR 1TZ .
ATC: 09:57:12: RYR 1TZ now contact Minsk approach on 125.9.
Pilot: 125.9, RYR 1TZ
Pilot: 09:57:22 Approach, Hallo, RTZ descending to FL 90 on the heading 130
ATC: RYR1TZ Minsk Approach good day expect vectoring for ILS RW 31R descend to altitude 6000 feet QNH 1010
Pilot: 6000 feet QNH 1010 vectors for ILS 31R, RYR1TZ
ATC: RYR1TZ turn left heading 070
Pilot: Heading 090 RYR1TZ
Pilot: (unreadable) Confirm ILS 31R
ATC: RYR1TZ Affirm ILS Approach RW 31R
Pilot: 31R thanks
ATC: RYR1TZ do you need any data information about Minsk 2?
Pilot: Stand by
Pilot: RYR1TZ request heading 060 (unreadable) turn to avoid
ATC: RYR1TZ cleared heading 060
Pilot: 060 degrees (unreadable)
Pilot: To correction that's may be (unreadable) 1TZ
ATC: 1TZ Roger
Pilot: RYR1TZ actually request heading 040 for avoid for 20 miles may be (unreadable) 1TZ
ATC: RYR1TZ heading 040
Pilot: Heading 040 RYR1TZ (unreadable) 1TZ
Pilot: RYR1TZ request heading 030 to avoid for 10 miles
ATC: RYR1TZ heading 030
Pilot: Heading 030 RYR1TZ
ATC: 10:01:14 RYR1TZ do you need any assistance upon arrival?
Pilot: Negative RYR1TZ
ATC: RYR1TZ Roger
Pilot: 10:02:46 RYR1TZ are you aware of nature of our (unreadable) urgency
ATC: RYR1TZ yes we have information
Pilot: Roger (unreadable) location (unreadable) the aircraft should be parked on in the airport (unreadable) doing this event
ATC: 10:03:15 RYR1TZ say again your message please
Pilot: RYR1TZ Do you have (unreadable) a nature the civic area in the airport where the aircraft should be parked on in this kind of event?
ATC: RYR1TZ yes we have special area
Pilot: Roger that RYR1TZ in this case no other assistance needed
ATC: RYR1TZ roger
Pilot: 10:04:14 RYR1TZ request
ATC: Go ahead
Pilot: Just wanted to know if our company was informed about about this case about this event
ATC: RYR1TZ stand by
Pilot: RYR1TZ (unreadable) complete and now we are ready to commence approach
ATC: RYR1TZ Roger turn right heading 080

Pilot: 080 degrees RYR1TZ

ATC: RYR1TZ we will try to pass information to your company during 5 minutes

ATC: 10:06:45 RYR1TZ descend to altitude 4000 feet

Pilot: Descending 4000 feet RYR1TZ

Pilot: RYR1TZ Confirm QNH

ATC: RYR1TZ QNH 1009

Pilot: 1009 QNH RYR1TZ

ATC: RYR1TZ turn left heading 050 descend to altitude 3000 feet

Pilot: Left heading 050 descending 3000 feet RYR1TZ

ATC: 10:10:23 RYR1TZ turn left heading 010 cleared ILS Approach RW 31R report establish localizer

Pilot: Turn left heading 010 cleared ILS 31R report establish RYR1TZ

ATC: 10:11:21 RYR1TZ you've just passed the final

ATC: 10:12:26 RYR1TZ do you have contact localizer?

Pilot: Affirm

ATC: RYR1TZ contact Tower 130,4

Pilot: 130,4 RYR1TZ

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