

1.



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

PRES OBA/2321
Ref.: AN 11/1.1.29

18 July 2014

To: Representatives on the Council
Representatives to ICAO

cc: Secretary General
Members of the ANC

From: President of the Council

Subject: **Action taken by ICAO subsequent to the loss of Malaysia Airlines flight MH17**

Following the tragic accident that occurred yesterday, the International Civil Aviation Organization (ICAO) publicly expressed its deep regrets following the loss of the passengers and crew aboard Malaysia Airlines Flight MH17. We have issued a statement (Attachment A) as well as a press release (Attachment B) and are closely monitoring reports on the accident and are coordinating with all relevant parties.

This accident reportedly occurred in Ukraine within the Dnipropetrovs'k flight information region (FIR).

In response to an official request from the Government of Ukraine for assistance with the official accident investigation into the downing of Malaysia Airlines Flight MH17, and consistent with discussions held this morning in the United Nations Security Council, ICAO will be sending a team to assist the Ukrainian National Bureau of Incidents and Accidents Investigation of Civil Aircraft (NBAII).

The Ukraine request was contained in a letter to the Secretary General received today. The letter also referenced the provisions of Annex 13 — *Aircraft Accident and Incident Investigation* and that the participation of the State of Registry, the State of Operator, the State of design, the State of manufacture and the States having suffered fatalities to its citizens is envisaged.

I wish also to recall that promulgation of information, when the establishment of prohibited, restricted or danger areas is unavoidable, as provided for by paragraph 5.1 of Annex 15 — *Aeronautical Information Services*, is of paramount importance and the responsibility of the State in charge of air traffic services. Nevertheless, ICAO recently issued a State letter advising States and air operators of a potentially unsafe situation arising from the presence of more than one air traffic services provider in the Simferopol FIR.

I shall keep you informed of any further developments, however, should the need arise and in accordance with Rule 19 b) of the *Rules of Procedure for the Council* (Doc 7559), I will convene a special session of the Council.

Enclosure:

- A — ICAO Statement on Monitoring Loss of Malaysia Airlines flight MH17
- B — Press Release on Ukraine requesting ICAO Assistance in MH17 Accident Investigation

2.
3

ATTACHMENT A
PRESS STATEMENT



Statement

www.icao.int

ICAO MONITORING LOSS OF MALAYSIA AIRLINES FLIGHT MH17

The International Civil Aviation Organization (ICAO) expresses its deep regrets following the loss of the passengers and crew aboard Malaysia Airlines Flight MH17. ICAO is closely monitoring reports on this tragic incident and is coordinating with all relevant parties.

ICAO recently issued a State letter advising States and their air operators of a potentially unsafe situation arising from the presence of more than one air traffic services provider in the Simferopol Flight Information Region (FIR). The loss of MH17 occurred outside of the Simferopol FIR and ICAO stands ready to support the accident investigation upon request.

A specialized agency of the United Nations, ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency, capacity and environmental protection, amongst many other priorities. The Organization serves as the forum for cooperation in all fields of civil aviation among its 191 Member States.

Contact:

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ATTACHMENT B

PRESS RELEASE



ICAO

UNITING AVIATION

News Release

www.icao.int

UKRAINE REQUESTS ICAO ASSISTANCE IN MH17 ACCIDENT INVESTIGATION

MONTRÉAL, 18 July 2014 – In response to an official request from the Government of Ukraine for assistance with the official accident investigation into the downing of Malaysia Airlines Flight MH17, the International Civil Aviation Organization (ICAO) will be sending a team to assist the Ukrainian National Bureau of Incidents and Accidents Investigation of Civil Aircraft (NBAAI).

Under Article 26 of the *Convention on International Civil Aviation*, as well as Annex 13 to the Convention relating to *Aircraft Accident and Incident Investigation*, Ukraine is officially in charge of the MH17 accident investigation by virtue of being the State of Occurrence. Annex 13 also provides comprehensive international requirements for the investigation of aircraft accidents and incidents and spells out which States may participate in an investigation, such as the States of Occurrence, Registry, Operator, Design and Manufacture. It also defines the rights and responsibilities of such States.

A State which has a special interest in an accident, by virtue of fatalities or serious injuries to its citizens for instance, is also entitled to appoint an expert to the investigation and who would be entitled to visit the scene of the accident, have access to relevant factual information which is approved for public release by the lead State, and to receive a copy of the accident investigation Final Report.

“ICAO strongly condemns the use of weapons against international civil aviation,” commented ICAO Council President, Dr. Olumuyiwa Benard Aliu. “This tragic action against the civilian passengers and crew of Malaysia Airlines Flight MH17 is wholly incompatible with the principles of the *Convention*. ICAO experts will shortly be dispatched to begin assisting NBAAI officials and we are grateful to be able to support these efforts.”

A specialized agency of the United Nations, ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency, capacity and environmental protection, amongst many other priorities. The Organization serves as the forum for cooperation in all fields of civil aviation among its 191 Member States.

Contact:

communications@icao.int

— END —

4.

d.d. 22 May 2014

Onderwerp: DGCA/63(SP)-Invitation letter, programme and registration form

Dear All,

Please find enclosed DGCA/63(SP) invitation letter, along with programme and registration form.
Kind regards

Assistant to the Executive Secretary
European Civil Aviation Conference

Tel : +

Fax: +

ecac-ceac.org

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Pensez à l'environnement avant d'imprimer ce courriel.***

This message has been scanned for malware by Websense. www.websense.com

5



EUROPEAN CIVIL AVIATION CONFERENCE

CONFÉRENCE EUROPÉENNE DE L'AVIATION CIVILE

When replying, please quote:

EC 9/8.1/63 — 0463

22 May 2014

English only

**Subject: Sixty-Third Special meeting of ECAC Directors General (DGCA/63(SP)):
Croatia, 28 August-1st September 2014**

Dear Directors General

I have the honour to enclose herewith the programme and registration form for the sixty-third Special meeting of ECAC Directors General, which will be held at the kind invitation of the Croatian authorities **in Dubrovnik, Croatia**.

The invitation to attend the meeting is also extended, as usual, to the Director of the Aviation and International Transport Affairs Directorate of the European Commission, to the Director of the ICAO EUR/NAT Office, to the Executive Director of EASA, to the Director General of EUROCONTROL and to all European ICAO Council Members.

I have also the pleasure to inform you that the Secretary General of ICAO, Mr Raymond Benjamin, has kindly confirmed his participation in the meeting and that Mr Henrik Hololei, Deputy Secretary General of the European Commission, and Margus Rahuoja, Head of Cabinet of the Vice President of the Commission, Siim Kallas, have been invited as well.

I wish also to inform you, that at the invitation of the President, Mr Paul Steele, Senior Vice President - Member and External Relations of IATA, will attend part of the meeting. He will contribute to the discussions briefing in particular the Directors General on the implementation of the MOU ECAC-IATA and on the Industry views on the present works within ICAO on the proposal of Global Market Based Measures for CO2 emission reduction.

The provisional agenda will be sent to you in due course and the documentation will be available on the ECAC web site, in the restricted area entitled "Member States' Corner", for downloading as follows:

— login : 
— password :

Yours sincerely,

Executive Secretary of ECAC

Enc. 2

To: Directors General of Civil Aviation of ECAC Member States
Mr The European Commission
Mr EASA
Mr EUROCONTROL
All European Representatives on the ICAO Council
Mr ICAO EUR/NAT

SECRETARIAT
3 bis, Villa Emile Bergerat
F-92522 Neuilly-sur-Seine cedex

www.ecac-ceac.org

TEL : 33
FAX : 33
EMAIL :

6.

d.d. 24 June 2014

Onderwerp: DGCA/63(SP)-Provisional Agenda (DP/1)

Dear All,

Please find enclosed DGCA/63(SP)-Provisional Agenda (DP/1).

Best regards,

Assistant to the Executive Secretary
European Civil Aviation Conference
Tel : + 33
Fax: + 33
@ecac-ceac.org

***P Consider the environment before printing this e-mail
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7.



**SIXTY-THIRD SPECIAL MEETING OF DIRECTORS GENERAL OF
CIVIL AVIATION**

(Dubrovnik, 29 August – 1 September 2014)

PROVISIONAL AGENDA

Friday, 29 August 2014 (09:00-17:00)

- 1. Opening of the meeting, and approval of the agenda**
- 2. Developments in air transport in Croatia**

Note: Mr [redacted], Croatia, will present an overview of air transport activities in Croatia.

- 3. Report on ECAC's activities**

Note: The meeting will be updated on:

- a) Presidential activities and the main outcomes of his contacts with international partners; and
- b) Secretariat activities since DGCA/142, including the implementation of tasks on the "Action List" and the outcomes of the ECAC/EU Dialogue with the Air Transport Industry (3-4 July 2014).

- 4. Update on recent EU developments**

- a) Address by Mr [redacted], European Commission, Mr [redacted], on the main ambitions of the European Union after the elections of the new European Parliament.
- b) Presentation by Mr [redacted], of Civil Aviation of Italy, whose country holds the EU Presidency for the second half of 2014, and by Mr [redacted] on the implementation of the latest EU initiatives.

- 5. ICAO Secretary General's address to DGCA/63(SP)**

Note: The ICAO Secretary General will address Directors General on ICAO work priorities, the organisation of the ICAO Secretariat, and the forthcoming High Level Safety Conference.

- 6. Developments at ICAO**

- a) One ICAO Council member will brief Directors General on the latest developments in ICAO; and

b) The Regional Director of the ICAO Paris Office will brief Directors General on the latest activities on ICAO EUR/NAT Region and on the status of implementation of the MoC with ECAC.

7. Strategic debate: Reflection on how Europe could increase its influence within ICAO and on how ECAC and the European Council Members could strengthen their relations

Note: Directors General and the European Council Members will be invited to brainstorm on how Europe could increase its influence within ICAO, including the proposals for strengthening the relations between ECAC and the European Council Members as well as the European candidate's ambitions for senior positions within ICAO Secretariat.

8. ICAO Council elections

Note: Directors General will discuss ECAC's ambitions for the Council of ICAO elections and the procedures for selecting the European candidates at 2016 elections.

9. Aviation security matters

Note: Directors General will consider the plans for the implementation of the two EU Projects on security in Africa and Arabic Peninsula, and for Eastern Partnership and Central Asia respectively, and authorise the Executive Secretary to sign the related grant agreements with the European Commission.

10. Presidency of ECAC and Co-ordinating Committee election (Closed Session)

Note: Directors General will consider the proposal of the Co-ordinating Committee on the transition of the Presidency of ECAC following the resignation of the President, Mr _____ and on the election of the Co-ordinating Committee.

Saturday, 30 August 2014 (09:00-13:00)

11. Relations between ECAC and IATA

Note: Mr _____, Director for Member and External Relations, will brief the Directors General on the outcome of the joint workshops on IOSA/ISAGO programs and on the Industry views on the work in ICAO on the Global Market Based Measures on CO2 reduction.

12. Update on Safety matters

Note:

a) Mr _____, Focal Point for Safety, will brief on the preparations for the ICAO High Level Safety Conference that will be held in February 2015 in Montreal and on the outcomes of the activity of the EASA Sub-group on the "Future European Aviation Regulatory System" which he chairs;

- b) The _____ r of EASA, Mr _____, will update the _____ n EASA activities, including the activities for a "Future European Aviation Regulatory System".

13. Update on ATM matters

Note: _____ EUROCONTROL, Mr _____ will present an update of Vision and Strategy for the organization including the "centralized services".

14. Special Projects Fund (SPF)

Note:

- a) Directors General will consider i) the EMTO assessment of implementation of the special projects for 2013, ii) the status of implementation of the 2014 special projects, and iii) initial proposals for 2015 special projects.
- b) _____ of JAA TO will present the outcome of the study "Identification of Good Practice in the Training of National Oversight Inspectors" performed under the 2013 SPF.

Monday, 1 September 2014 (09:00-12:00)

15. EMTO mid-term review of the implementation of the 2013-2015 Work Programme

Note: Directors General will consider the EMTO mid-term review of the implementation of the 2013-2015 Work Programme.

16. Update on EASTI and JAA TO activities

- a) Mr _____ of EASTI, will brief on developments at EASTI with particular reference to the transformation of the Training Institute into a Foundation.
- b) The _____ of the JAA TO Foundation Board and the JAA TO Director will present an update on JAA TO activities

17. Review of the outcome of the meeting

Note: The ECAC Secretariat will present for review the draft List of Decisions taken during the meeting.

18. Any other business

- a) Preparations for the seventh ECAC Forum, 10 December 2014;
- b) 2015 Special Meeting arrangements; and
- c) Calendar of ECAC's 2014 and 2015 meetings.

10.

18-7-2014

Van: Eurocontrol>

Aan: IenM>

Kopie:

Onderwerp: FW: Ukraine notams with images.

Dear

Please find all NOTAMs with maps valid for Dnepropetrovsk ACC.

All information with is now published on the NOP portal as well.

Best Regards,

NMD Network Operations Division

Tel

Fax:

E-mail:

EUROCONTROL

Please consider the environment before you print this e-mail

(A1492/14 NOTAMN

Q) UKDV/QRTCA/IV/BO /W /260/320/4822N03807E095.

A) UKDV B) 1407141800 C) 1408142359EST

E) TEMPO RESTRICTED AREA INSTALLED WITHIN FIR
DNIPROPETROVSK

BOUNDED BY COORDINATES :

495355N 0380155E 485213N 0372209E 480122N 0370253E

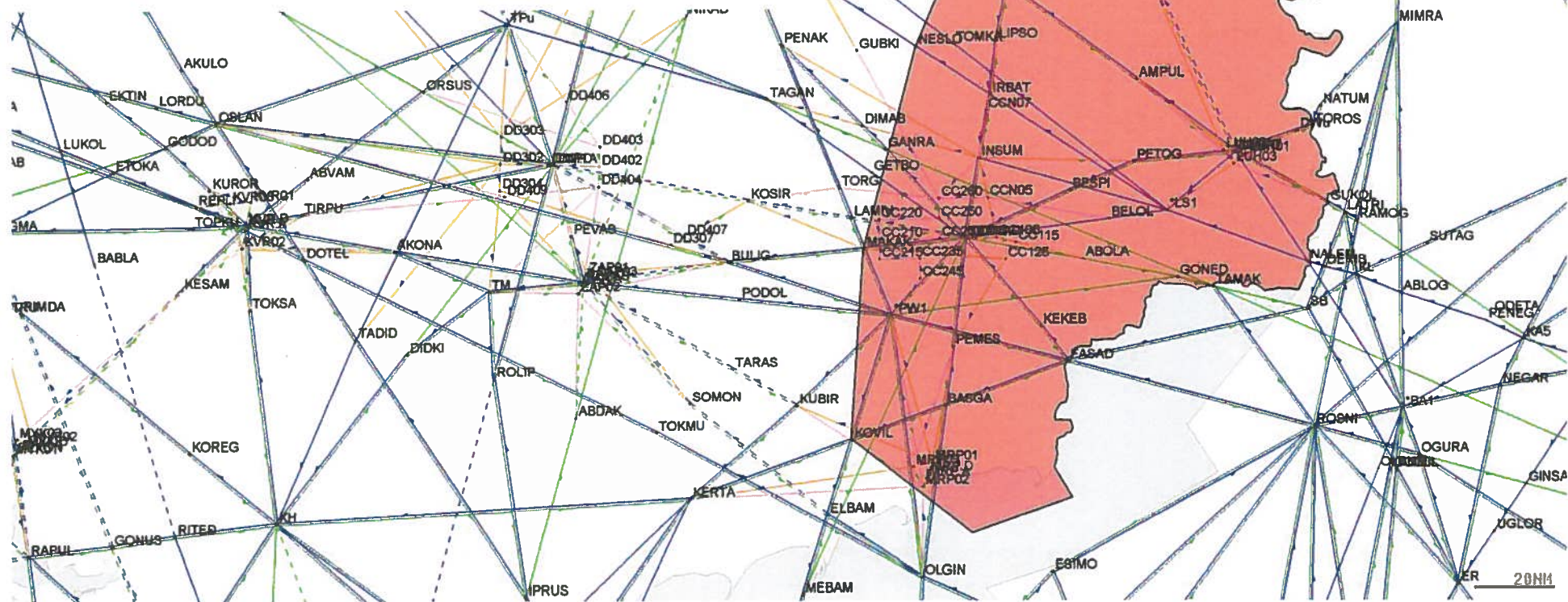
471352N 0365856E 465018N 0374325E 465900N 0382000E

470642N 0381324E THEN ALONG STATE BOUNDARY

UNTIL POINT 495355N 0380155E.

RESTRICTION NOT APPLIED FOR FLIGHTS OF STATE ACFT OF
UKRAINE.

F) FL260 G) FL320)



(A1493/14 NOTAMN

Q) UKDV/QARLC/IV/NBO/E

/260/320/4820N03716E119

A) UKDV B) 1407141800 C) 1408142359EST

E) SEGMENTS OF ATS ROUTES CLOSED:

T242 NALEM MASOL M996 ABUGA GUKOL

G476 MASOL OLGIN W533 TOROS KUBIR

L32 NALEM KW P851 LS NESLO

A83 LS DIMAB L980 GANRA TAMAK

W538 GANRA FASAD W633 LUGAT MAKAK

L69 LAMIV GONED W644 DON GETBO

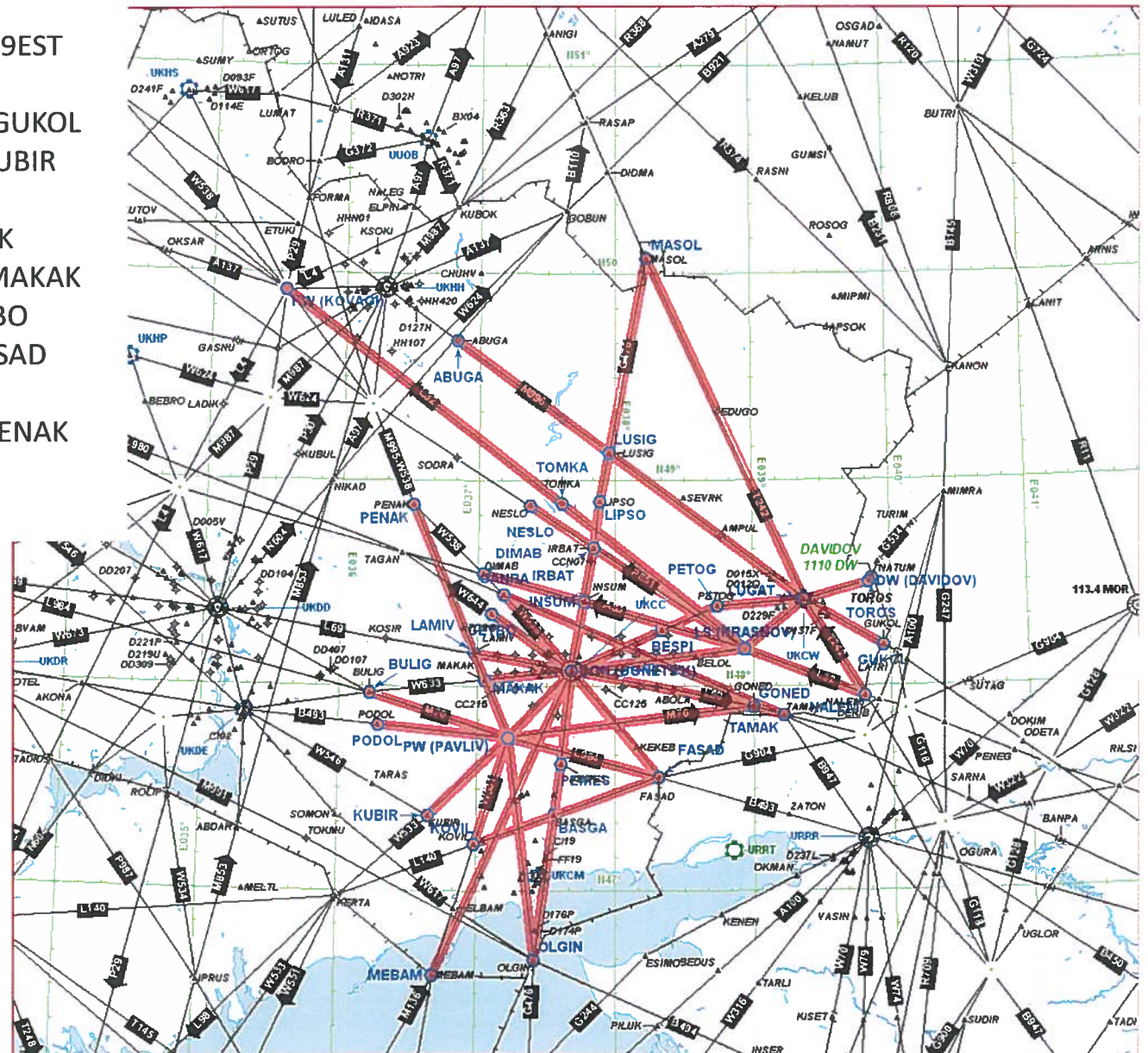
M70 BULIG TAMAK B493 PODOL FASAD

L984 BULIG FASAD W531 KOVIL PW

M136 MEBAM DON M995 OLGIN PENAK

L140 KOVIL FASAD.

FM FL260 UP TO FL320.)



(A1509/14 NOTAMN

Q) UKDV/QRAXX/IV/NBO/W /260/660/4820N03745E096

A) UKDV B) 1407171800 C) 1407282359

E) TEMPORARY RESERVED AREA BOUNDED BY COORDINATES:

495355N 0380155E 490600N 0365000E 481520N 0360510E

475542N 0355136E 472200N 0363900E 465400N 0370500E

464700N 0373000E 465900N 0382000E 470642N 0381324E

THEN ALONG STATE BOUNDARY UNTIL POINT

501900N 0364942E.

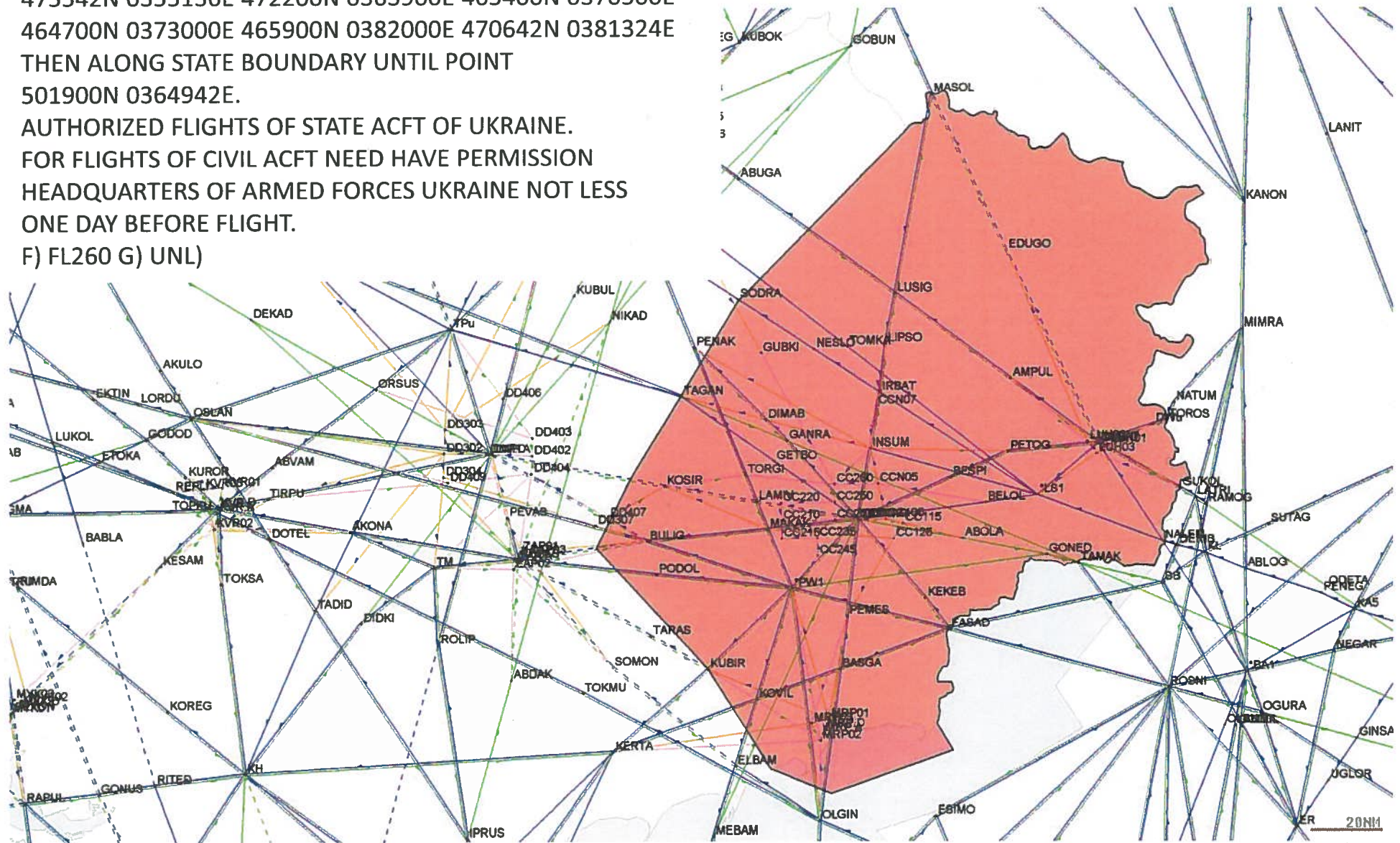
AUTHORIZED FLIGHTS OF STATE ACFT OF UKRAINE.

FOR FLIGHTS OF CIVIL ACFT NEED HAVE PERMISSION

HEADQUARTERS OF ARMED FORCES UKRAINE NOT LESS

ONE DAY BEFORE FLIGHT.

F) FL260 G) UNL)



(A1510/14 NOTAMN

Q) UKDV/QARLC/IV/NBO/E

/260/660/4900N03620E146

A) UKDV B) 1407171800 C) 1407282359

E) SEGMENTS OF ATS ROUTES CLOSED:

A83 LS-TP

B493 RUBES-FASAD

G476 OLGIN-MASOL L140 KERTA-FASAD

L32 NALEM - KW L69 DNP-GONED

L984 OSLAN-FASAD M70 DNP-TAMAK

N604 GOBUN-NIKAD M995 LI-OLGIN

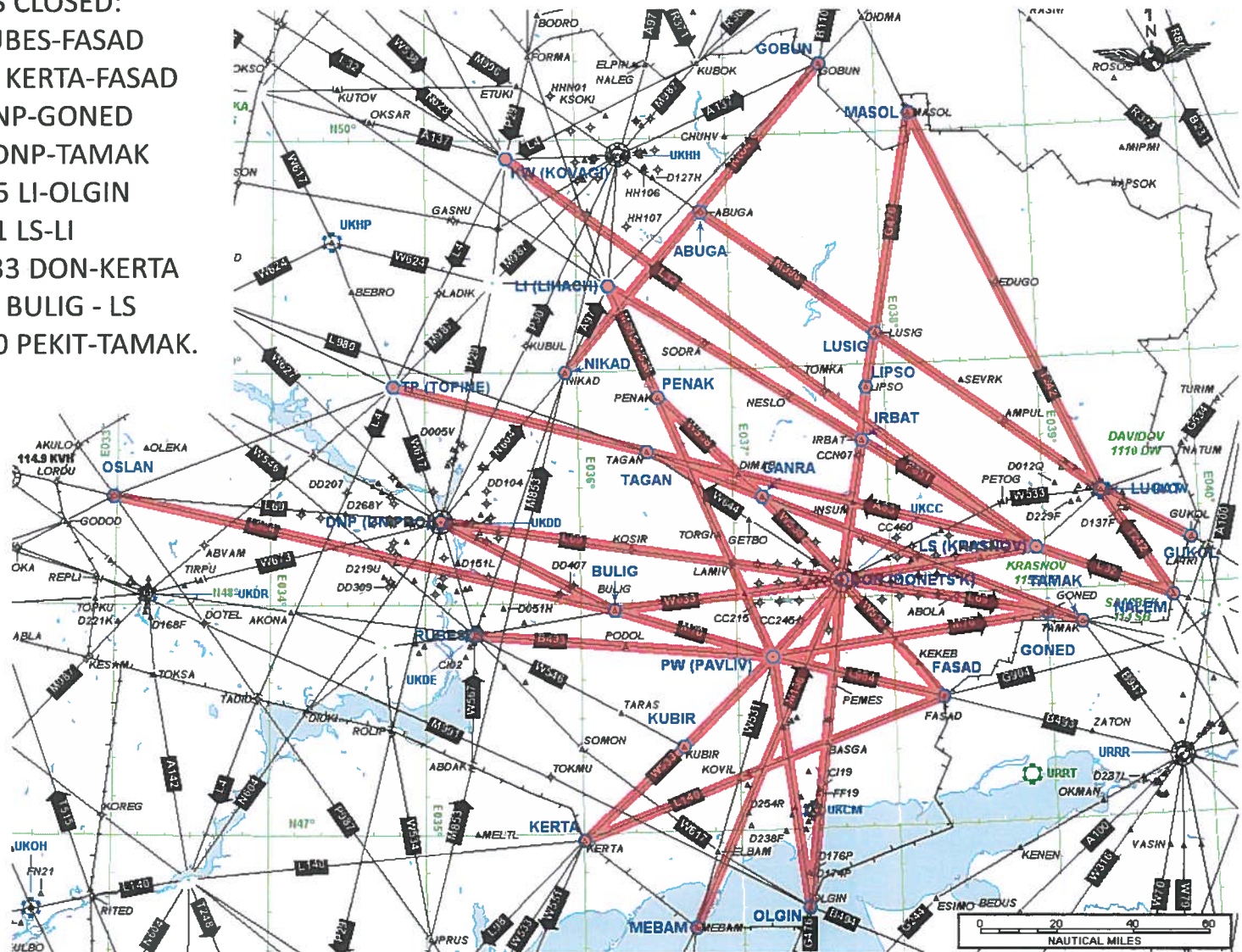
M996 ABUGA-GUKOL P851 LS-LI

T242 MASOL-NALEM W533 DON-KERTA

W538 LI-FASAD W633 BULIG - LS

M136 MEBAM-DON L980 PEKIT-TAMAK.

FM FL260 UP TO UNL.)



11.

Van:

Datum: 18 juli 2014 00:57:27 CEST

Aan:

Kopie:

Onderwerp: Doorst.: Ukraine notams with images.

Hierbij de geldende NOTAMS waarin staat aangegeven welke gebieden onder welke hoogte niet overvlogen mogen worden, wel moeilijk te lezen, maar onder FL 260 op sommige kaartjes en onder FL 320 op andere vliegverkeer toegestaan.

Zoals in mail van eurocontrol, van eerder vanavond stond: MH17 vloog op FL330 (10km), waar vliegen was toegestaan.

Nationale autoriteiten (al dan niet via luchtverkeersleidingsorganisatie) in het Eurocontrol gebied sluiten routes/luchtruim en melden dat aan de Network Manager van Ectrl via NOTAMS zoals bijgevoegd. Airlines dienen vliegplannen in bij Eurocontrol, die deze beoordeelt en al dan niet goedkeurt en doorstuurt naar luchtverkeersleidingsorganisaties op de betreffende routes.

Ten principale dus aan staten om hun luchtruim niet geopend te hebben.

Morgen verder.

Grtz

Verstuurd vanaf mijn iPad

Begin doorgestuurd bericht:

13

Van:

Verzonden: vrijdag 18 juli 2014 11:02

Aan:

CC:

Onderwerp: RE: Ukraine notams with images.

Urgentie: Hoog

Dear colleagues,



There are a lot of questions on the legitimacy of overflying the Ukrainian airspace. Can you confirm that several operators chose to circumnavigate the airspace, although above FL 320 the airspace was open. And do you know on what information these choices are made?

Could you give a phone number that I can call in case of other urgent questions? The number hereunder is not answered.

Thank you for prompt reply.

Rgds

14.



Onderwerp: EACCC update 20 July 2014

Dear Colleagues,

Attached is a copy of EASA Safety Information Bulletin for the Ukrainian airspace issued on 18th July 2014 – extract from Recommendations:

National Aviation Authorities should ensure that all aircraft operators are aware of the following information:

The European Aviation Safety Agency (EASA), and EUROCONTROL Network Manager strongly recommend airspace users to:

- 1. avoid the airspace of the Simferopol (UKFV) FIR and circumnavigate it by using available alternative routings, and*
- 2. circumnavigate prohibited routes in Dnepropetrovsk (UKDV) FIR.*

In addition, the EASA and the Network Manager recommend to review and consider current security threat and information and all relevant NOTAMs.

EASA and the Network Manager will monitor the situation and advise on any update as the situation develops.

The NM continues to monitor the situation in Ukraine, as well as in Israel and Libya.

Next update: 21 July 2014 12.00UTC

Best regards,



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Any views expressed in this message are those of the sender.



EASA Safety Information Bulletin

SIB No.: 2014-21

Issued: 18 July 2014

Subject: **Airspace and Air Traffic Service route segment closures following the Boeing 777 MH17 accident**

Ref. Publications: NOTAM A1514/14 and A1517/14 issued on 17 July 2014 regarding the Ukrainian airspace, see Appendix 1.

FDC 4/2182 Airspace Special Notice of Ukraine Potentially Hazardous Situation issued by the Federal Aviation Administration (FAA) on 18 July 2014.

EASA SIB 214-10 on the Simferopol Flight Information Region (FIR) issued on 03 April 2014.

Applicability: National Aviation Authorities and aircraft operators.

Description: Taking into consideration the reported loss of Boeing 777 Malaysian Airlines flight MH17 in eastern Ukraine on 17 July 2014, a series of notices to airmen (NOTAMs) affecting the Simferopol (UKFV) and Dnepropetrovsk (UKDV) Flight Information Region (FIR) have been issued.

This SIB is issued in addition to the previously published EASA SIB 2104-10 which was related to the situation in Crimea and the changes to the Simferopol FIR that are under the responsibility of Ukraine.

The Agency draws the aviation community's attention to the possible existence of serious risks to the safety of international civil flights and the consequent airspace restrictions implemented.

Due to the unsafe situation created by a conflict on the eastern border of Ukraine and the situation over Crimea, where more than one Air Traffic Service provider may be controlling flight within the same airspace, careful attention should be given to NOTAM and information addressing airspace and routes modifications.

This is information only. Recommendations are not mandatory.

Recommendation(s): National Aviation Authorities should ensure that all aircraft operators are aware of the following information:

The European Aviation Safety Agency (EASA), and EUROCONTROL Network Manager strongly recommend airspace users to:

1. avoid the airspace of the Simferopol (UKFV) FIR and circumnavigate it by using available alternative routings, and
2. circumnavigate prohibited routes in Dnepropetrovsk (UKDV) FIR.

In addition, the EASA and the Network Manager recommend to review and consider current security threat and information and all relevant NOTAMs.

EASA and the Network Manager will monitor the situation and advise on any update as the situation develops.

Contact(s):

For further information contact the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

Advice from EUROCONTROL Network Manager can be found on the NOP Network Operations Portal:
<https://www.public.cfm.eurocontrol.int/PUBPORTAL>;
E-mail: nm.current.ops.manager@eurocontrol.int.

This is information only. Recommendations are not mandatory.

Appendix 1 - NOTAM A1514/14 and A1517/14



Network Manager
nominated by
the European Commission

ATS routes segments closure (GND-UNL)



(A1517/14 NOTAMN

Q) UKXX/QRTCA/IV/BO/W
/000/660/4801N03731E117

A) UKDV UKFV B) 1407180005 C) 1408172359
E) TEMPO RESTRICTED AREA BOUNDED BY CO
ORDINATES:

495428N 0380202E 490600N 0365000E
481520N 0360510E 475542N 0355136E
460809N 0370518E 464700N 0373000E
465900N 0382000E 470642N 0381324E
THEN ALONG STATE BOUNDARY UNTIL
POINT 495428N 0380202E CLOSED.

F) SFC G) UNL)

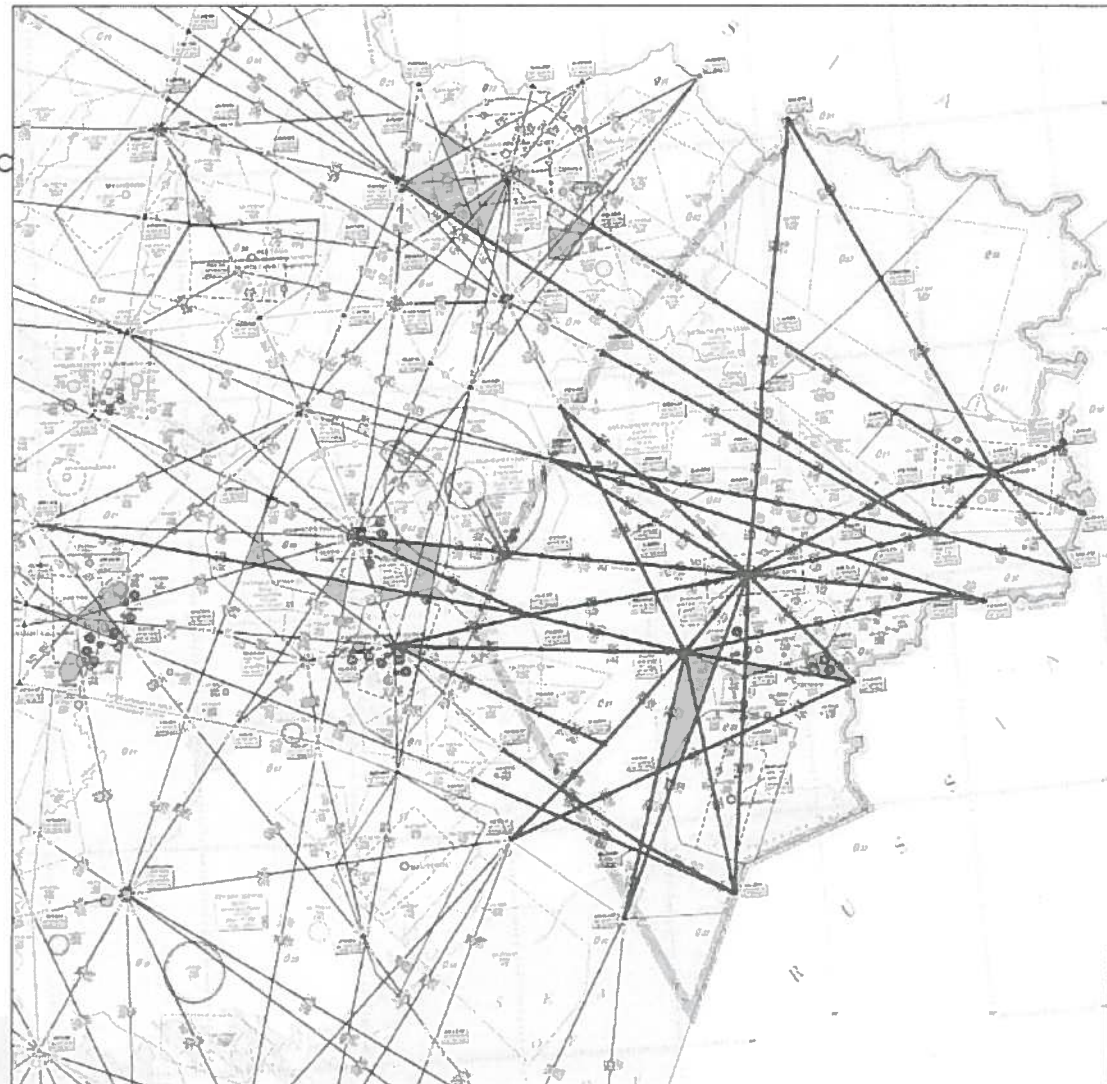
(A1514/14 NOTAMN

Q) UKXX/QARLC/IV/NBO/E
/000/660/4820N03630E143

A) UKDV UKFV B) 1407172317 C) 1408172359
E) SEGMENTS ATS ROUTES CLOSED:

T242 MASOL-NALEM	G476 MASOL-OLGIN
M996 ABUGA-GUKOL	L32 NALEM-KW
P851 LS-SODRA	W538 FASAD-PENAK
A83 LS-TAGAN	L980 TAGAN-TAMAK
L69 DNP-GONED	W644 DON-TAGAN
W633 RUBES-LUGAT	M995 PENAK-OLGIN
M136 MEBAM-DON	W617 SOMON-OLGIN
L140 KERTA-FASAD	W546 RUBES-KUBIR
M991 TOKMU-OLGIN	W531 MEBAM-PW
W533 TOROS-KERTA	L984 OSLAN-FASAD
M70 DNP-TAMAK	B493 RUBES-FASAD

FROM SFC TO UNL.)



19.

Van: [redacted]
Verzonden: maandag 21 juli 2014 15:35
Aan: [redacted]
CC: [redacted]

Onderwerp: request for information with regard to Ukraine

Dear [redacted]

[redacted] is on holiday as of this week and therefore I address this e-mail to you.

Firstly I would like to thank you and your organisation for the cooperation last week.

Secondly I have had a telephone discussion with one of your colleagues on a question about the timing of the airspace closure over Eastern Ukraine this morning. Following this discussion I would like to ask you some questions formally as we need certain information to have it available to inform the Dutch Parliament when requested. This is primarily with regard to the timeline of the last week and some information on the traffic over Eastern Ukraine.

Could you please answer the following questions **before Tuesday 22 July 16.00**? The questions might not be completely structured yet. My apologies in advance.

1. Could you please provide us with a timeline of the flight from the departure until the accident, including the entry and exit into the different FIRs?
2. At what moment was the airspace closed over Eastern Ukraine after the accident had happened? And when was it factually not in use anymore, because it looked?
3. Could you shortly describe the measures/decisions taken with regard to the Ukrainian airspace over at least the last four months?
4. Could you provide some written information on the usage of the airspace around the accident location over the last months/weeks/days? Amount of flights, traffic evolution and if possible the airlines concerned, etc.

I am of course willing to provide you with more information or clarification on the request and any support where possible.

Thirdly, could you please provide me the details of a PoC at the NM whom I could call in case of urgent questions?

Thanks very much in advance.

Best regards

NL MoT

20.

Van: [redacted]
Verzonden: dinsdag 22 juli 2014 14:31
Aan: [redacted]
CC: [redacted]
Onderwerp: RE: request for information with regard to Ukraine

Dear Mr

Below are the replies to your questions.

1. timeline of the flight from the departure until the accident, including the entry and exit into the different FIRs

10:31 UTC - **MAS17** departs from Amsterdam-Schiphol (EHAM) aerodrome.

10:46 UTC - Flight enters Maastricht (EDYY) Hannover airspace.

11:05 UTC - Flight enters Rhein (EDUU) East airspace.

11:20 UTC - Flight enters Warszawa (EPWW) airspace.

12:03 UTC - Flight enters L'viv (UKLV) airspace.

12:21 UTC - Flight enters Kyiv (UKBV) airspace.

12:54 UTC - Flight enters Dnepropetrovsk (UKDV) airspace. [CPRs (correlated position report) being received at 10 minute intervals.]

12:57:32 UTC - Last received CPR indicating the a/c in level-flight FL330 49° 09' 14" N, 034° 16' 08" E

2. At what moment was the airspace closed over Eastern Ukraine after the accident
Ukraine issued a NOTAM closing the relevant airspace SFC – FL660 at 15.00 UTC

And when was it factually not in use anymore, because it looked?
Input required from Ukraine

3. Measures/decisions taken with regard to the Ukrainian airspace over at least the last four months

Further to the ICAO State letter [EUR/NAT 14-0243.TEC (FOL/CUP) issued on 02 April 2014], raising safety concerns in Simferopol FIR 'due to the unsafe situation where more than one ATS provider may be controlling flights within the same airspace from 3 April 2014, 0600 UTC onwards.' on 2 April 2014 the Network Manager issued an advice to airspace users to avoid the airspace and circumnavigate Simferopol FIR using available alternative routings. (more details in Headline News on the NM NOP Portal <https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>). NM stressed , however, that it has no legal authority to reject flight plans unless the ATS routes are formally closed by NOTAMs from the competent authority.

EASA issued a Safety Information Bulletin (SIB) on 3 April 2014.

Concerning Dnepropetrovsk FIR, below a summary of NOTAMs issued:

- NOTAM A1255/14 received on 05/06/2014 closing ATS Routes from 06/06/2014 till 01/07/2014 between SFC - FL265

- NOTAM A1384/14 received on 26/06/2014 closing ATS Routes from 01/07/2014 till 29/07/2014 between SFC - FL265

- NOTAM A1493/14 - received on 14/07/2014 at 15.57 UTC closing ATS Routes from 14/07/2014 (18.00 UTC) till 15/08/2014 between FL255 - FL325 which results in closing the ATS Routes from SFC - FL325

- on 17/07/2014 NOTAM A1508/14 was received at 15.01 UTC closing the ATS routes between FL315 - FL660 which results in closing the ATS Routes from SFC - FL660

4.1



21



EASA Safety Information Bulletin

SIB No.: 2014-21

Issued: 18 July 2014

Subject: **Airspace and Air Traffic Service route segment closures following the Boeing 777 MH17 accident**

Ref. Publications: NOTAM A1514/14 and A1517/14 issued on 17 July 2014 regarding the Ukrainian airspace, see Appendix 1.

[FDC 4/2182](#) Airspace Special Notice of Ukraine Potentially Hazardous Situation issued by the Federal Aviation Administration (FAA) on 18 July 2014.

[EASA SIB 214-10](#) on the Simferopol Flight Information Region (FIR) issued on 03 April 2014.

Applicability: National Aviation Authorities and aircraft operators.

Description: Taking into consideration the reported loss of Boeing 777 Malaysian Airlines flight MH17 in eastern Ukraine on 17 July 2014, a series of notices to airmen (NOTAMs) affecting the Simferopol (UKFV) and Dnepropetrovsk (UKDV) Flight Information Region (FIR) have been issued.

This SIB is issued in addition to the previously published EASA SIB 2104-10 which was related to the situation in Crimea and the changes to the Simferopol FIR that are under the responsibility of Ukraine.

The Agency draws the aviation community's attention to the possible existence of serious risks to the safety of international civil flights and the consequent airspace restrictions implemented.

Due to the unsafe situation created by a conflict on the eastern border of Ukraine and the situation over Crimea, where more than one Air Traffic Service provider may be controlling flight within the same airspace, careful attention should be given to NOTAM and information addressing airspace and routes modifications.

This is information only. Recommendations are not mandatory.

Recommendation(s): National Aviation Authorities should ensure that all aircraft operators are aware of the following information:

The European Aviation Safety Agency (EASA), and EUROCONTROL Network Manager strongly recommend airspace users to:

1. avoid the airspace of the Simferopol (UKFV) FIR and circumnavigate it by using available alternative routings, and
2. circumnavigate prohibited routes in Dnepropetrovsk (UKDV) FIR.

In addition, the EASA and the Network Manager recommend to review and consider current security threat and information and all relevant NOTAMs.

EASA and the Network Manager will monitor the situation and advise on any update as the situation develops.

Contact(s):

For further information contact the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

Advice from EUROCONTROL Network Manager can be found on the NOP Network Operations Portal: <https://www.public.cfm.eurocontrol.int/PUBPORTAL>;
E-mail: nm.current.ops.manager@eurocontrol.int.

This is information only. Recommendations are not mandatory.



Network Manager
nominated by
the European Commission

ATS routes segments closure (GND-UNL)

(A1517/14 NOTAMN

Q) UKXX/QRTCA/IV/BO/W
/000/660/4801N03731E117

A) UKDV UKFV B) 1407180005 C) 1408172359
E) TEMPO RESTRICTED AREA BOUNDED BY COORDINATES:

495428N 038020E 490600N 0365000E

481520N 0360510E 475542N 0355136E

460809N 0370518E 464700N 0373000E

465900N 0382000E 470642N 0381324E

THEN ALONG STATE BOUNDARY UNTIL POINT 495428N 038020E CLOSED.

F) SFC G) UNL)

(A1514/14 NOTAMN

Q) UKXX/QARLC/IV/NBO/E
/000/660/4820N03630E143

A) UKDV UKFV B) 1407172317 C) 1408172359

E) SEGMENTS ATS ROUTES CLOSED:

T242 MASOL-NALEM G476 MASOL-OLGIN

M996 ABUGA-GUKOL L32 NALEM-KW

P851 LS-SODRA W538 FASAD-PENAK

A83 LS-TAGAN L980 TAGAN-TAMAK

L69 DNP-GONED W644 DON-TAGAN

W633 RUBES-LUGAT M995 PENAK-OLGIN

M136 MEBAM-DON W617 SOMON-OLGIN

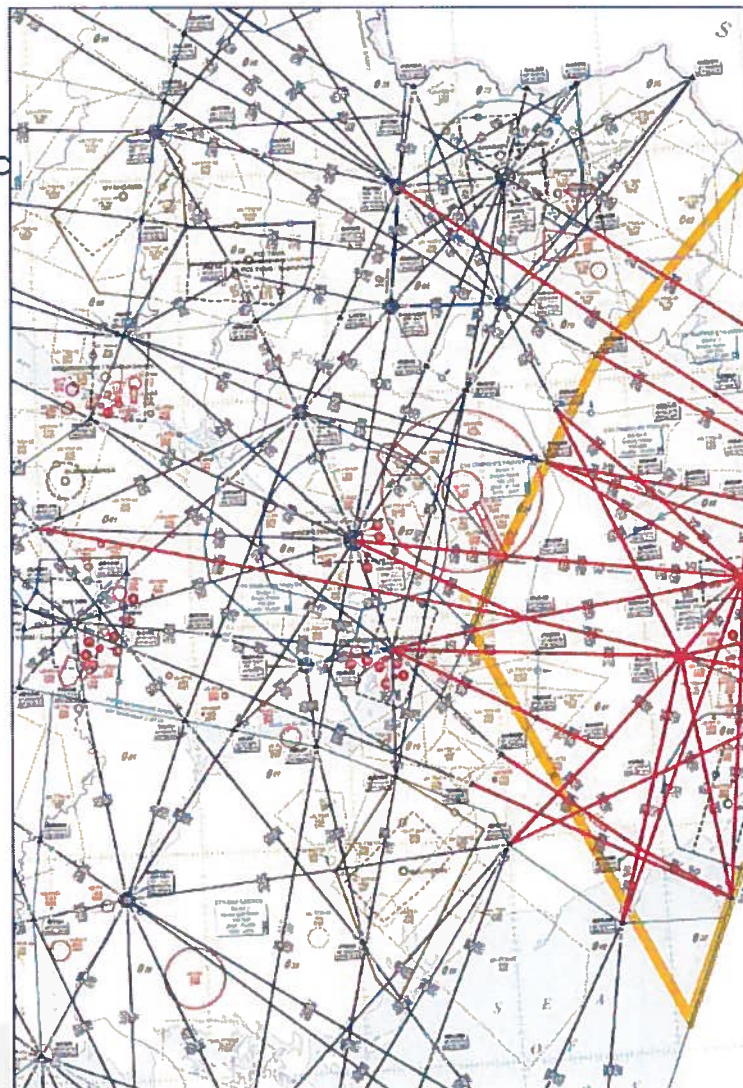
L140 KERTA-FASAD W546 RUBES-KUBIR

M991 TOKMU-OLGIN W531 MEBAM-PW

W533 TOROS-KERTA L984 OSLAN-FASAD

M70 DNP-TAMAK B493 RUBES-FASAD

FROM SFC TO UNL.)



FACTSHEET vlucht MH17

Versie 0.2, 29 juli 2014

Vluchtgegevens

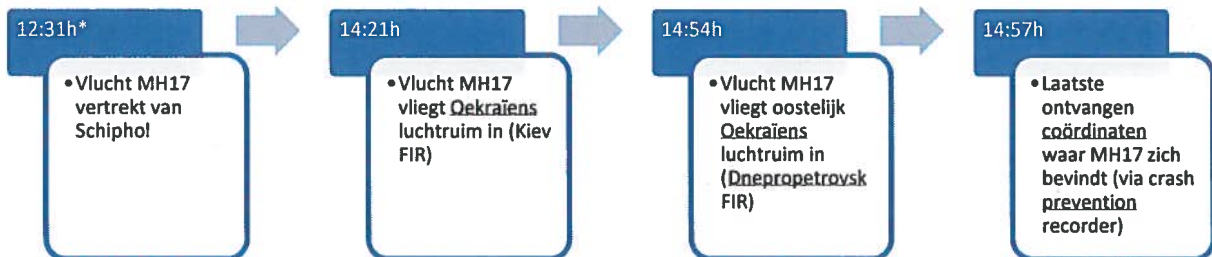
- Maatschappij: Malaysia Airlines
- IATA code: MH17
- Call sign ICAO: MAS17
- Vliegtuigtype: Boeing 777-200
- Vertrek en bestemming:



- Afgelegde route tot ongeval:



Tijdslijn vlucht



*alle tijden zijn weergegeven in Nederlandse tijden

Gevlogen route

- Op zowel 15, 16 als 17 juli diende Malaysia Airlines hetzelfde vliegplan in bij Eurocontrol.
- Op 17 juli vloog de MH17 route conform het door Eurocontrol goedgekeurde vliegplan.

27

FACTSHEET gebruik Oekraïens luchtruim door luchtvaartmaatschappijen

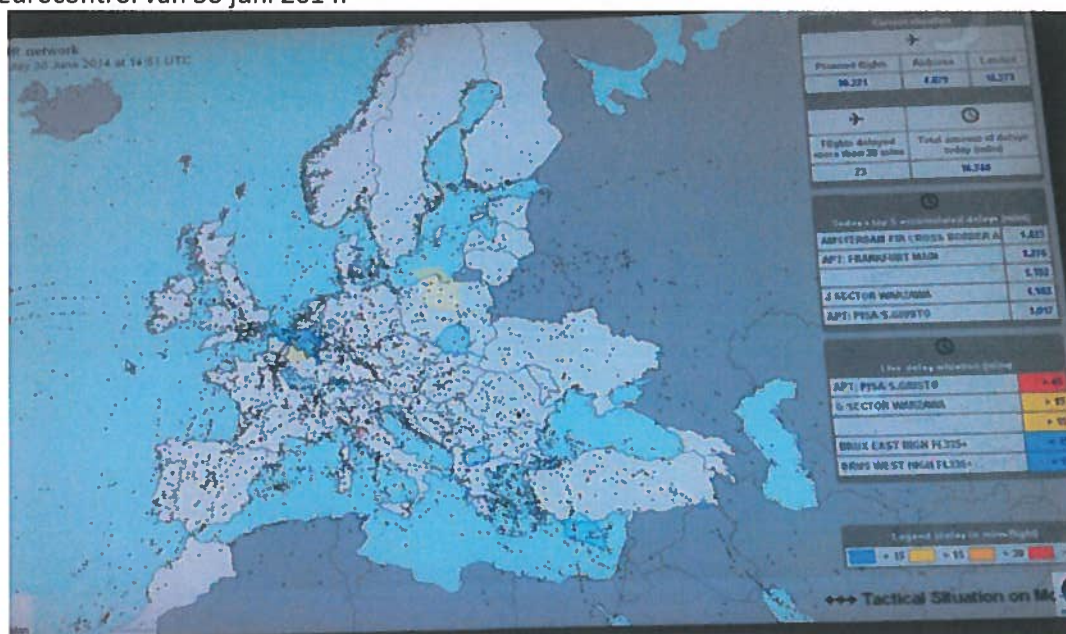
Versie 0.3, 11 augustus 2014

Opbouw luchtruim Oekraïne

- Wereldwijd is het luchtruim opgedeeld in *Flight Information Regions* (FIRs).
- Het Oekraïense luchtruim is opgebouwd uit vijf FIRs (zie kaarten FACTSHEET openstelling luchtruim):
 1. L'VIV FIR (UKLV)
 2. Kiev FIR (UKBV)
 3. Dnepropetrovsk FIR (UKDV)
 4. Odessa FIR (UKOV)
 5. Simferopol FIR (UKFV)

Ontwikkelingen luchtruim Oekraïens luchtruim in periode april – juli 2014

- In de periode van 3 april (week 14) tot 21 juli (week 30) 2014 zijn alle Oekraïense FIRs (gedeeltelijk) open. Zie ook onderstaand screenshot van de Netwerk Manager van Eurocontrol van 30 juni 2014.



FAA

- Amerikaanse luchtvaartmaatschappijen werden door de Amerikaanse autoriteiten (FAA) vanaf 3 april verplicht berichten over het gehele Oekraïense luchtruim goed te bekijken voorafgaand aan elke vlucht.
- Vanaf 18 juli 2014 werden Amerikaanse luchtvaartmaatschappijen door de FAA verboden om te vliegen boven het gebied van het ongeluk. Feitelijk is vliegen daar ook niet mogelijk, want het luchtruim is gesloten.

28

FACTSHEET openstelling luchtruim Oekraïne

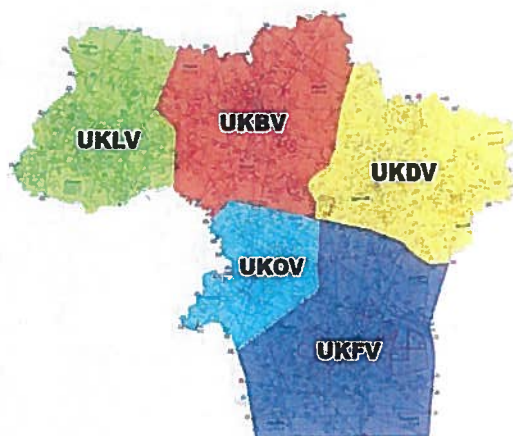
Opsteller:

Versie 0.3, 29 juli 2014

Opbouw Oekraïens luchtruim

Wereldwijd is het luchtruim opgedeeld in *Flight Information Regions* (FIRs), bijlage 1. Zo is het Nederlandse luchtruim gelijk aan de Amsterdam FIR; terwijl het Oekraïense luchtruim is opgebouwd uit vijf FIRs (zie kaartje hiernaast):

1. L'VIV FIR (UKLV)
2. Kiev FIR (UKBV) – *MH17 vloog via Kiev FIR naar Dnepropetrovsk (FIR)*
3. Dnepropetrovsk FIR (UKDV) – *vlucht MH17 neergestort*
4. Odessa FIR (UKOV)
5. Simferopol FIR (UKFV) – *Krim*



Berichten gebruik Oekraïens luchtruim

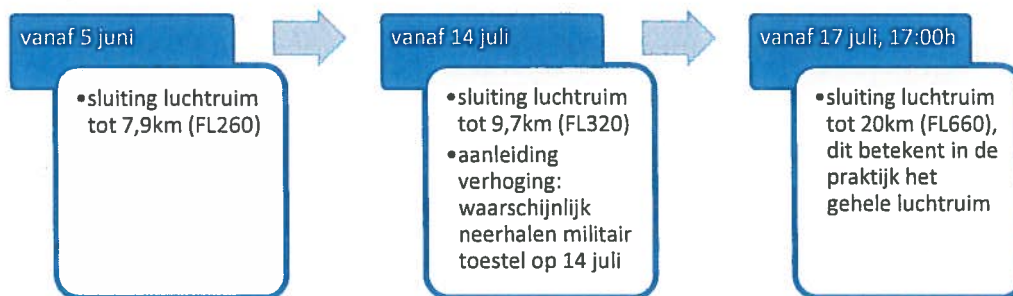
Verschillende organisaties gebruiken specifieke manieren om te communiceren naar de luchtruimgebruikers:

- Autoriteiten van landen gebruiken NOTAMs (*notice to airmen*), deze hebben een verplichtend karakter; terwijl
- Adviezen (niet verplicht) worden uitgebracht door ICAO (State Letter), Eurocontrol (advies aan luchtruimgebruikers van de Netwerk Manager) en EASA (*Safety Information Bulletin*).

Sluiting Oekraïens luchtruim

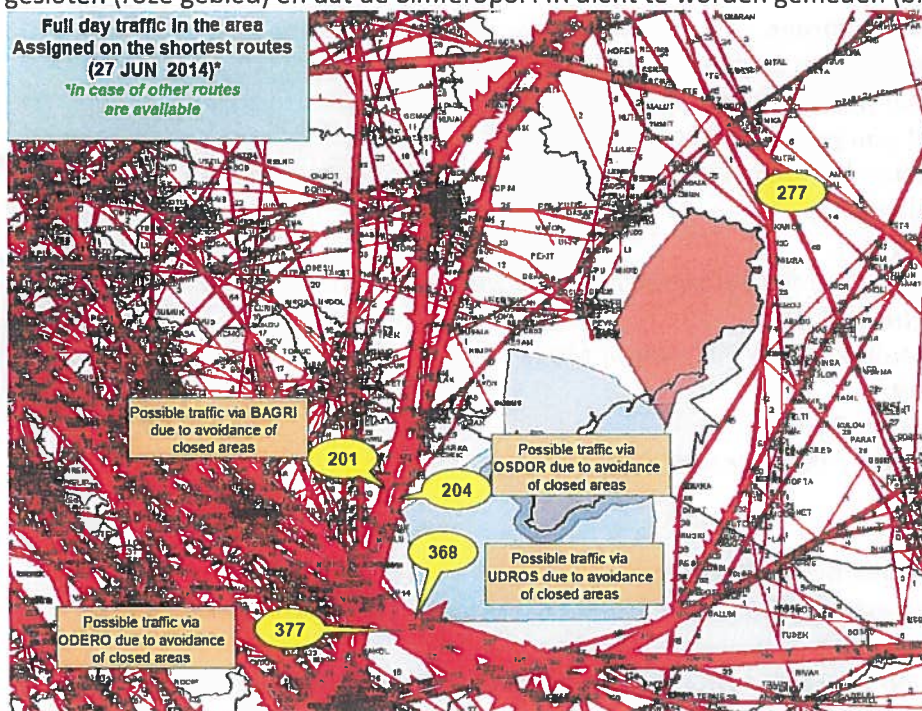
Op basis van de bijlage kan worden gesteld dat in 2014:

- In de periode tot het neerhalen van vlucht MH17 (17 juli 2014) waren in principe alle vijf de Oekraïense FIRs open. Wel golden daarbij verschillende beperkingen voor de Dnepropetrovsk en Simferopol FIR:
- De **Dnepropetrovsk FIR** (en een specifiek gedeelte hiervan) was gesloten vanaf 5 juni tot 7,9km (FL260) en vanaf 14 juli tot 9,7km (FL320):



- Als we spreken over sluiting van de Dnepropetrovsk FIR gaat dit om een gedeelte van de deze FIR. Dit deel van het luchtruim beslaat grofweg een gebied van 200 bij 300km.

- Vanaf 3 april 2014 wordt de Krim (Simferopol FIR) gemeden door luchtvaartmaatschappijen, hoewel het luchtruim niet volledig gesloten was. Aanleiding is de onveilige situatie dat zowel Oekraïne als Rusland luchtverkeersdienstverlening claimen in dit luchtruim.
- Onderstaande figuur geeft weer dat enkel een gedeelte van de Dnepropetrovsk FIR is gesloten (roze gebied) en dat de Simferopol FIR dient te worden gemeden (blauwe gebied):



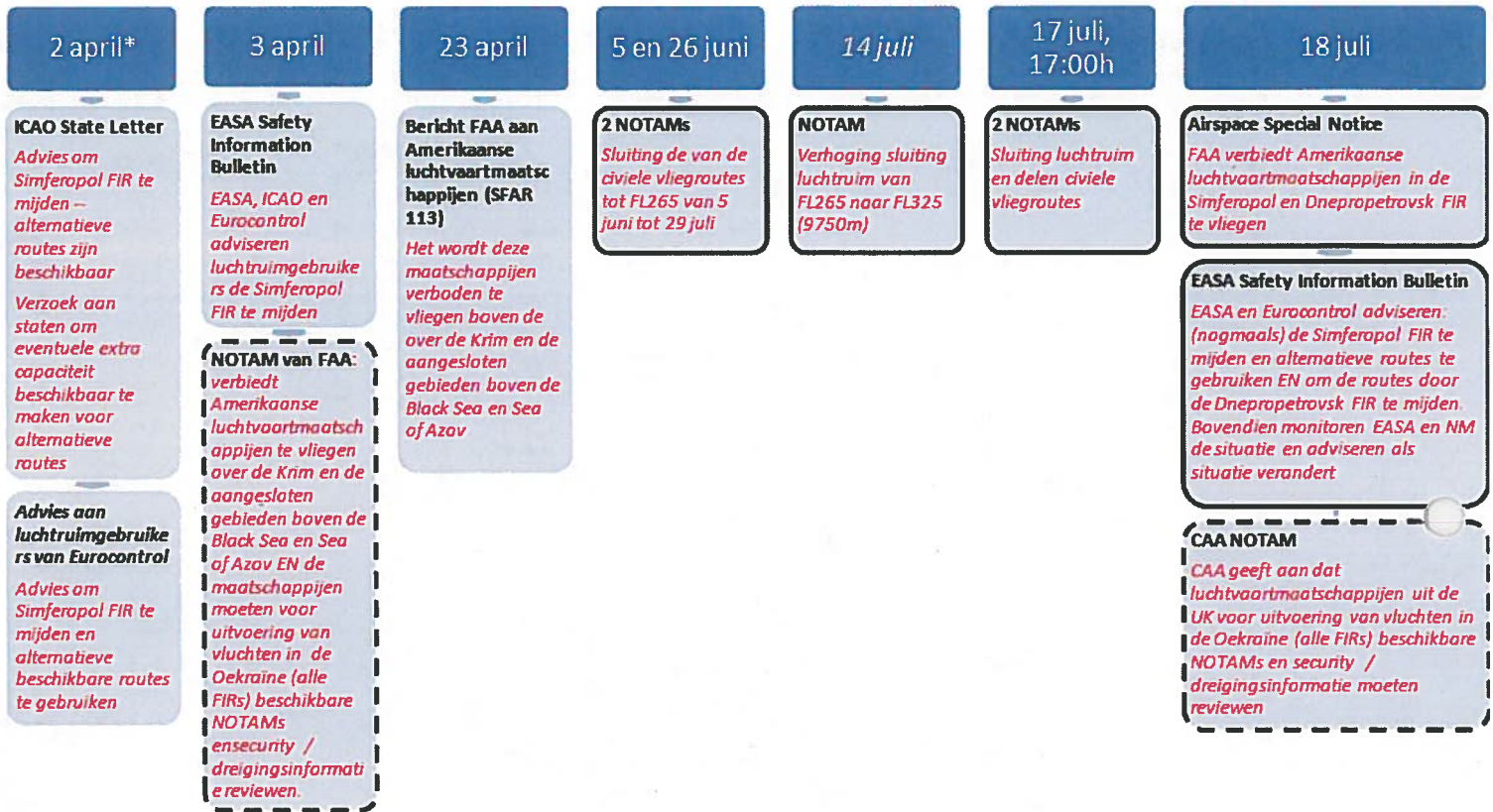
Vliegverbod Oekraïens luchtruim

Op basis van de bijlage kan worden gesteld dat in 2014:

- Anders dan in Nederland de Amerikaanse autoriteit luchtvaartmaatschappijen kan verbieden door bepaald luchtruim te vliegen (zie ook FACTSHEET verantwoordelijkheden luchtruim).
- Amerikaanse luchtvaartmaatschappijen door de Amerikaanse autoriteiten (FAA) vanaf 3 april werden verplicht berichten over het gehele Oekraïense luchtruim goed te bekijken voorafgaand aan elke vlucht.
- De FAA vanaf 18 juli 2014 de Amerikaanse luchtvaartmaatschappijen heeft verboden om te vliegen boven het gebied van het ongeluk. Feitelijk is vliegen daar ook niet mogelijk, want het luchtruim is gesloten.
- De CAA vanaf 18 juli 2014 de Britse luchtvaartmaatschappijen heeft verplicht berichten over het gehele Oekraïense luchtruim goed te bekijken voorafgaand aan elke vlucht.

Bijlage 2

Officiële communicatie luchtruimsluiting



- Voor alle data geldt het jaar 2014
- Zwarte omkadering betekent dat het bericht de Dnepropetrovsk FIR betreft; geen kader betreft berichtgeving over de Simferopol FIR

30

31

39

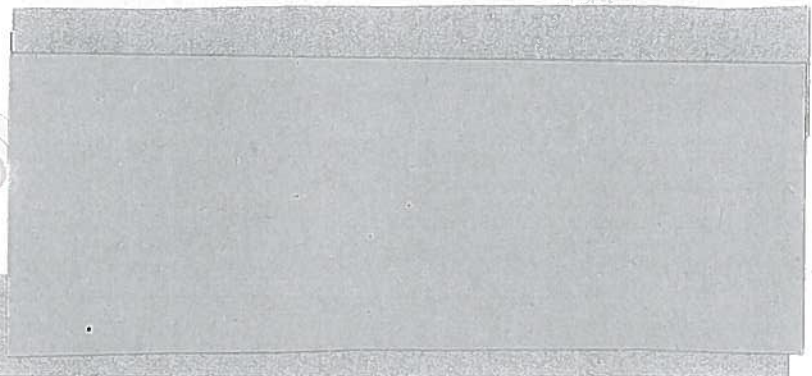
Van:
Verzonden: vrijdag 18 juli 2014 16:18
Aan:

CC:
Onderwerp: FAA Statement-Expanded Notice to Airmen Released

Beste 

N.a.v. je vraag, zie onderstaand het persbericht dat gisteravond door de FAA is uitgezet mbt uitbreiding van restricties op luchtruim over de Oekraïne. Daar heb ik in geel gearceerd welk gebied het eerder betrof. Als er nog andere vragen zijn, dan hoor ik het graag.

Hartelijke groet,




<http://www.the-netherlands.org>

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 @NLintheUSA

DutchEmbassyUS

30

Beste 

Jullie hebben waarschijnlijk via het nieuws al het een en ander vernomen over het tragische ongeluk van Malaysia Airline vlucht MH017. Op dit moment zijn er veel vragen over het luchtruim boven de Oekraïne. In dat kader zou ik graag zo snel mogelijk antwoord willen hebben op de volgende vraag.

Heeft de FAA een waarschuwing afgegeven voor het gedeelte van het Oekraïense luchtruim waar het ongeluk is gebeurd. Het gaat specifiek om een waarschuwing voor het luchtruim in Oost Oekraïne / grens Rusland met de codes UKDV / URRV. (Dus niet de Krim)

Kunnen jullie ons hierbij helpen dan wel ons in contact brengen met iemand van de FAA die ons verder kan helpen?

Gr. 



For Immediate Release

July 17, 2014

Contact:

Phone:

On the evening of July 17, the Federal Aviation Administration issued a Notice to Airman (NOTAM) prohibiting U.S. flight operations until further notice, in the airspace over eastern Ukraine, due to recent events and the potential for continued hazardous activities. The restricted area includes the entire Simferopol and Dnepropetrovsk flight information regions (FIRs). This action expands a prohibition of U.S. flight operations issued by the FAA in April, over the Crimean region of Ukraine and adjacent areas of the Black Sea and the Sea of Azov. No scheduled U.S. airlines are currently flying routes through this airspace.

The NOTAM reads:

FDC 4/2182 (A0025/14)–null AIRSPACE SPECIAL NOTICE UKRAINE POTENTIALLY HAZARDOUS SITUATION -SIMFEROPOL (UKFV) AND DNEPROPETROVSK (UKDV) FLIGHT INFORMATION REGIONS (FIR)

UNTIL FURTHER NOTICE, DUE TO RECENT EVENTS, ALL FLIGHT OPERATIONS BY UNITED STATES (U.S.) OPERATORS WITHIN THE SIMFEROPOL (UKFV) AND DNEPROPETROVSK (UKDV) FIRS ARE PROHIBITED. EVENTS HAVE INDICATED THE POTENTIAL FOR CONTINUED HAZARDOUS ACTIVITIES. THIS ACTION EXPANDS A PROHIBITION OF U.S. FLIGHT OPERATIONS ISSUED BY THE FAA INITIALLY AS A NOTAM ON APRIL 3, 2014, AND LATER AS SFAR NO. 113 OVER THE CRIMEAN REGION OF UKRAINE AND ADJACENT AREAS OF THE BLACK SEA AND THE SEA OF AZOV. THE PROHIBITIONS DESCRIBED IN THE SPECIFIED AIRSPACE CONTAINED IN THIS NOTAM AND THE ASSOCIATED JUSTIFICATION FOR THIS SPECIAL NOTICE WILL BE RE-EVALUATED BY 31 OCT 2014. 18 JUL 00:30 2014 UNTIL 1410312359. CREATED: 18 JUL 00:41 2014

###

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Get daily updates from FAA on Facebook (<http://www.facebook.com/FAA>)

32

[REDACTED]
[REDACTED]
Van:
Verzonden:
Aan:
CC:

vrijdag 18 juli 2014 16:33

Onderwerp: Re: Persvragen routes, waarschuwingen etc

PV in Washington bevestigt dat er geen andere waarschuwingen zijn uitgegaan dan die van april over de krim, en de NOTAM die ik in de mail hieronder heb genoemd. Het luchtruim boven de oekraïne is inmiddels geheel gesloten, operators uit de FAA hebben een verbod gekregen om te vliegen (hetgeen feitelijk geen betekenis heeft omdat het luchtruim niet toegankelijk is).

Grt

On the evening of July 17, the Federal Aviation Administration issued a Notice to Airman (NOTAM) prohibiting U.S. flight operations until further notice, in the airspace over eastern Ukraine, due to recent events and the potential for continued hazardous activities. The restricted area includes the entire Simferopol and Dnepropetrovsk flight information regions (FIRs). This action expands a prohibition of U.S. flight operations issued by the FAA in April, over the Crimean region of Ukraine and adjacent areas of the Black Sea and the Sea of Azov. No scheduled U.S. airlines are currently flying routes through this airspace.

The NOTAM reads:

FDC 4/2182 (A0025/14)–null AIRSPACE SPECIAL NOTICE UKRAINE POTENTIALLY HAZARDOUS SITUATION -SIMFEROPOL (UKFV) AND DNEPROPETROVSK (UKDV) FLIGHT INFORMATION REGIONS (FIR)

UNTIL FURTHER NOTICE, DUE TO RECENT EVENTS, ALL FLIGHT OPERATIONS BY UNITED STATES (U.S.) OPERATORS WITHIN THE SIMFEROPOL (UKFV) AND DNEPROPETROVSK (UKDV) FIRS ARE PROHIBITED. EVENTS HAVE INDICATED THE POTENTIAL FOR CONTINUED HAZARDOUS ACTIVITIES. THIS ACTION EXPANDS A PROHIBITION OF U.S. FLIGHT OPERATIONS ISSUED BY THE FAA INITIALLY AS A NOTAM ON APRIL 3, 2014, AND LATER AS SFAR NO. 113 OVER THE CRIMEAN REGION OF UKRAINE AND ADJACENT AREAS OF THE BLACK SEA AND THE SEA OF AZOV. THE PROHIBITIONS DESCRIBED IN THE SPECIFIED AIRSPACE CONTAINED IN THIS NOTAM AND THE ASSOCIATED JUSTIFICATION FOR THIS SPECIAL NOTICE WILL BE RE-EVALUATED BY 31 OCT 2014. 18 JUL 00:30 2014 UNTIL 1410312359. CREATED: 18 JUL 00:41 2014

Verstuurd vanaf mijn iPad

44

Van:

Verzonden: Thursday, July 17, 2014 11:35 PM

Aan:

Cc:

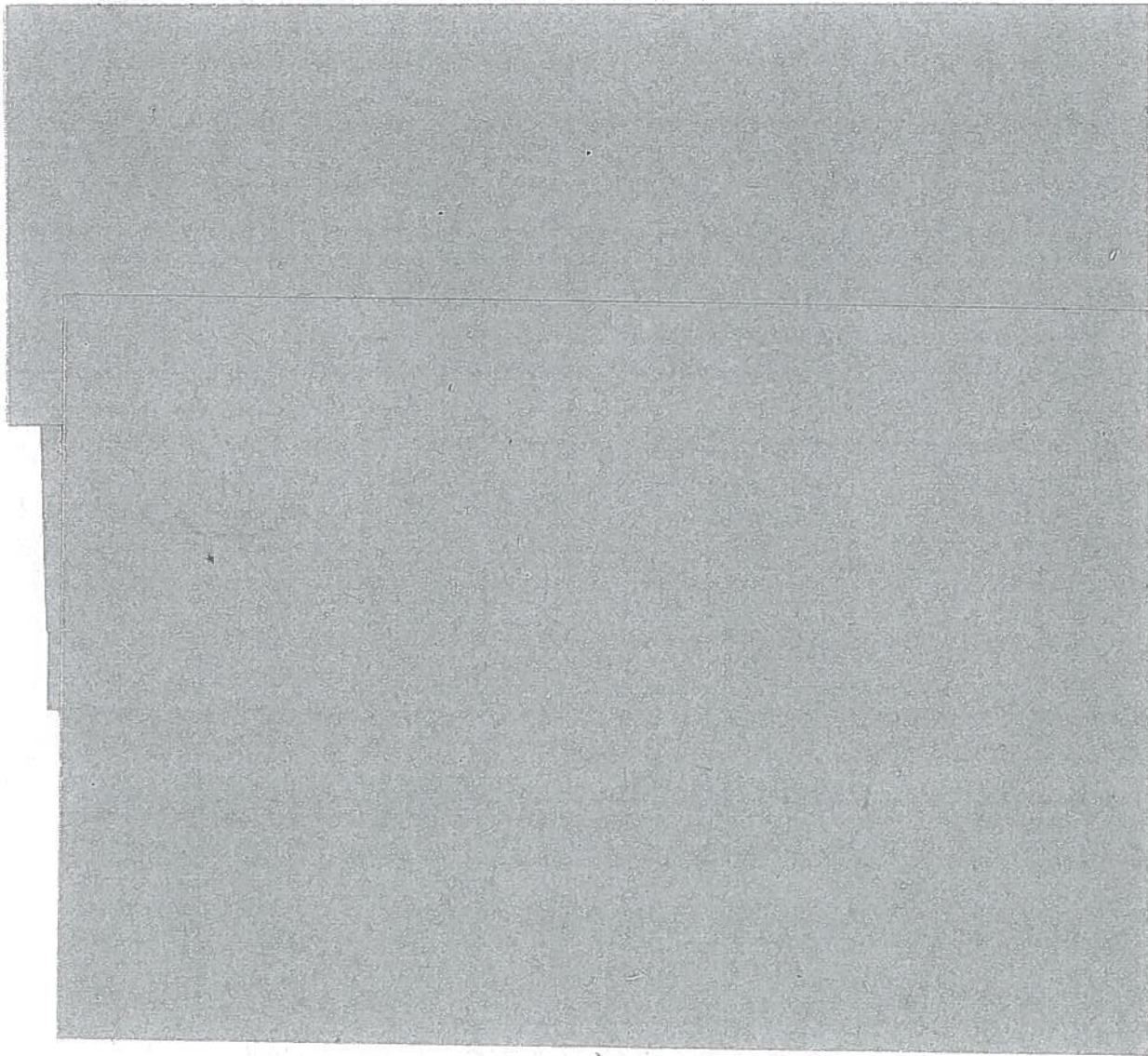
Onderwerp: Fwd: Public statement issued by EUROCONTROL - MH 17 - Ukraine - 17 July 2014

Verstuurd vanaf mijn iPhone

Begin doorgestuurd bericht:

Van:

Datum: 17 juli 2014 22:46:22 CEST





Onderwerp: Public statement issued by EUROCONTROL - MH 17 - Ukraine - 17 July 2014

Members of the Provisional Council will find hereunder a public statement issued by EUROCONTROL on behalf of the Director General.

EUROCONTROL has been informed that MH 17 en route from Amsterdam to Kuala Lumpur has crashed in the eastern part of Ukraine.

Our thoughts are with the families and friends of those on board.

According to our information, the aircraft was flying at Flight Level 330 (approximately 10,000 metres/33,000 feet) when it disappeared from the radar. This route had been closed by the Ukrainian authorities from ground to flight level 320 but was open at the level at which the aircraft was flying.

Since the crash, the Ukrainian authorities have informed EUROCONTROL of the closure of routes from the ground to unlimited in Eastern Ukraine (Dnipropetrovsk Flight Information Region). All flight plans that are filed using these routes are now being rejected by EUROCONTROL. The routes will remain closed until further notice.

The European Aviation Crisis Coordination Cell is being activated to coordinate the response to the impact of the airspace closure.

For the Director General



45

Verstuurd vanaf mijn iPad

Op 18 jul. 2014 om 16:13 heeft
geschreven:

> het volgende

We gaan even na via de ambassade in Washington of dergelijke signalen zijn afgegeven door de FAA.

In de berichtgeving lopen berichten over de Krim en over de rest van Oekraïne trouwens door elkaar. Bekend is dat FAA, en ICAO in april hebben gewaarschuwd niet over de KRIM te vliegen, dat gebeurt niet meer, KLM vliegt daar nav deze waarschuwingen niet meer sinds 3/4/2014.

Je hoort zsm vanuit Washington.

47.



-----Oorspronkelijk bericht-----

Van
Verzonden: vrijdag 18 juli 2014 11:10
Aan:
CC:
Onderwerp: Oekraïne-versie03.pdf

Verbij de gevraagde info. Zoals

Succes vandaag, laten we bellen als er nog iets speelt.

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Koninklijke Luchtvaart Maatschappij N.V. (also known as KLM Royal Dutch Airlines) is registered in Amsterdam, The Netherlands, with registered number 33014286

Overvliegen oostelijk deel van de Oekraïne

Algemeen - Staten

- Staten hebben de verantwoordelijkheid over de veiligheid van en in hun luchtruim. In internationale afspraken (VN / ICAO) is dit vastgelegd.
- Staten moeten voor hun luchtruim een luchtverkeersleidingsorganisatie aanstellen. Meestal is dit een (semi)overheidsorgaan. De luchtverkeersleiding (LV) heeft als doel het luchtverkeer te begeleiden teneinde voldoende onderlinge separatie tussen de vliegtuigen te garanderen.
- De LV heeft ook als taak te voorkomen dat vliegtuigen door gebieden vliegen waar gevaar is. Zo mag de verkeersleiding een vliegtuig bijvoorbeeld niet door een gebied waar meteo-ballonnen worden opgelaten of militaire oefeningen plaatsvinden laten vliegen. In een dergelijke situatie ligt de verantwoordelijkheid om het luchtruim tijdig te sluiten bij de LV.
- Luchtruimsluitingen worden bekend gemaakt door middel van NOTAM (Notice to Airmen) zodat vluchten om het gesloten gebied gepland en uitgevoerd worden.
- Het betreffende luchtruim was niet gesloten.
- Tijdens de vlucht mag de verkeersleiding een vlucht niet laten vliegen (klaren, ATC clearance) door een gesloten gebied of door een gebied waar evident gevaar is. Ook als er geen NOTAM vooraf is uitgegeven geldt deze regel.

Algemeen - Luchtvaartmaatschappijen / KLM

- Luchtvaartmaatschappijen (operators) zijn verplicht vluchten te plannen in gecontroleerd luchtruim, dat wil zeggen luchtruim waar verkeersleiding gegeven wordt.
- Operators zijn verplicht bij het plannen van vluchten rekening te houden met beschikbaarheid van het luchtruim. Zij mogen vluchten dus niet plannen en uitvoeren door gebieden die door middel van een NOTAM zijn gesloten.
- Operators hebben een veiligheidsmanagement systeem waarbinnen zij op basis van beschikbare informatie afwegen of de veiligheid voldoende is.
- KLM onderhoudt relaties met vele overheidsdiensten in binnen en buitenland om zo veel mogelijk informatie te vergaren.

Oekraïne (situatie op 17 juli 2014 voor ongeval met MH17)

- De Oekraïne had het betreffende luchtruim niet gesloten. KLM en andere luchtvaartmaatschappijen maakten gebruik van het luchtruim in de Oekraïne.
- Wel waren bepaalde gebieden gesloten door NOTAM, echter op lagere hoogten dan waar verkeersvluchten uitgevoerd werden.

- De luchtverkeersleiding van de Oekraïne heeft het betreffende luchtruim ter beschikking gesteld. Vluchten kregen van hen de daartoe benodigde verkeersklaring.
- KLM heeft binnen haar veiligheidsmanagement systeem de situatie in de Oekraïne beoordeeld.
- KLM had duidelijke informatie dat het conflict in de Oekraïne een lokale aangelegenheid was en dat geen van de strijdende partijen de internationale luchtvaart als doel had of heeft. Dit bleek ook uit de betreffende NOTAMs.

48.

Verzonden: Friday, July 18, 2014 04:50 PM

Aan:

Onderwerp: Fwd: Information - MAS 777-200ER 9M-MRD Accident at Russia/Ukraine Border - 17Jul2014

Fyi. Geen FAA verbod dus tot gisteren over betrokken gebied maar Krim en aanpalend gebied(je)

Begin doorgestuurd bericht:

Van: Boeing Customer Support

Datum: 18 juli 2014 16:39:26 CEST

Aan: Undisclosed recipients::

Onderwerp: Information - MAS 777-200ER 9M-MRD Accident at Russia/Ukraine Border - 17Jul2014

FROM: THE BOEING COMPANY

TO: Boeing Correspondence (MOM)

[MESSAGE NUMBER:MOM-MOM-14-0492-01B] Multi Operator Message

MESSAGE DATE: 18 Jul 2014 0737 US PACIFIC TIME / 18 Jul 2014 1437 GMT

The following is sent to all customers, field service bases, regional directors, customer resident representatives and other selected organizations. The following message contains confidential commercial information and is intended only for the internal use of the individual or entity to whom it is addressed and not for disclosure to others.

CATEGORY: Safety

SERVICE REQUEST ID: 3-2970665301

ACCOUNT: Boeing Correspondence (MOM)

DUE DATE: 24-Jul-2014

PRODUCT TYPE: Airplane

PRODUCT LINE: 777

PRODUCT: 777-200

ATA:

SUBJECT: MAS 777-200ER 9M-MRD Accident at Russia/Ukraine Border - 17Jul2014

The subject airplane has been involved in an accident while on an international flight from Amsterdam to Kuala Lumpur, Malaysia. Initial reports indicate that the aircraft carried 280 passengers and 15 crew members and that there were no survivors.

The airplane serial number is 28411 and the variable number is WB164.

for the incorrect or incomplete transmission of this e-mail or any attachments, nor responsible for any delay in receipt.

Koninklijke Luchtvaart Maatschappij N.V. (also known as KLM Royal Dutch Airlines) is registered in Amstelveen, The Netherlands, with registered number 1717273

49.

Van:

Verzonden:

vrijdag 18 juli 2014 17:01

Aan:

@klm

CC:

Onderwerp:

Re: Fwd: Information - MAS 777-200ER 9M-MRD Accident at Russia/Ukraine Border -
17Jul2014

Dank!

54

Van: @eurocontrol.int]
Verzonden: woensdag 23 juli 2014 12:27
Aan:
CC:

Onderwerp: RE: request for information with regard to Ukraine

Dear

As discussed on the phone, I hope I provided answers to all questions raised in both of your e-mails.

If you have any further questions on this subject, please let me know.

Best regards,

E-mail: [@eurocontrol.int](mailto: @eurocontrol.int)

EUROCONTROL

Please consider the environment before you print this e-mail

56



Network Manager
nominated by
the European Commission



EUROCONTROL

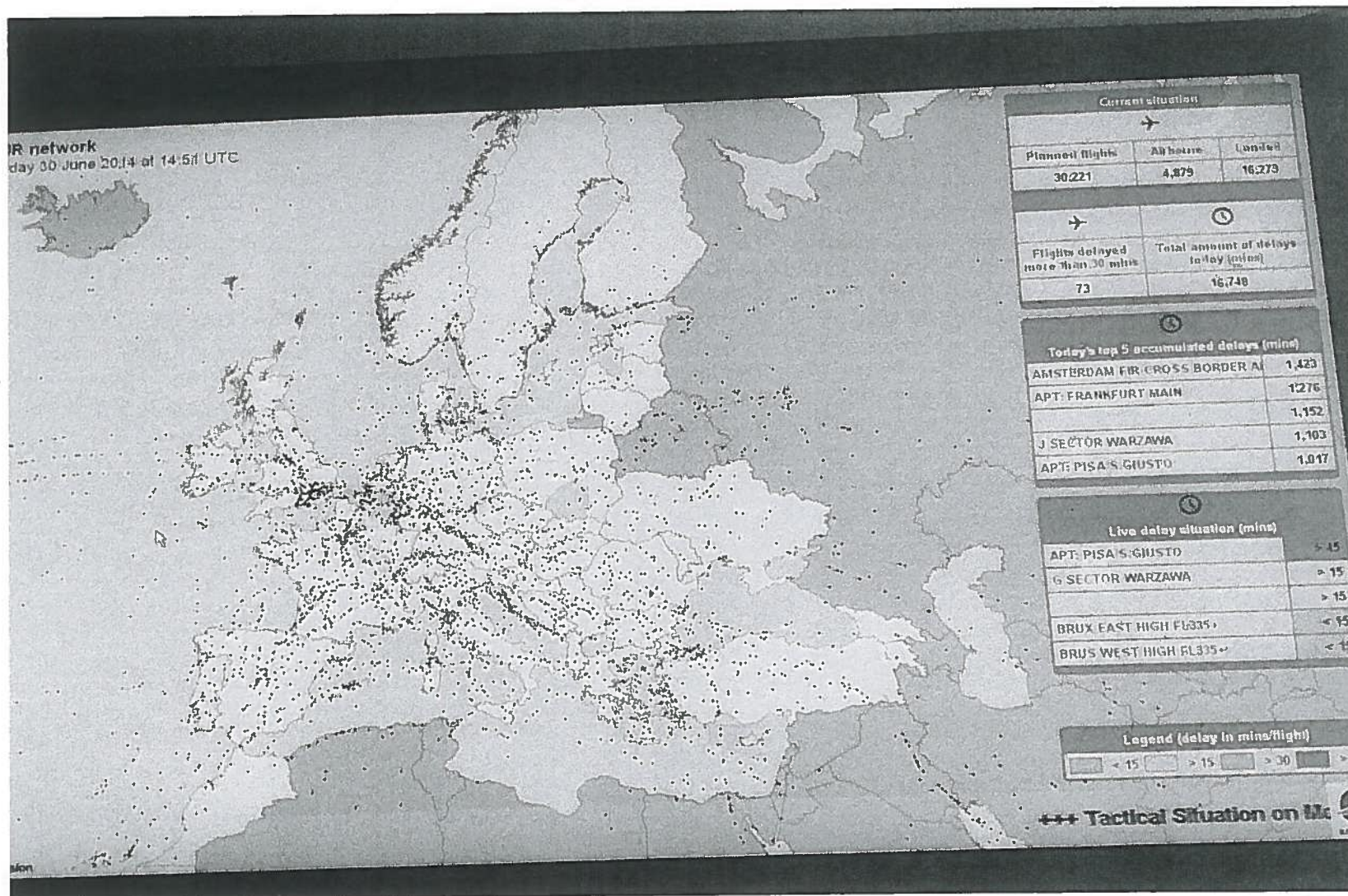
54th SINGLE SKY COMMITTEE

Brussels, 1-2 July 2014

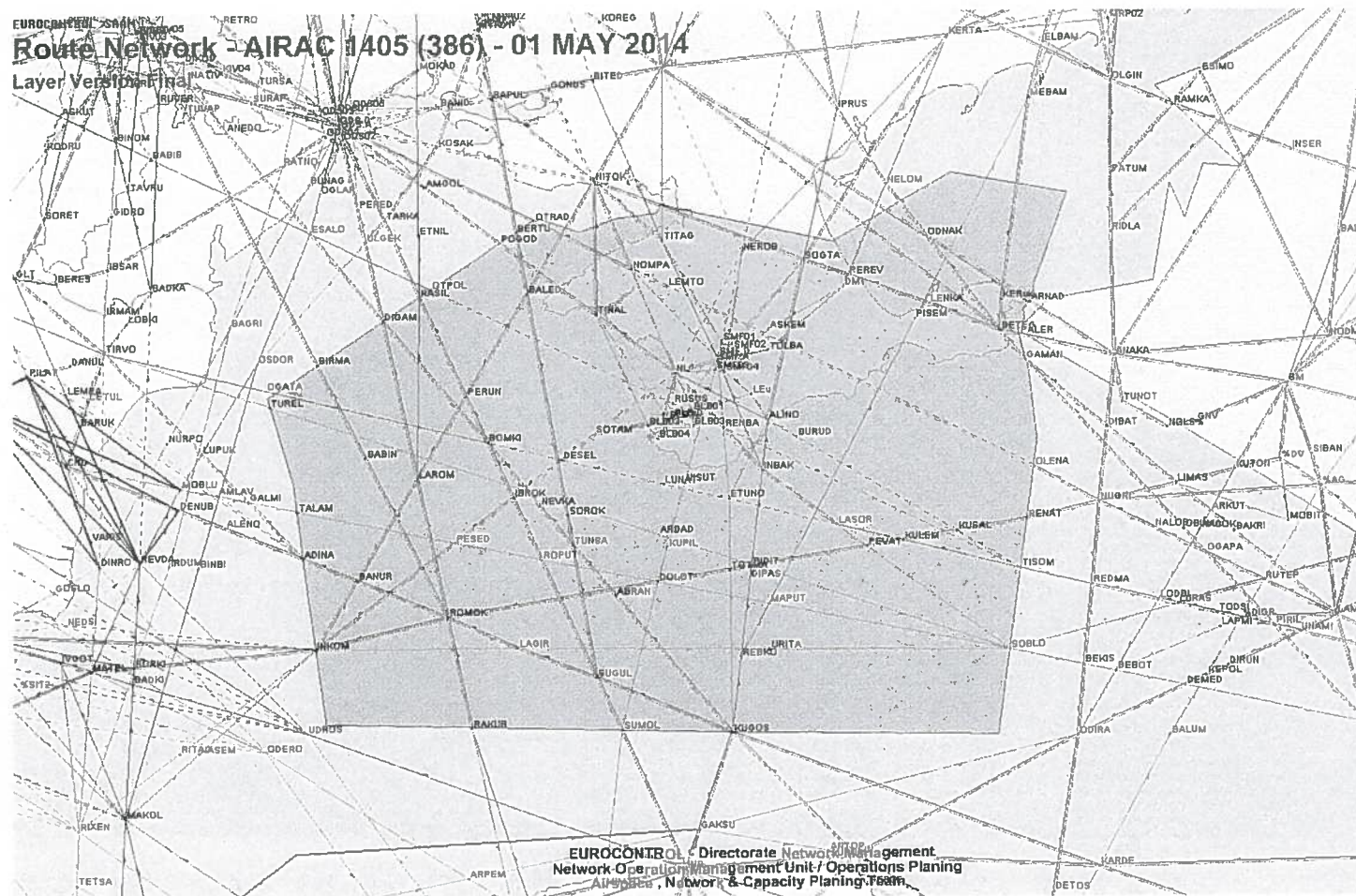
Network Manager's Report

Network Manager

Screenshot NM Display – 30 June 2014



Ukraine - Area concerned



Network Manager
nominated by
the European Commission

Ukraine Simferopol FIR - summary

- Service provision by Ukrainian UKSATSE interfered by another ATS provider – ICAO: ‘unsafe situation’
- Number of ATS routes closed → NM rejects flight plans
- Number of flights per day reduced from ~ 700 to ~ 50 – 80, mostly North – South and v.v.
- Impact on States
 - Significant decrease in Ukraine and Moldova
 - Increase in Bulgaria, less in Romania, Turkey