

Traffic Committee

Parliament

The Traffic Committee, in a letter dated 11 March 2011, asked me the following question 881 (Tru plain. part), which I must answer. The question is asked at the request of Frank Aaen (EL).

Question No. 881:

Will the Minister - in response to previous questions and answers about possible CIA flights which have flown in Danish airspace - indicate whether aircraft with registration numbers N787WH and N961BW have flown in Danish territory or air, or used Danish airports (including Greenland and the Faroe Islands) in the period since 1 January 2001, and if so to send any information that Danish authorities have about these flights, including who has paid the aircraft subject to taxes, crew size, number of passengers, etc.?

Answer:

I have gathered opinions from Naviair (Naviair) and the Traffic Authority.

Naviair has provided information about Copenhagen FIR (Danish airspace) on flights operated by these aircraft in Denmark, which have occurred within the period 1 January 2005 to 22 March 2011. Naviair is no longer in possession of data from 2001 - 2004. The information is listed in the annex to my answer.

Information on the number of people aboard (the flight plan information) is only held by Naviair for flights that have taken place within the last 30 days. As shown in the Annex, there were no flights took place with the aircraft during this period.

As regards the part of the Greenland airspace Naviair controls (below 19,500 feet), Naviair also only has information about the flights which have taken place within the last 30 days. According Naviair, the aircraft have not flown in that part of Greenland airspace within the 30-day period up to 22 March 2011.

The Public Transport Authority has obtained information from the Icelandic authorities who control the northern part of Greenland airspace above 19,500 feet and the air space over the Faroe Islands. The Annex to my answer contains the Traffic Authority's assessment of which flights have flown in the airspace over Greenland including cases in which there have been landings in Greenland, which flights may have flown in the airspace over Greenland and finally, which flights may have flown in the airspace over the Faroe Islands. The Icelandic authorities have to some extent also been able to give information about people on board and over who have paid dues.

As regards the possible flights over Greenland and the Faroe Islands, the Transport Authority stated that from the information received from the Icelandic authorities, it is not possible to determine whether they have entered the skies over Greenland or the Faroe Islands, as there is only information about departure and arrival airport, and about the point where the plane flies into and out of the Icelandic controlled airspace. There is thus no information on the concrete path / route that planes followed, which depend on the specific instructions from air traffic control and weather and wind conditions.

The Public Transport Authority has obtained information from Canadian authorities, which controls the southern part of the Greenland airspace above 19,500 feet. The information, given in the Annex to my answer, does not consider flights that have flown in the airspace over Greenland, but only flights where Copenhagen Airport and Vagar airport in the Faroe Islands have been used. The information on the flights where Copenhagen Airport has been used is identical to Naviar information. The Canadian authorities have been unable to provide additional information about the flights than that contained in the annex.

Sincerely

Hans Christian Schmidt