Priority question for written answer P-002306/2020
to the Commission
Rule 138
Özlem Demirel (GUE/NGL)

Subject: Blocking real-time position display for Frontex assets

According to reports from non-governmental organisations, Frontex aircraft on missions in the Mediterranean can no longer be tracked via on-line services such as Flightradar. Pilots have presumably not switched off AIS transponders; rather, firms have been requested to block real-time position display. The German Federal Police has done precisely that: in March 2016 its air service made a request to Flightradar to have position display blocked for all police helicopters. The German Federal Police also takes part in Frontex missions.

1. What are the call signs for marine and air assets used by EU Member States to take part in Frontex missions in the Mediterranean at present, and what aircraft of its own does Frontex deploy there (e.g. in connection with Frontex Aerial Surveillance Services (FASS))?

2. For what assets with what call signs has Frontex requested that real-time position display be blocked, and to what extent does this also apply to privately chartered FASS aircraft, whose call signs were presumably not known to Frontex on conclusion of the contract concerned?

3. To what on-line service providers was the request made to block real-time position display, and what providers have acted on that request?