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Azov-Black Sea Maritime Operational Area

Russian Black Sea Fleet forces continue to project force onto the coastal and mainland part of Ukraine and control the northwestern Black Sea. The ultimate goal is to deprive Ukraine of access to the Black Sea and maintain control over captured territory.

The number of the Russian naval group at sea is 10 ships and boats located along the south-west coast of Crimea. These include two cruise missile carriers (Project 21631 corvette and submarine 636.3) with a total of 12 Kalibr missiles. Since 10 October, the enemy has intensified the use of Kalibr missiles from Russian Navy ships; during this period, some 30 missiles have been fired at Ukraine.

Enemy aircraft continue to fly from Crimean airfields Belbek and Gvardiyske over the north-western Black Sea. In the last day, 12 Su-27, Su-30 and Su-24 aircraft from Belbek and Saki airfields were involved.

The enemy continues to bomb Ukrainian ports and coastal areas. On the night of 19 October, the enemy again attacked Mykolaiv and other regions of southern Ukraine with "Shahed-136" kamikaze drones. Ukraine's Air Defense Forces shot down 13 drones. In total, the Ukrainian Armed Forces destroyed 223 Shahed-136 kamikaze drones. The first "Shahed" was destroyed on 13 September in Kupyansk. Kamikaze drones were destroyed by Ukrainian anti-aircraft

missile units, fighter jets, self-propelled anti-aircraft installations, mobile fire groups with

portable anti-aircraft missile systems, anti-aircraft artillery and machine gun detachments and regular military personnel with machine guns.

Russia's deputy prime minister, "a curator" of occupied Crimea, Marat Khusnullin, said trucks carrying up to 40 tonnes [of cargo] could now pass through the Kerch bridge. Husnullin

also noted that the bridge's two destroyed girders are planned to be dismantled by the end.

December 2022. The day before, bus traffic was opened on the Kerch Bridge. Russian media reported huge queues at the entrance to the damaged crossing.

On Wednesday morning, 19 October, the Crimean occupation administration announced the downing of a drone in the area of Belbek airfield north of Sevastopol. "In Sevastopol, the air defense system worked again in the northern area. According to preliminary data, a drone was shot down near the Belbek airfield," said the so-called governor of the city, Mykhailo Razvozhaev. He later added that the wreckage of the drone fell on an apartment building and "a small fire was quickly extinguished".

"Grain initiative"

Today, October 19, 6 ships with 86.7 thousand tons of agricultural products left the ports "Odessa", "Chornomorsk" and "Pivdenny" for the countries of Asia and Europe. Bulk carrier KEMAL KURU left Odessa port, ALMIRANTE STORNI, CS CALVINA from Chornomorsk and bulk carriers KUBROSLI-Y, DAYTONA-H and tanker DENSA DEFNE from Pivdenny port. Since the departure of the first Ukrainian food ship, 7.9 million tonnes of food have been exported. A total of 360 ships left Ukrainian ports with agricultural products, which were sent to countries in Asia, Europe and Africa.

Source: CDS Daily Brief 19.10.2022.pdf

Two Russian corvettes arrive in the Mediterranean, where the US aircraft carrier George H.W. Bush leads a NATO show of force



Russian corvette Soobrazitelny, photo: Ministry of Defence in Moscow

Navigation monitoring sources on Twitter and Telegram accounts reported that new Russian warships entered the Mediterranean Sea on the evening of 16.10.2022.

These are the corvettes Stoikiy (545) and Soobrazitelny (531) of the Steregushchiy class.

Both ships belong to the Russian Baltic Fleet and are intended to reinforce the squadron in the Mediterranean, which has been weakened in recent weeks after several naval assets left the region.

But the two warships are smaller in capacity than those that recently left the Mediterranean (at least one cruiser, one frigate and one submarine).

Currently, the Russian Armed Forces Mediterranean Task Force includes the cruiser Varyag and the destroyer Admiral Tributs of the Pacific Fleet and the frigates Admiral Kasatonov of the Northern Fleet and Admiral Grigorovich of the Black Sea Fleet. The

Russian squadron also includes two submarines, namely Severodvinsk of the Northern Fleet and Krasnodar of the Black Sea Fleet.

The Russian group is tasked with countering NATO forces in the Mediterranean

The Black Sea Fleet's submarine Novorossiysk recently left the Mediterranean and went to the shipyard in Kronstadt (Baltic Sea) for repairs.

Earlier, a naval grouping of the Northern Fleet, including the cruiser Marshal Ustinov and the destroyer Vice Admiral Kulakov, also left the Black Sea.

The main mission of the Russian naval group in the Mediterranean is to counter NATO naval assets in the region.

Source: https://www.defenseromania.ro/doua-corvete-rusesti-ajung-in-mediterana-unde-portavionul-american-george-h-w-bush-conduce-o-demonstratie-de-forta-a-nato_618846.html

Large-scale exercise at the mouth of the Danube. The combat manoeuvres involved the Fluvial Flotilla, marines, divers specialising in neutralising landmines.

More than 300 soldiers with almost 20 ships from the Fluvial Flotilla are training these days at the mouth of the river and on the Sfântu Gheorghe arm. The scenario includes firing live ammunition using shipboard artillery and individual weapons. The area has been secured with sensors and is being monitored because there is heavy maritime traffic nearby.

19 October 2022, 22:20 (updated 19 October 2022, 22:39) TVR News |

VIDEO 1

Less than 40 kilometers away from Snake Island, on the Sfântu Gheorghe arm, more than 300 soldiers from the Fluvial Flotilla are training to face a possible attack.

The combat manoeuvres are tailored to the war in Ukraine, a short distance from NATO's eastern flank.

The River Flotilla is the only force of its kind in NATO and the first reaction force in the event of a threat in the Danube area.

The Romanian military keeps a close eye on every movement on the river, as well as on maritime traffic.

Marines have also taken part in combat manoeuvres, along with divers specialised in neutralising sea mines.

Exercises with munitions of war play a vital role in maintaining the operational capability of the naval forces.

Exercise Danube Protector 22 was planned a year in advance, but takes into account developments in the conflict on the Romanian border.

Source: http://stiri.tvr.ro/exerci--iu-de-amploare-pe-dunare--la-manevrela-de-lupta-a-luat-parte-militari-din-flotila-fluviala--pu--ca--i-marini--scafandri-specializa--i-in-neutralizarea-minelor_916694_youtube.html#view

Medium-range missile firing at Capu Midia Range

The Capu Midia Range Complex was the launch site for the SA-6 medium-range missiles (KUB) during this year's ninth series of firings.

Lt. Anca Medrea, spokesperson, reports that the soldiers of the 53rd Antiaircraft Missile Regiment "Tropaeum Traiani" from Medgidia and the 61st Antiaircraft Missile Regiment "Pelendava" from Craiova executed the firing.

According to the exercise's fictitious scenario, enemy aircraft and drones planned to attack soldiers in combat gear, but ground defences destroyed them.

IAR-99 Falcon aircraft from Boboc Air Base and military drones from the Romanian Army were used for the exercise.

The drones were detected by radar and shot down at an altitude of 2 kilometres and a distance of 14 kilometres out to sea.

"The SA-6 anti-aircraft missile complex can engage and combat airborne targets flying at altitudes between 200 and 7,000 metres, with speeds of up to 600 m/s and a range of 24 km. The combat component elements are the radio technical complex for research and guidance, the launch facility and the missile," adds Lt Anca Medrea.

Source: <https://www.gazetadenavodari.ro/trageri-cu-rachete-cu-raza-medic-de-actiune-in-poligonul-capu-midia/>

Undermining the Kakhovskaya hydropower plant: scenarios for disaster development



Cascading disasters The Kakhovskaya hydropower plant is one of the glorious objects of the Soviet Union's Great Communist Construction Projects. The town of Novaya Kakhovka was created solely to serve the hydropower plant staff and family members. The hydroelectric complex was commissioned at the same time as the completion of the installation of the sixth hydroelectric unit of the station in 1956. This is a typical lowland hydropower plant, the lowest in the Dnieper dam cascade. The total length of the dam is over 3.8 kilometres and it holds the Kakhovka reservoir with a volume of 18.2 cubic kilometres. It is the largest reservoir on the Dnieper and at the same time the main source of water supply for the entire south. Only a 16.5-metre dam, which Ukrainian nationalists threaten to blow up, prevents the huge body of water from entering. The terrorist act serves several purposes at once. The first is the physical destruction of the civilian population that wanted to cross under Russia's wing. The territory downstream of the Dnieper is now part of Russian territory and therefore the nationalist attitude towards it is appropriate. The second reason for the invasion of the dams is the destruction of the pontoon crossing points in the Herson region. They are used both for supplying the Russian troop group on the left bank of the Dnieper and as a humanitarian corridor between the Herson regions.

The first reports of Kiev preparing a massive missile attack on the Kakhovskaya hydroelectric power plant emerged on 18 October. According to the commander of Russian troops in the zone of special military operations, Army General Sergei Surovikin, "such

actions can lead to the destruction of the infrastructure of a major industrial centre and heavy losses for civilians". We can say that a hydroelectric power plant is a well-targeted target for the Armed Forces of Ukraine. Nationalist rockets and shells have been destroying railway and road bridges on the dam since summer. The target is within reach of both cannon artillery and HIMARS guided missiles. On 19 October, according to representatives of the local military-civilian administration of the Herson region, the Armed Forces of Ukraine continued to strike the dam. Of course, it won't be possible to destroy a powerful hydraulic structure in one fell swoop, simply because the nationalists don't have the right weapons for it. There are no concrete-piercing munitions in the GMLRS family of missiles - these weapons are more focused on destroying manpower and light equipment. But methodical and deliberate strikes on the Kakhovskaya hydropower plant body can cause a dam breach. Of course, nationalists can use not only guided missiles, but also the "smart" 152mm Excalibur projectile. According to estimates, concentrated fire with the means available to the Armed Forces of Ukraine can cause the dam to break as early as the second or third day. This takes into account the effective functioning of local air defences. And here everything will depend on what level the Kakhovka reservoir is now. What is being done now to reduce the threat of a large-scale terrorist attack by the Kiev regime? According to the acting governor of the Herson region, Volodymyr Saldo, an intensive water spill has been organised through the dam and the population is being evacuated from the left bank of the Dnieper. At the same time, the flow from the Kakhovka reservoir may be increased through the North Crimean Canal upstream. And here we come to the whole cascade of disasters that can cause the destruction of the dam.



Reason for climbing

Modelling the consequences of hydroelectric dam destruction paints an apocalyptic picture for the Herson region. In the worst-case scenario, the nationalists manage to destroy the dam. To do so, they use both the aforementioned missiles and guided missiles and the anchored river mines, which have already been brought near the Gavrilovka settlement. Don't rule out sabotage. For example, in the UK, nationalists have been trained for months to work with unmanned underwater vehicles. And although the average depth of the Kakhovka reservoir is not that deep - just eight metres - it's enough to reach upstream of the dam. Does anyone say fantasy? But did many people think that in the autumn of 2022 gas pipelines on the bottom of the Baltic Sea and a truck full of explosives would be blown up on the Crimean

bridge? Even the summer seemed, if not impossible, then highly unlikely. And now the likelihood of underwater vehicles undermining the Kakhovskaya hydropower plant is unlikely, but not zero. Only high eutrophication of the almost stagnant water in the reservoir can interfere. Simply put, operators will see nothing in the muddy waters. However, in October, even the most flourishing reservoirs become transparent to some extent. In any case, the situation will become catastrophic when one of the dam sections is destroyed to the ground. Kilometres of water accumulated in the reservoir will equalise the level before and after the HPP in just a few days. The wave will sweep away the regional centre of Golaya Pristan as well as several small settlements. On the left bank of the Herson, the water will rise by 2-2.5 metres - things will not reach total chaos, but a sanitary catastrophe is guaranteed. Local authorities will either have to evacuate up to fifty thousand of the local population or fight for months against infection and other flooding delights. Not to mention the difficulties of the approaching winter. The swiftest and most catastrophic consequences await the inhabitants of the territories downstream of the Kakhovskaya Che. Bigger events will unfold above the dam, even if not so fast. The main thing here is a drop in the reservoir level by several meters. The fact is that since the 1950s of the last century, the Soviet (later - Ukrainian) infrastructure was closed for the volumes of the Kakhovka reservoir in its current state. The rapid flow of water will expose the water intakes of most coastal settlements. First, the 50,000th Energodar. Emergency services will not be able to cope quickly with the consequences of the disaster under hostile conditions - this will take months. If, downstream of the Dnieper, the water eventually recedes, allowing us to hope for a stabilisation of the sanitary condition, then at the top of the hydropower station, the previous level of the reservoir may be forgotten for years. Even if the dam is restored promptly. By the way, in the 1950s, the Kakhovskoye Sea occupied its shores for more than two years.

In addition to health problems, there are serious technical risks. Thus, the cooling system of the Zaporizhzhya NPP is fed from the reservoir waters. Here the need is so great that no well drilled promptly can solve the problem. In addition, the borehole will have to be deeper than usual - with the loss of water from the reservoir, the groundwater level will drop. There is no need to comment on what the overheating of the reactor cores of Europe's largest nuclear power plant might threaten. Let's just mention that the dispersal of a few dozen tonnes of uranium fuel following an accident is far more serious than the consequences of a nuclear strike. Of course, that's not counting the destruction from the shock wave. The North Crimean canal, cleared by Russian troops, is fed from the Kakhovka reservoir. Through it the peninsula receives water. The 5-8 metre drop in water level is guaranteed to leave several million people without fresh water. However, similar nationalists have already practiced in history. Don't forget the delayed consequences of dehydrating the territory. Southern Ukraine is heavily dependent on irrigation from the waters of the Kakhovka reservoir. Here lives the agriculture of an essentially arid region. The 130-kilometre-long Kakhovka canal originates from the reservoir and is the key to the irrigation system in southern Herson. The negative effect of its drainage will be felt by hundreds of thousands of people next autumn when the harvest fails. Few facts serve as faint hope for the sanity of the Kiev regime. First, CHE Kakhovskaya is a critical infrastructure facility in Russia. The terrorist attack on the Crimean bridge has already cost Ukraine a third of its power plants. It is not known how low the Kiev regime will sink under the Russian blows after the Kakhovka dam was blown up. Secondly, the destruction of the dam and the subsequent lowering of the reservoir will bring a humanitarian catastrophe to the territories still under Kiev's control. For example, a canal to Krivoy Rog comes from the reservoir, and this is Zelensky's little homeland with a population of 600,000. The waterway is far from the only source of water supply, but a dry canal can cause the population of the

city to migrate. The water intakes of the Nikopol agglomeration with a population of more than 300,000, located on the left bank of the reservoir, will become shallow. However, humanitarian issues in relation to their own population have always been of little concern to the leadership in Kiev, so it remains only to rely on the fear of Russian revenge.

Source: <https://topwar.ru/203660-podryv-kahovskoj-gjes-scenarii-razvitiya-katastrofy.html>

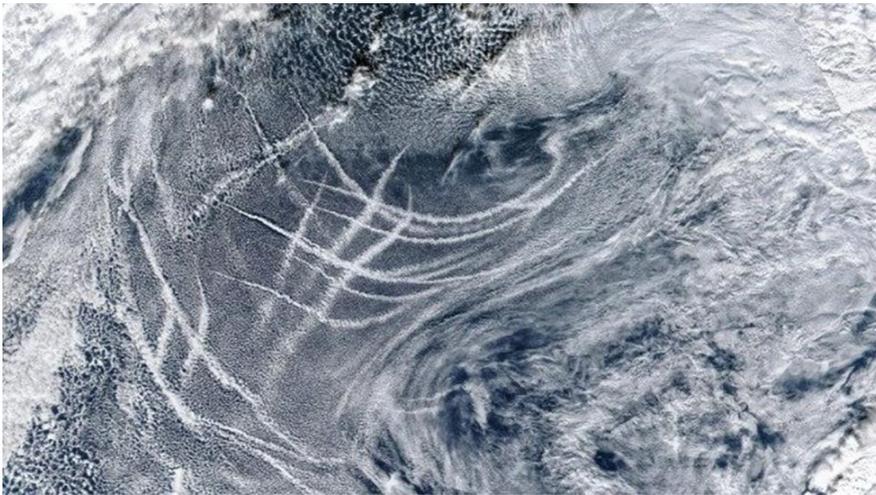
Five Russians charged with trafficking US technology and Venezuelan oil

The US Justice Department has indicted five Russian nationals for evading US sanctions on Russian weapons and Venezuelan oil, then laundering the proceeds through US and UAE banks. Russian citizens Yuri Orekhov, Artem Uss, Svetlana Kuzurgasheva, Timofey Telegin and Sergey Tulyakov are accused of buying US-made components for use in the manufacture of Russian missiles and aircraft. In addition, they allegedly operated a second line of business in marketing Venezuelan oil to buyers in Russia and China, including a certain Russian aluminum company sanctioned in April 2018 and China's largest oil company (CNPC). Orekhov and Uss were both arrested in Europe and are awaiting extradition proceedings to the United States. Orekhov and Uss are co-owners of Nord-Deutsche Industrieanlagenbau GmbH (NDA GmbH), an industrial equipment and commodities trading company with offices in Hamburg. Kuzurgasheva worked for Orekhov on an alleged scheme to find and buy "sensitive, dual-use military technologies from U.S. manufacturers," including advanced computer components for missiles, fighters, satellites, and other state-of-the-art military equipment. Some of these components made their way to sanctioned Russian defense contractors controlled by co-defendants Timofey Telegin and Sergei Tuliakov. The Justice Department is confident that the components ended up in military equipment because some of them were found inside Russian weapons systems on the battlefield in Ukraine. The specific goods sought reportedly included radiation-resistant integrated circuits and memory modules; tactical air navigation interrogators and multi-mode receivers used for the Russian SU-30SM2 fighter jet; and other highly specialized aerospace electronics. To gain access to these components, Orekhov and other NDA employees allegedly told U.S. manufacturers that the supplies would be used by civilian missile corporation Roscosmos and other firms in Russia's space program. This simple lie was effective enough that it was "a common method of sanctions evasion used by Russian actors," according to prosecutors. In other transactions, components were allegedly smuggled through a Malaysian front company using documents provided by an unnamed Malaysian defence official. The NDA also allegedly operated an oil smuggling scheme. Two Venezuelan nationals, Juan Fernando Serrano Ponce and Juan Carlos Soto, were accused of helping Orekhov arrange transactions between sanctioned Venezuelan oil company PDVSA and overseas buyers, using NDA as a front company. Orekhov told Ponce directly that he was acting on behalf of a sanctioned Russian oligarch who owns a Russian aluminum company, saying that "[the oligarch] is also under sanctions. That's why we are acting from this company [NDA GmbH]. As fronting." As is common in the sanctions-busting oil trade, the alleged scheme involved extensive counterfeiting. Mentions of Venezuela were deleted from all written documents, and tanks involved in the deliveries were instructed to disable their AIS at key moments. During a shipment in 2019, Orekhov reportedly told his partners that, "[He] is waiting for the transfer receipt so he can show the shipping company to turn off the AIS - remember they can't now because of insurance issues - but they will see it once they see the transfer confirmation. [He] will talk to the shipper about tracking the trip and look for the @ best possible way to not show Amuay [city in Venezuela] as the previous port stop." To make payments, the NDA allegedly used bulk cash couriers, cryptocurrencies and daily bank transfers handled through US financial institutions. To make

the transfers, Orekhov and his colleagues allegedly forged documents and chose banks that would not control their business. "This is the largest bank in the Emirates. . . they pay for everything," Orekhov allegedly told Soto in one transaction. "Networks of shell companies, cryptocurrencies, and an international network of fraudsters failed to protect Orekhov and his friends from detention by U.S. law enforcement. Ending the evasion of military technology export controls is among the task force's highest priorities, and today's arrests reflect the strength of those controls," said Andrew Adams, director of the US-based KleptoCapture task force.

Source: <https://www.maritime-executive.com/article/five-russians-charged-with-breaking-u-s-oil-and-weapons-sanctions>

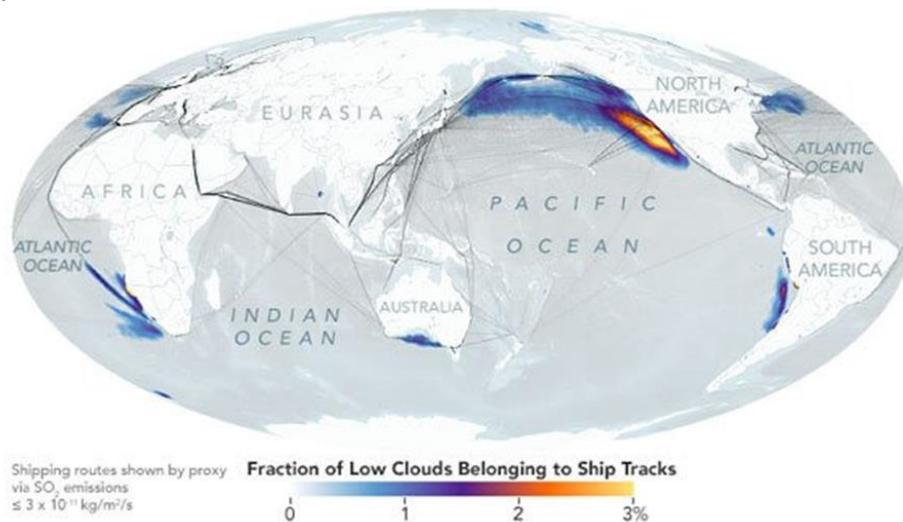
NASA: IMO adoption of low-sulfur fuel pollution from ships



White lines across the Pacific are visible trails from "ship tracks" - image by Jeff Schmaltz, courtesy of NASA

The adoption of low-sulfur fuel oil regulations for the shipping industry is having a positive effect in reducing pollution clouds, according to a new report released by NASA. According to the report, the global standard for limiting sulfur in ship fuel, introduced by the International Maritime Organization, reduced artificial "up-to-ship" clouds to record low levels in 2020, highlighting the importance of efforts to address ship emissions. Based on nearly two decades of satellite imagery, NASA reports that researchers have found that the number of ship tracks has dropped significantly. Scientists used advanced computational techniques to create the first global climatology (a history of measurements) of ship tracks. They analysed daytime images from a 17-year period (2003-2020), concluding that the only explanation was IMO regulations that reduced sulphur content by 86 percent. "Without this kind of comprehensive, large-scale sampling of ship tracks, we can't begin to fully understand this problem," said lead author Tianle Yuan, an atmospheric scientist at NASA's Goddard Space Flight Center in Greenbelt, Maryland, and the University of Maryland, Baltimore County. The researchers explained that the ship tracks were first observed as "anomalous cloud lines" in early satellite images acquired in the 1960s. The trails or "ship tracks" are formed by water vapour coalescing around small particles of pollution from ship exhaust. Highly concentrated droplets scatter more light and therefore appear brighter than unpolluted sea clouds, which are seeded with larger particles such as sea salt. Scientists at NASA have

been studying these tracks, theorizing that they could be used to monitor shipping activity and its impact.



Researchers noted that the tracks fell in 2020 after new regulations on low-sulfur fuels (NASA Earth Observatory)

While analyzing the 2020 data, the researchers found that the density of ship tracks decreased that year on every shipping line. In their analysis, they linked the noticeable changes to IMO's 0.5% fuel sulphur content limit in 2020. According to the researchers, the low sulphur fuel oil (LSFO) requirement changed the chemical and physical composition of ship exhaust. Fewer sulphur emissions means there are fewer aerosol particles released to form detectable traces by ships. They considered that shipping disruptions related to the COVID-19 pandemic may have played a role in the changes. They concluded that the pandemic played a role in the 1.4% drop in global shipping traffic over several months. "But this change alone could not explain the large drop in the observed ship track, which remained at record low levels until several months into 2021," NASA writes. According to Yuan and his colleagues, similar but regionally defined regulations, such as an IMO emissions control zone in place since 2015 off the US and Canadian west coasts, have not had a similar effect. They believe this is because operators have changed their routes and plotted longer courses to avoid the designated areas. The analysis also showed clear patterns with visible "abnormal cloud lines" directly correlated with the level of transport activity. Over the course of the lengthy analysis, Yuan and his colleagues found that a general upward trend in shipping activity between 2003 and 2013 was reflected in the clouds seen on the tracks of ships. They could also detect declines in tracks, for example for about a year after the 2008 global financial crisis, and similarly between 2014 and 2016 likely reflected a slowdown in Chinese imports and exports of raw materials and commodities. Beyond their global trade significance, the ship tracks the researchers highlighted may serve as case studies for an element of climate change. "Ship tracks are great natural laboratories for studying the interaction between aerosols and clouds below and how this affects the amount of radiation the Earth receives and reflects back into space," Yuan said. Like ghostly footprints, they said the trails follow sea lanes all over the globe, from the North Pacific to the Mediterranean Sea. News of their visual evidence of shipping's impact on the atmosphere came as the European Parliament today took the first definitive steps to force shipping to reduce greenhouse gas emissions and adopt mandates for the use of alternative fuels. The adoption of the measures and future efforts with European Commission members is seen as a first step that requires the transition of shipping away from fossil fuels.

Source: <https://www.maritime-executive.com/article/nasa-imo-adoption-of-low-sulfur-fuel-reduced-pollution-from-ships>

Russia to use combat dolphins in case of underwater attack



Russia has brought specially trained military dolphins to its Black Sea naval base to protect its fleet from an underwater attack "by Ukrainian saboteurs". Russia may use the combat dolphins to fight Ukrainian saboteurs in the Black Sea, columnist Blake Stilwell said, referring to US Naval Institute data.

The specially trained marine mammals, Stilwell said, are being used successfully to detect underwater mines and combat military swimmers. Stilwell added: "Keeping saboteurs and special forces out of harbor and harbor roads is a difficult task that requires constant vigilance or the presence of modern military technology." In his estimation, dolphins are best suited for this task, which are always aware, even when they sleep. In 2019, Norway suspected Russia of possessing specially trained whales used as spies, Gazeta.Ru recalls, according to stiripesurse.ro.

Source : <https://www.replicaonline.ro/rusia-va-folosi-delfinii-de-lupta-in-cazul-unui-atac-subacvatic-535593?z=1>

Incident in the Black Sea: Russian Su-27 fighter jet fired a missile in the direction of a British research plane



The British Ministry of Defence announced on 20.10.2022 that a Russian fighter jet attacked an aircraft belonging to the Royal Air Force over the Black Sea, launching a missile in its direction.

According to British officials, the incident took place at the end of September, on the 29th to be precise. British Defence Minister Ben Wallace subsequently contacted his Russian counterpart, Sergei Shigu, asking for an explanation.

Moscow officials spoke of the accidental launch of the missile, which they called a "technical failure".

According to the British military, an RC-135 Rivet Joint research aircraft belonging to the Royal Air Force was flying over neutral Black Sea waters in international airspace when a Russian Su-27 fighter jet fired a missile in its immediate vicinity. A second Su-27 was also in the vicinity of the British aircraft. As a result, the crew of the RC-135W had to return to base.

"On 29 September, an unarmed RC-135W Rivet Joint reconnaissance aircraft was conducting a routine patrol over the Black Sea, where it was intercepted by two Russian Su-27 fighter jets. During the interception, one of the Su-27s fired a missile in the vicinity of the RC-135W without visual contact with the target. The patrol was aborted and the British aircraft returned to its permanent deployment base," a UK Ministry of Defence press release said.

After the incident, the British stopped air patrol missions in the Black Sea area, which they only resumed on 10 October when they received an official response from Moscow. British planes now fly exclusively under fighter escort.

Earlier today, British defence minister Ben Wallace publicly confirmed that a missile had been fired from a Russian aircraft near an unarmed Royal Air Force plane patrolling over the Black Sea.

According to the BBC, Ben Wallace said the incident took place on 29 September in international airspace and confirmed that Russia said the missile launch was the result of a "technical fault".

Wallace told British MPs that Britain was not treating the incident as an escalation of tensions on Russia's part, but said the incident was a "reminder of how dangerous things can be when you choose to use your fighter jets in the way the Russians have done over the years".

Source: https://www.defenseromania.ro/incident-in-marea-neagra-un-avion-de-vanatoare-rusesc-su-27-a-lansat-o-racheta-in-directia-unui-avion-de-cercetare-britanic_618940.html