

REPORT

Airspace Intrusions, Radar Blackouts, and the Suspicious Role of United Nations and Affiliated Organization Flights in Support of the Houthi Militia

Kenyan Aircraft — Boeing 727-2Q9(Adv)(F), 5Y-GMA



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Prepared by Dr. Abdulqader Al-Kharraz

Tuesday, 22 September 2026

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Airspace Intrusions, Radar Blackouts, and the Suspicious Role of United Nations and Affiliated Organization Flights in Support of the Houthi Militia — Kenyan Boeing 727-2Q9(Adv)(F), 5Y-GMA

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Introduction

While Yemeni airspace is classified as a conflict zone subject to strict international monitoring, field and radar-tracking data reveal a “parallel air corridor” used as cover to move sensitive cargo beyond the reach of inspection. This report examines the complex, coordinated airspace intrusion over Yemen on Tuesday, 22 September 2026, involving the Kenyan cargo aircraft Boeing 727-2Q9(Adv)(F), 5Y-GMA, alongside deceptive movements by aircraft belonging to the United Nations and Médecins Sans Frontières (MSF).

By closely comparing transponder data with live field footage, this report sets out the tactics of radar blackouts and dual deception carried out under the umbrella of humanitarian work. It identifies a continuing pattern of violations that recalls previous incidents and raises serious, direct questions about compliance with the arms embargo and the security of Yemeni airspace.

I. Field and Technical Verification of the Kenyan Aircraft’s Movements on Tuesday, 22 September 2026

Field monitoring teams, together with flight-radar tracking systems, documented a series of breaches and complex aerial deception tactics carried out by UN aircraft and other aircraft associated with MSF. The details are as follows:

1. Identity of the Kenyan Boeing 727-2Q9(Adv)(F), 5Y-GMA, and Its Operator

- **Current operator:** Registration and tracking records identify Safe Air as the aircraft’s current operator. The aircraft is registered in Kenya.
- **Operational significance:** The contracting of a private commercial operator registered in Kenya by UN bodies or their affiliated organizations to fly these obscure routes and bypass transponder tracking provides a cover through which international officials can evade direct

responsibility when intrusions or suspicious cargo transfers are exposed. It exploits gaps in the contracting of private charter services.

2. Cargo Flight and Direct Entry: Nairobi – Sana’a – Djibouti – Nairobi

- On the morning of 22 September 2026, the aircraft departed Nairobi on an initial flight, made manoeuvring turns in Kenyan airspace, and returned to Nairobi airport. It immediately took off again heading north, with no official destination recorded on tracking systems and with its transponder completely switched off. (Figure 1)
- 09:15: The aircraft’s signal appeared for only a few minutes over Yemeni territorial waters near Aden, following a deceptive course that suggested it was heading toward Aden. This coincided exactly with the departure of UN aircraft UNO132H from Djibouti airport. (Figure 2)
- 09:17–09:35: The Kenyan aircraft’s signal disappeared again over territorial waters near Aden as the aircraft began to penetrate Yemeni territory covertly. At the same time, two other aircraft appeared on the radar site: UN aircraft UNO132H and MSF aircraft 3BNBZ. (Figure 3)
- 09:53: Field teams captured live video proving that the aircraft landed at Sana’a International Airport after entering Yemeni airspace without registration or inspection. A frame from the landing footage is shown in Table 2.
- 10:35: The aircraft departed Sana’a airport heading south while concealed from radar. Field teams recorded and documented the departure time.
- 11:10: Its signal reappeared over territorial waters near Aden, at the same point where it had disappeared that morning, as it headed toward Djibouti. (Figures 4 and 5)
- 11:18: The aircraft switched off its transponder while flying at low altitude toward Djibouti airport for landing. (Figure 6)
- 12:35: Its signal reappeared on radar as it departed Djibouti airport after a brief deceptive stop, with its transponder switched on toward Kenya (Figure 7). It switched the signal off again later.
- 12:49: The aircraft switched off its transponder again in flight and remained concealed until it approached and landed at Nairobi airport in Kenya.

Table 1. Sequential radar-site record of the Kenyan Boeing 727-2Q9(Adv)(F), 5Y-GMA

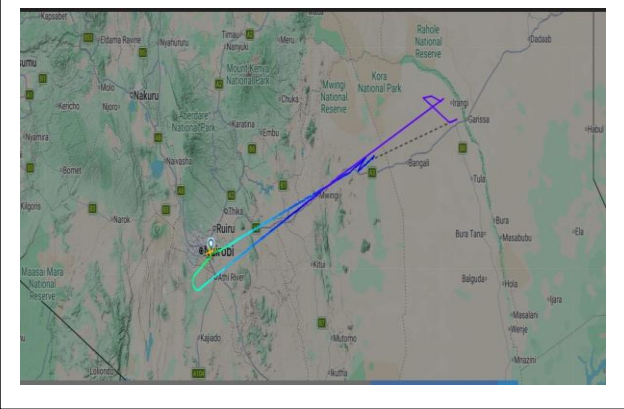
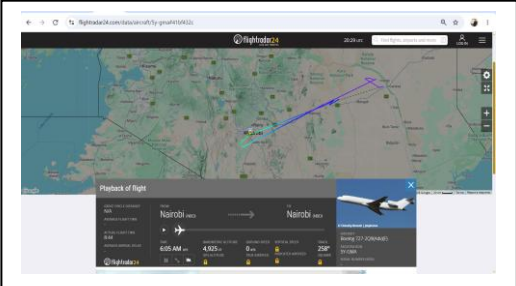
Table 1. Sequential radar-site record of the Kenyan aircraft	
#	Flightradar24 screenshots from 22 September 2026, linked to minute-by-minute and hourly tracking data for the Kenyan aircraft and arranged in detailed chronological order
Figure 1 Morning of 22 September 2026	 

Figure 2
09:15

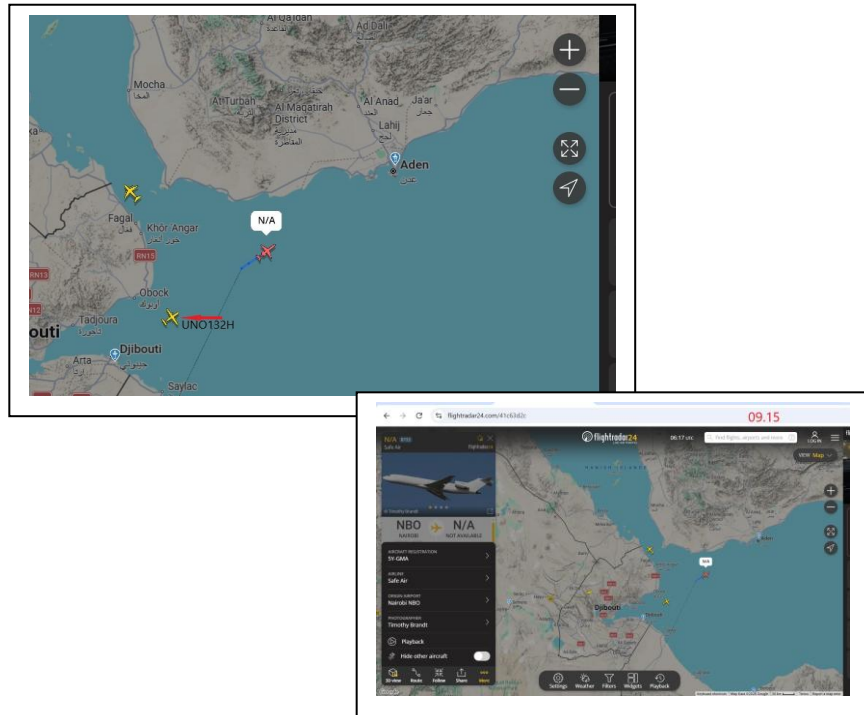


Figure 3
09:35

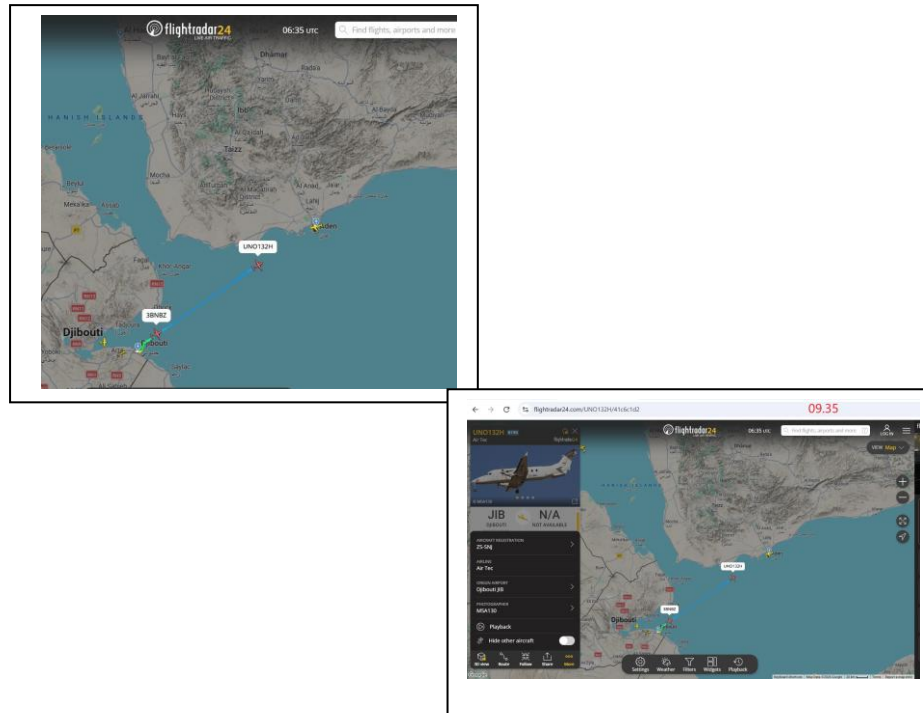


Figure 4
11:10

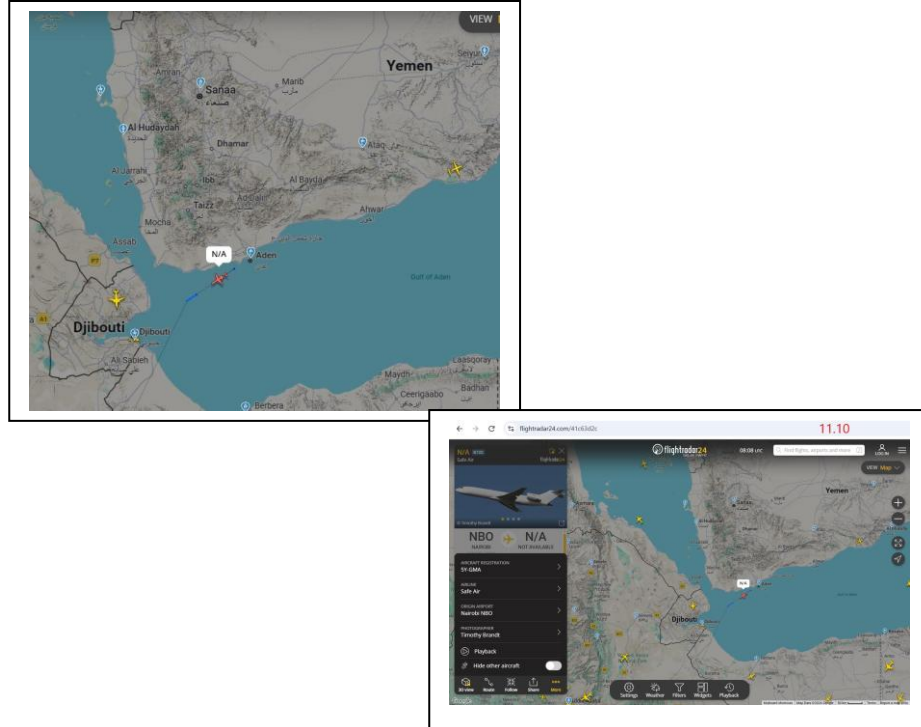


Figure 5
11:13

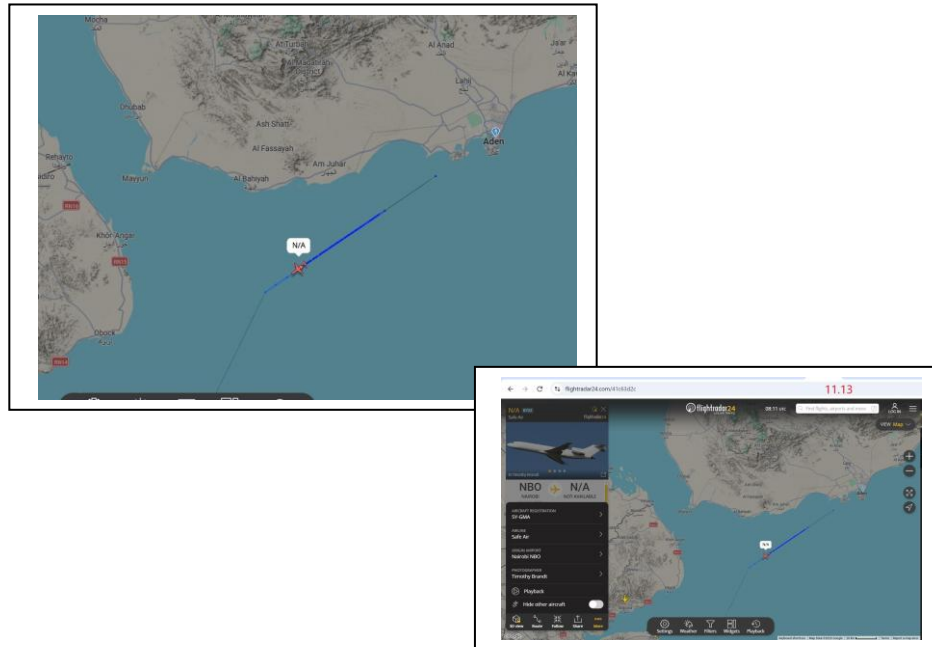


Figure 6
11:18

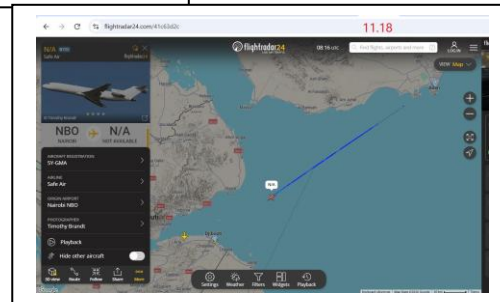
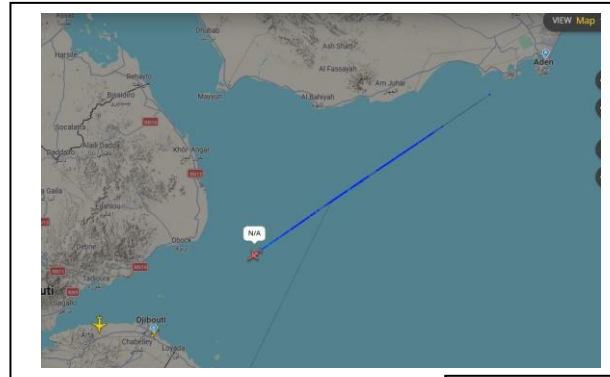
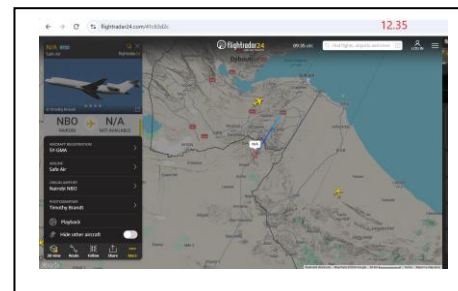
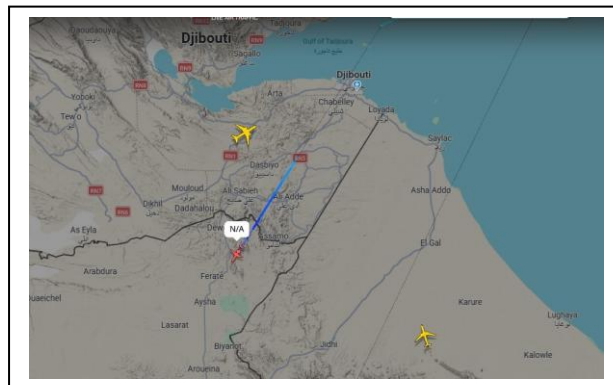


Figure 7
12:35

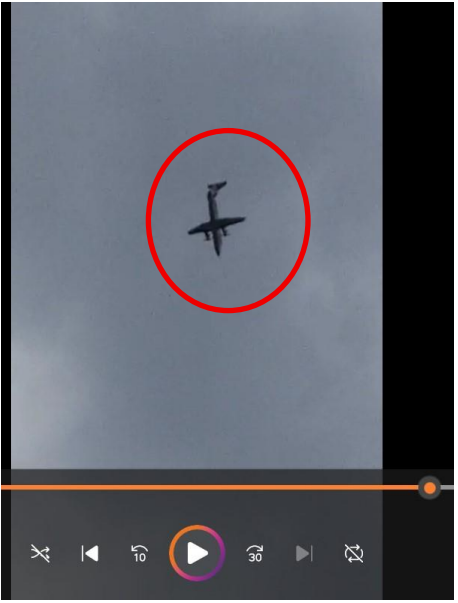


3. Parallel Flights and Deception Tactics (UNO132H and MSF Aircraft 3BNBZ)

- **MSF aircraft (3BNBZ):** It departed Djibouti without a declared destination. It bypassed a landing at Aden airport, passing only through Aden's airspace before flying directly to Sana'a airport. This flight is entirely absent from the approved UN flight schedule for September 2026. On its return from Sana'a, it landed at Aden airport for 40 minutes to legitimise its route before departing for Djibouti at 12:35.
- **UN aircraft (UNO132H):** It deviated from its approved scheduled route (Djibouti – Aden – Riyadh – Seiyun – Aden – Djibouti). After landing in Aden, it flew to Mukalla airport, returned to Aden, and then departed for Djibouti. This may indicate that roles were redistributed to cover the other movements.

4. Detailed Movements at Sana'a Airport on Tuesday, 22 September 2026

Two aircraft arrived at Sana'a airport: a large cargo aircraft and a medium-sized aircraft. Table 2 documents the field monitoring and observation of airport movements.

Table 2. Movements at Sana'a Airport on 22 September 2026					
#	Aircraft / radar ID	Tracking device status (ADS-B)	Movement time (field record)	Field technical assessment	Images captured from field video documentation
1	From Nairobi, Kenya Boeing 727-2Q9(Adv)(F), 5Y-GMA	On for only a few minutes during a flight lasting several hours	09:53–10:35	The aircraft entered Yemeni airspace with its signal switched off and landed directly in Sana'a from Kenya. It then returned on the same route with its signal concealed until it flew over the Arabian Sea near Djibouti, where it switched the signal on and landed in Djibouti. This flight was not listed in the UN flight schedule.	
2	From Djibouti 3BNBZ	Partly on and interrupted when entering and leaving Sana'a Governorate airspace	10:47–11:22	It flew directly from Djibouti to Sana'a without landing in Aden on the outbound journey, passing only through the city's airspace. On its return from Sana'a it landed in Aden and then continued to Djibouti. This flight was not listed in the UN flight schedule.	

Field observations: A broad security and military mobilisation was observed around Sana'a airport.

II. Technical Analysis and Field Correlations

The recorded events involving the Kenyan Boeing 727-2Q9(Adv)(F), 5Y-GMA, show complex operational coordination aimed at bypassing international monitoring and inspection procedures. The technical indicators can be summarised as follows:

1. **Nature of the cargo and direct route (Nairobi – Sana’a):** The concealed direct route from Kenya to Sana’a, with no stop at any inspection point, strongly suggests that the Boeing 727-2Q9(Adv)(F), 5Y-GMA, carried highly sensitive cargo (military or precision technical equipment) requiring it to avoid the United Nations Verification and Inspection Mechanism (UNVIM) in Djibouti, despite the existing concerns and reservations about that mechanism itself.
2. **Deceptive stop on the return route (Djibouti):** The stop by the Boeing 727-2Q9(Adv)(F), 5Y-GMA, at Djibouti airport on its return from Sana’a to Nairobi was nothing but operational cover, intended to suggest that the flight had followed normal protocols and to close its movement record formally. The original transfer and unloading had already taken place inside Sana’a airport.
3. **Dual deception cover (MSF aircraft 3BNBZ and UN flight UNO132H):** The simultaneous departure of two MSF aircraft and another UN aircraft from Djibouti during the same period (between 09:15 and 09:32) created artificial air traffic over the Gulf of Aden and territorial waters, with the aim of distracting radar monitoring and concealing the movement of the unidentified cargo aircraft.

III. Links to Our Previous Investigative Reports: The Parallel Air Corridor

Today’s evidence aligns closely with the findings and records documented in our previous reports on the “parallel air corridor”. Those reports established a sustained, systematic pattern of using UN and humanitarian aviation to serve the Houthi militia:

Cargo: Nairobi → direct radar concealment → Sana’a unloading

Decoy flights: Djibouti → diversion over Aden

1. **Systematic radar concealment:** Previous monitoring reports, particularly on the violations of August and September 2026, confirmed that deliberately switching off transponders at specific times over the Gulf of Aden and before entering Sana’a airspace is neither an isolated act nor a technical fault. It is a recurring plan to create a blind spot through which unscheduled flights can pass.
2. **Breaches of official flight schedules:** The arrival today of MSF aircraft 3BNBZ without its inclusion in the approved September schedule confirms what we documented previously: there are two flight schedules. One is a public schedule announced to the media and official bodies; the other is a closed operational schedule followed in practice, under which mandatory landings at airports controlled by the legitimate government, such as Aden, are overlooked.

3. **Alignment and logistical facilitation:** The continued use of Sana'a airport as a direct destination for flights that have not undergone inspection confirms the continuing alignment and provision of a protective umbrella for the Houthi militia's movements under the cover of humanitarian and relief work. This strips international arms embargo resolutions of their substance.

IV. Investigative Link to the Iranian Aircraft Intrusion of 13 July 2026: A Continuing Record of Violations

Field and analytical verification confirmed that the Kenyan-registered Boeing 727-2Q9(Adv)(F), 5Y-GMA, operated by Safe Air, which carried out today's intrusion (22 September 2026), is the same aircraft whose suspicious activity we monitored and documented on 13 July 2026 during one of the most dangerous and closely coordinated field operations:

Safe Air: Sana'a 09:10–10:07 → human and logistical shields for Iranian aircraft

ICRC: arrival → false Houthi announcement of its "detention"

Details of the 13 July 2026 Incident

1. **09:10:** The Kenyan Safe Air aircraft arrived at Sana'a airport, which was dark on radar at the time, and departed at 10:07.
2. **Simultaneous cover:** After its departure, an International Committee of the Red Cross (ICRC) aircraft landed at Sana'a airport. Immediately upon its arrival, the Houthi militia announced that it had "detained" the aircraft at the airport.
3. **Operational objective:** It is strongly likely that the presence of the Kenyan aircraft and the ICRC aircraft formed part of a scenario agreed between the Houthi militia and humanitarian operators. The purpose was to provide "human and logistical shields" and create pressure that would prevent the forces of the legitimate government from targeting Sana'a airport or striking the Iranian aircraft. That aircraft entered Yemeni airspace on the same day and attempted to land in Sana'a before diverting to Hodeidah airport. This coincided with strong aviation warnings issued that day.
4. **Conclusions:** The repeated use of the same Kenyan aircraft operated by Safe Air at pivotal moments—such as the Iranian aircraft incident on 13 July 2026 and today's direct intrusion to transport sensitive cargo on 22 September 2026—takes these movements out of the realm of "operational coincidence" and into the realm of collusion and direct coordination.

These findings therefore show that the aircraft is used as a “logistical spearhead” to establish a parallel air cover, activated when necessary to move specialised cargo or secure high-risk flight routes serving the Houthi militia. This is done either through complete concealment or by distracting radar monitoring and mixing humanitarian and diplomatic flights with private cargo aviation.

V. Recommendations and Demands for Urgent Action

1. **Address coalition leadership and the relevant aviation authorities:** Submit the location of today’s identified radar breach and the field video recordings of the Kenyan Boeing 727-2Q9(Adv)(F), 5Y-GMA, landing in Sana’a.
2. **Call on the Evacuation and Humanitarian Operations Cell (EHOC):** Formally ask why MSF aircraft 3BNBZ bypassed the required landing in Aden on its outbound flight and why it was not included in the approved September schedule.
3. **Update the investigative archive:** Add the field landing video and radar correlations from 22 September 2026 to the “parallel air corridor” case database for the next human rights and media report.

References

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<https://fraudwiki.net/%d8%aa%d9%82%d8%b1%d9%8a%d8%b1-%d8%a7%d8%ae%d8%aa%d8%b1%d8%a7%d9%82-%d8%a7%d9%84%d8%a3%d8%ac%d9%88%d8%a7%d8%a1-%d9%88%d8%a7%d9%84%d8%ba%d8%b7%d8%a7%d8%a1-%d8%a7%d9%84%d8%a5%d9%86%d8%b3%d8%a7%d9%86 4503/>

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- FraudWiki, “Analytical Tracking Report on Aviation Movements at Sana’a Airport: Documenting the UN Flight Deception Operation of 24 August 2026 and Analysing the Direct Risks,” 26 August 2026.

<https://fraudwiki.net/%d8%aa%d9%82%d8%b1%d9%8a%d8%b1-%d8%aa%d8%aa%d8%a8%d8%b9-%d8%aa%d8%ad%d9%84%d9%8a%d9%84%d9%8a-%d8%ad%d8%b1%d9%83%d8%a9-%d8%a7%d9%84%d9%85%d9%84%d8%a7%d8%ad%d8%a9-%d9%81%d9%8a-%d9%85%d8%b7%d8%a7%d8%b1 4453/>

- Dr. Abdulqader Al-Kharraz on Facebook and X (formerly Twitter):
 - Facebook: <https://www.facebook.com/Dr.abdulqaderkarraz>
 - X: <https://x.com/AlkharrazDr>
 - Post of 13 July 2026 on the Iranian aircraft incident: <https://www.facebook.com/share/p/19Q2yUo7M3/>

- Flightradar24 tracking site and links to the flight paths of the Kenyan aircraft, the ICRC aircraft 3BNBZ, and UN flight UNO132H:

www.flightradar24.com

- <https://www.flightradar24.com/data/aircraft/5y-gma#41c63d2c>
- <https://www.flightradar24.com/data/aircraft/3b-nbz#41c6ce4e>
- <https://www.flightradar24.com/data/aircraft/zs-snj#41c7258b>

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