ISS GLOBAL / DAILY INCIDENT INVESTIGATION

EI402 diverted to Évreux

Aviation bomb threat | France, Ireland and Italy | English edition

REPORTING / REVIEW WINDOW

5 November 2026, 00:00–23:59:59 Europe/London (GMT)

ISSUE DATE

2026-11-06

A bomb threat interrupted Aer Lingus flight EI402 from Dublin to Rome. French fighters escorted the aircraft to Évreux-Fauville, where the passengers and crew were brought to safety.

The diversion created an evidential trail across an airline, air traffic services, military responders and prosecutors. Public reporting establishes the response more firmly than the identity of whoever initiated the threat. [1][2][3]

01 / EXECUTIVE SUMMARY

What happened and its threat significance

COUNTRY	WHERE	WHEN
France	Évreux-Fauville air base, Eure, Normandy. EI402 had departed Dublin for Rome. [1][5]	5 November 2026. Reported landing at 10:05 French time, equivalent to 09:05 GMT. [2]

What happened

Aer Lingus confirmed the safe landing. French authorities reported that all 151 passengers and six crew were secured and that bomb disposal personnel attended. [1][2]

Threat significance

The incident required a military escort and interrupted an international journey. Reuters counted at least 27 affected flights across Europe that day. Its total represents a reported minimum. [4]

> EXECUTIVE JUDGEMENT
>
> No explosive device is established in the evidence reviewed. The authorship of the threat remains unresolved. The inquiry concerning the pilot’s response is a separate allegation that requires its own evidence. [3][4]

02 / RECONSTRUCTION

What happened

The airline described the diversion as a security precaution. The French Air and Space Force confirmed to AFP that its alert aircraft had launched to intercept the airliner. These statements support the diversion and escort, without resolving the original threat's credibility. [1][2]

Passenger Katie McAteer told RTÉ that the crew first discussed landing in Paris. She recalled seeing a fighter aircraft and later hearing that the French Air Force had requested a landing at an airbase. Her account describes cabin experience; cockpit communications remain unavailable. [3]

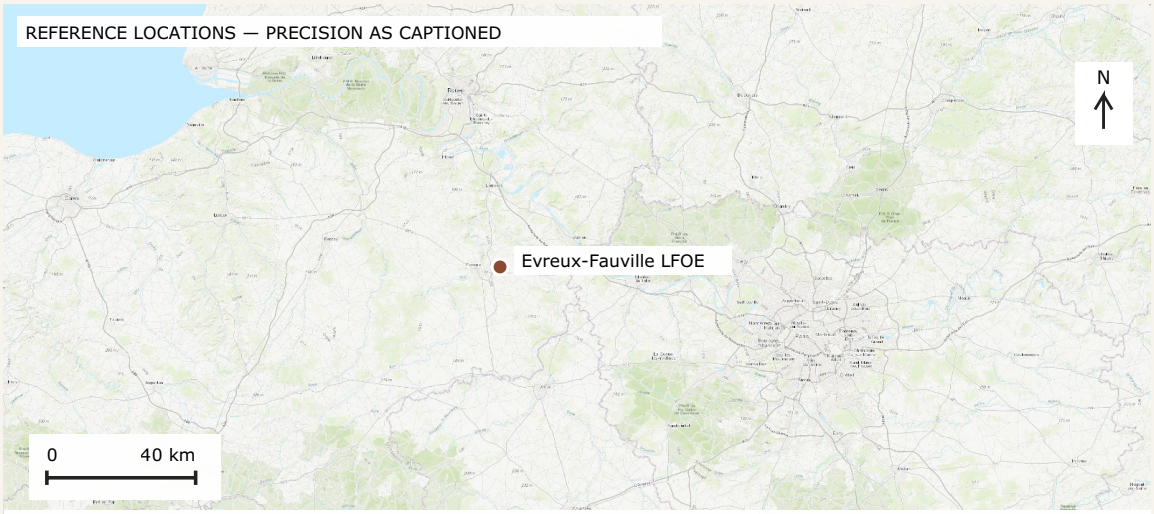


Passengers leaving the diverted aircraft at Évreux on 5 November, as identified by the publisher. Guillaume Saligot / AFP, via TV5MONDE. The photograph documents disembarkation; the exact capture time and camera position are unavailable. [2]

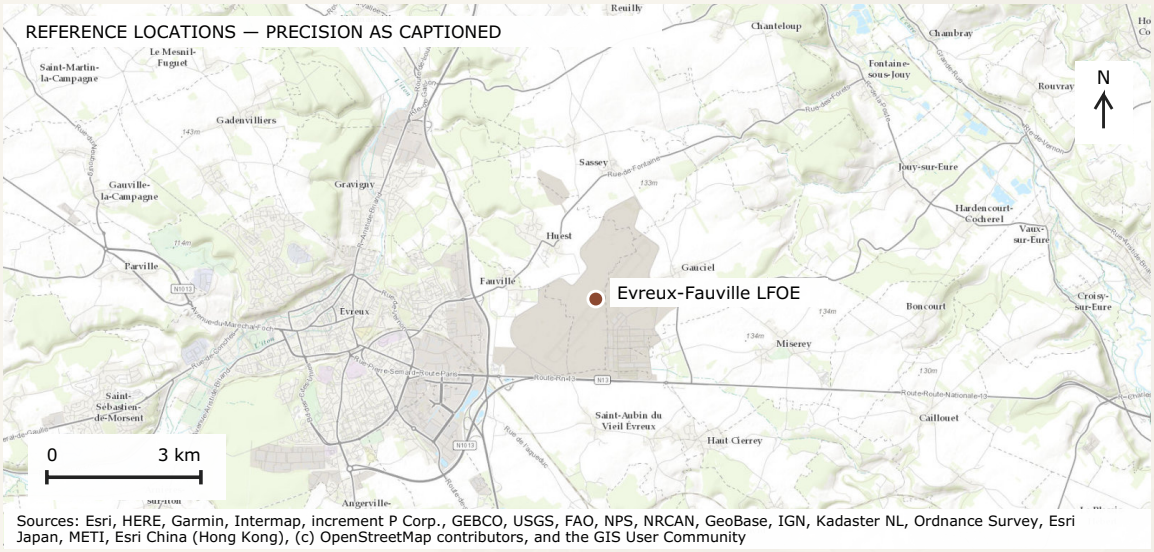
03 / LOCATION

The diversion destination

The plotted point is the aerodrome reference at approximately 49.02861° N, 1.22000° E, checked against the DIRCAM chart and an airport directory. Aircraft parking and search locations remain unverified. [5][6]



Évreux lies west of Paris in Normandy. The map provides geographic context for the reported diversion.



The airfield reference is plotted within the airport area. No flight track or interception point is inferred. Provider attribution is retained on both basemaps.

04 / CHRONOLOGY AND LEGAL STATUS

Arrival, safety checks and an inquiry

The Journal reports a Dublin departure at 06:24 local time. AFP cites tracking data for the 10:05 landing in France. These times correspond to 06:24 and 09:05 GMT, respectively, giving a reported elapsed interval of 2 hours 41 minutes. This is a calculation from reported times, not a verified flight-log duration. [2][3]

Évreux prosecutor Rémi Coutin said the pilot had allegedly initially preferred a civilian airport to the military base. A public account of an inquiry does not establish a violation. The clearance, the crew's acknowledgements and the exact sequence of instructions would be central to assessing the allegation. [3]

A defensible chronology would preserve each clock and timezone separately. An onboard announcement, a radio instruction and a newsroom publication time describe different events. Combining them without clock checks could make an apparent delay look more precise than the evidence permits.

The passenger manifest total describes exposure to the incident. It should not be presented as a casualty figure. No injury finding is supplied by the sources used here. [2]

05 / ATTRIBUTION AND EVIDENCE

What would link the threats

Reuters reported an email sent to aviation organisations in Italy that claimed affiliation with “Male State” and threatened flights arriving from Helsinki and Dublin. The agency could not verify its sender. No government had publicly attributed the wider wave in that dispatch. [4]

The message’s claimed identity is an investigative lead. A substantiated link would require the original message, full headers, receipt times and account or network records. A copied phrase or similar threat is insufficient by itself to identify a common author.

For Dfuze-related investigative work, useful associations would connect the incident record to EI402, the affected airport, the originating message, airline statements, witness accounts and any later findings. Each association needs its source and confidence recorded. Product use by the organisations involved is unverified.

The principal gaps are the original threat, the completed aircraft-search record, cockpit and controller communications, and the outcome of the prosecutor’s inquiry. These gaps limit conclusions about intent and responsibility. They do not erase the documented disruption. [1][2][3][4]

SOURCE REGISTER

Sources 01–05

Source families and access limits are recorded below. Repetition of a statement is not independent proof.

01 Flight from Dublin to Rome diverts to French airbase following bomb threat, authorities say

Aer Lingus and French Prime Minister's Office via ABC News · 5 November 2026

Family: Operator and government statements · Statements quoted directly by the news outlet. No underlying incident log obtained. Accessed 6 November 2026.

https://abcnews.com/amp/International/flight-dublin-rome-diverts-french-airbase-bomb-threat/story?id=137869590

02 Un A320 Dublin-Rome dérouté vers Évreux en raison d'une alerte à la bombe

AFP via TV5MONDE · 5 November 2026, updated 12:32 as displayed

Family: AFP interviews, official statements and imagery · French original reviewed. Photograph credited to Guillaume Saligot / AFP. Tracking time attributed to Flightradar. Accessed 6 November 2026.

https://information.tv5monde.com/societe/un-a320-dublin-rome-deroute-vers-evreux-en-raison-dune-alerte-la-bombe-2844606

03 Dublin-Rome flight diverted and Cork Airport receives bomb threat amid European hoax alerts

The Journal · 5 November 2026

Family: Airline, prosecutor, RTÉ witness interview · Some official quotations overlap AFP. Passenger recollection is a separate evidential perspective. Accessed 6 November 2026.

https://lambda-front.jrnl.ie/aer-lingus-flight-bomb-threat-dublin-rome-france-7216118-Nov2026/

04 New wave of bomb hoaxes hits at least 27 passenger flights across Europe

Reuters via StreetInsider · 5 November 2026, rolling dispatch

Family: Reuters bureaux and airport source · Daily minimum and email account. Authorship of the message was unverified by Reuters. Accessed 6 November 2026.

https://www.streetinsider.com/Reuters/New%2Bwave%2Bof%2Bbomb%2Bthreats%2Bhits%2Bpassenger%2Bflights%2Bacross%2BEurope/27292936.html

05 MIAC4 LFOE EVREUX FAUVILLE — ADC 01

DIRCAM, French military aeronautical information service · 20 February 2025, chart date

Family: Official aerodrome chart · Historical geographic reference used to check the airport location. Operational validity not assessed. Accessed 6 November 2026.

https://www.dircam.dsae.defense.gouv.fr/images/Stories/Doc/MIAC4/miac4_evreux_lfoe.pdf

SOURCE REGISTER

Sources 06–06

Source families and access limits are recorded below. Repetition of a statement is not independent proof.

06 Évreux-Fauville (BA 105) Air Base Airport — LFOE / EVX

AirportGuide · Undated reference

Family: Airport directory · Coordinates corroborate the aerodrome reference. No incident position supplied. Accessed 6 November 2026.

https://airportguide.com/airport/info/EVX