

Malaysian Airlines MH17 Was Ordered to Fly over the East Ukraine Warzone

Malaysian Airlines Confirms that it was Instructed to Fly MH17 at Lower Altitude over East Ukraine

By [Prof Michel Chossudovsky](#)

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Theme: [Media Disinformation](#)

In-depth Report: [UKRAINE REPORT](#)

On the matter of MH17's flight path, Malaysian Airlines confirms that the pilot was instructed to fly at a lower altitude by the Kiev air traffic control tower upon its entry into Ukraine airspace.

"MH17 filed a flight plan requesting to fly at 35,000ft throughout Ukrainian airspace. This is close to the 'optimum' altitude.

However, an aircraft's altitude in flight is determined by air traffic control on the ground. Upon entering Ukrainian airspace, MH17 was instructed by Ukrainian air traffic control to fly at 33,000ft."

(For further details see press releases at :
<http://www.malaysiaairlines.com/my/en/site/mh17.html>)

33,000 feet is 1000 feet above the restricted flight altitude (see image below). The request of the Ukrainian air traffic control authorities was implemented.



Deviation from the "Normal" Approved Flight Path

With regard to the MH17 flight path, Malaysian airlines confirms that it followed the rules set by Eurocontrol and the International Civil Aviation Authority (ICAO) (emphasis added):

I would like to refer to recent reported comments by officials from Eurocontrol, the body which approves European flight paths under ICAO rules. According to the Wall Street Journal, the officials stated that some 400 commercial flights, including 150 international flights crossed eastern Ukraine daily before the crash. Officials from Eurocontrol also stated that in the two days before the incident, 75 different airlines flew the same route as MH17. MH17's flight path was a busy major airway, like a highway in the sky. It followed a route which was set out by the international aviation authorities, approved by Eurocontrol, and used by hundreds of other aircraft.

It flew at an altitude set, and deemed safe, by the local air traffic control. And it never strayed into restricted airspace. [this MAS statement is refuted by recent evidence]

The flight and its operators followed the rules. But on the ground, the rules of war were broken. In an unacceptable act of aggression, it appears that MH17

was shot down; its passengers and crew killed by a missile.

The route over Ukrainian airspace where the incident occurred is commonly used for Europe to Asia flights. A flight from a different carrier was on the same route at the time of the MH17 incident, as were a number of other flights from other carriers in the days and weeks before. Eurocontrol maintains records of all flights across European airspace, including those across Ukraine.

What this statement confirms is that the MH17 's "usual flight path" was similar to the flight paths of some 150 international flights which cross Eastern Ukraine on a daily basis. According to Malaysian Airlines "The usual flight route [across the sea of Azov] was earlier declared safe by the International Civil Aviation Organisation. The International Air Transportation Association has stated that the airspace the aircraft was traversing was not subject to restrictions."

That approved flight path is indicated in the maps below.

The regular flight path of MH17 (and other international flights) over a period of ten days prior to July 17th (day of the disaster), crossing Eastern Ukraine in a Southeasterly direction is across the Sea of Azov. (see map below)

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The flight path on July 17th was changed.

The flight and its operators followed the rules. But on the ground, the rules of war were broken. In an unacceptable act of aggression, it appears that MH17 was shot down; its passengers and crew killed by a missile. (MAS, ibid)

While the audio records of the MH17 flight have been confiscated by the Kiev government, the order to change the flight path did not come from Eurocontrol.

Did this order to change the flight path come from the Ukrainian authorities? Was the pilot instructed to change course?

British Media Fabrications: "Lets Conjure Up a Storm"

British news reports acknowledge that there was a change in the flight path, claiming without evidence that it was to "avoid thunderstorms in southern Ukraine".

MAS operations director Captain Izham Ismail has also refuted claims that heavy weather led to MH17 changing its flight plan. "There were no reports from the pilot to suggest that this was the case," Izham said. ([News Malaysia](#) July 20, 2014)

What is significant, however, is that the Western media acknowledged that the change in the flight path did occur, and the that "heavy weather" narrative is a fabrication.

Ukraine Fighter Jets in a Corridor Reserved for Commercial Aircraft

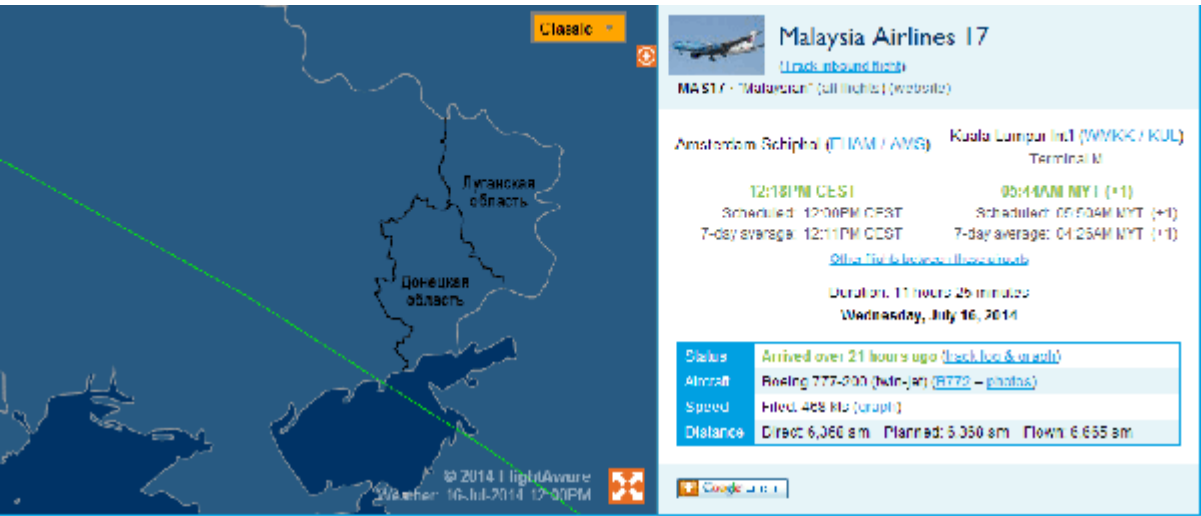
It is worth noting that a Ukrainian SU-25 fighter jet equipped with air-to-air R-60 missiles was detected within 5-10 km of the Malaysian aircraft, within an air corridor reserved for commercial aircraft.

What was the purpose of this air force deployment? Was the Ukraine fighter jet “escorting” the Malaysian aircraft in a Northerly direction towards the war zone?

The change in the flight path for Malaysian airlines MH17 on July 17 is clearly indicated in the map below. It takes MH17 over the war zone, namely Donetsk and Lugansk.

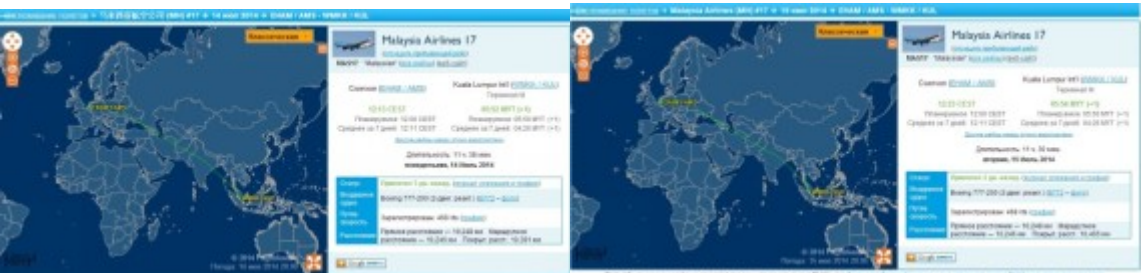
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Comparison: MH17 Flight Path on July 16, 2014, MH17 Flight Path Over the warzone on July 17, 2014



Destination	Departure	Arrival	Duration
Kuala Lumpur Intl (WMKK / KUL)	12:18 PM CEST	05:44 AM MYT (+1)	Scheduled
Kuala Lumpur Intl (WMKK / KUL)	12:30 PM CEST	05:56 AM MYT (+1) (?)	11:28
Kuala Lumpur Intl (WMKK / KUL)	12:18 PM CEST	05:44 AM MYT (+1)	11:25

Screenshots of Flight Paths of MH17 for July 14-17, 2014





The first dynamic map compares the two flight paths: The second flight path which is that of July 17th takes the plane over the Donesk oblast warzone, bordering onto Lugansk oblast.

The four static images indicate screen shots of the Flight Paths of MH17 for the period July 14-17, 2014

The information conveyed in these maps suggests that the flight path on July 17 was changed.

MH17 was diverted from the normal South Easterly route over the sea of Azov to a path over the Donetsk oblast.

Who ordered the change of the flight path?

We call upon Malaysian Airlines to clarify its official statement and demand the release of the audio files between the pilot and the Kiev air traffic control tower.

The transcript of these audio files should be made public.

Also to be confirmed: was the Ukrainian SU-25 jet fighter in communication with the M17 aircraft?

The evidence confirms that the flight path on July 17th was NOT the usual approved flight path. It had been changed.

The change was not ordered by Eurocontrol.

Who was behind this changed flight path which spearheaded the aircraft into the war zone, resulting in 298 deaths?

What was the reason for the change in flight path?

The damage incurred to Malaysian Airlines as a result of these two tragic occurrences must also be addressed. Malaysian airlines has high safety standards and an outstanding record.

These two accidents are part of a criminal undertaking. They are not the result of negligence on the part of Malaysian Airlines, which potentially faces bankruptcy.

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