

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](#)
Global Research, July 21, 2014

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)

-



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.

CLICK IMAGES TO ENLARGE

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

Malaysia Airlines 17
[Click to expand flight](#)
 MAST7 - Malaysian (all flights) (website)

Amsterdam Schiphol (AMS) / AMS to Kuala Lumpur Intl (WMKK / KUL) Terminal M

12:00PM CEST Scheduled: 12:00PM CEST 7-day average: 12:11PM CEST
 05:04AM MYT (+1) Scheduled: 05:04AM MYT (+1) 7-day average: 04:26AM MYT (+1)

[Click to view route / book seats](#)

Duration: 11 hours 25 minutes
 Wednesday, July 16, 2014

Status	Arrived over 21 hours ago (check log & map)
Aircraft	Boeing 777-300 (4M-MRM) (B773 - photos)
Speed	Filed: 488 Kts (map)
Distance	Direct: 6,360 km Planned: 6,360 km flown: 6,655 km

Скриншоты сделаны 17.07.2014 в 22:40 (Минск).

Ссылки на сайт:

<http://ru.flightaware.com/live/flight/MAS17/history/20140716/1000Z/EHAM/WMKK> - рейс 17 - 16 июля 2014 года (первый скриншот)

<http://ru.flightaware.com/live/flight/MAS17/history/20140717/1000Z/EHAM/WMKK> - рейс 17 - 17 июля 2014 года (второй скриншот)

Screenshots made on 17.07.2014 at 22:40 (Minsk)

Links to the site:

<http://ru.flightaware.com/live/flight/MAS17/history/20140716/1000Z/EHAM/WMKK> - flight 17 - July 16, 2014 (first screenshot)

<http://ru.flightaware.com/live/flight/MAS17/history/20140717/1000Z/EHAM/WMKK> - flight 17 - July 17, 2014 (second screenshot)

Want a full history search for MAS17 dating back to 1990? [View now. Get it all in one place.](#)

Destination	Departure	Arrival	Duration
Kuala Lumpur Intl (WMKK / KUL)	12:00PM CEST	05:04AM MYT (+1)	Scheduled
Kuala Lumpur Intl (WMKK / KUL)	12:30PM CEST	05:04AM MYT (+1) (1)	11:25
Kuala Lumpur Intl (WMKK / KUL)	12:10PM CEST	05:11AM 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 Donetsk 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.

The original source of this article is Global Research
 Copyright © [Prof Michel Chossudovsky](#), Global Research, 2014

[Comment on Global Research Articles on our Facebook page](#)

[Become a Member of Global Research](#)

Articles by: [Prof Michel Chossudovsky](#)

About the author:

Michel Chossudovsky is an award-winning author, Professor of Economics (emeritus) at the University of Ottawa, Founder and Director of the Centre for Research on Globalization (CRG), Montreal, Editor of Global Research. He has undertaken field research in Latin America, Asia, the Middle East, sub-Saharan Africa and the Pacific and has written extensively on the economies of developing countries with a focus on poverty and social inequality. He has also undertaken research in Health Economics (UN Economic Commission for Latin America and the Caribbean (ECLAC), UNFPA, CIDA, WHO, Government of Venezuela, John Hopkins International Journal of Health Services (1979, 1983) He is the author of 13 books including The Globalization of Poverty and The New World Order (2003), America's "War on Terrorism" (2005), The Globalization of War, America's Long War against Humanity (2015). He is a contributor to the Encyclopaedia Britannica. His writings have been published in more than twenty languages. In 2014, he was awarded the Gold Medal for Merit of the Republic of Serbia for his writings on NATO's war of aggression against Yugoslavia. He can be reached at crgeditor@yahoo.com

Disclaimer: The contents of this article are of sole responsibility of the author(s). The Centre for Research on Globalization will not be responsible for any inaccurate or incorrect statement in this article. The Centre of Research on Globalization grants permission to cross-post Global Research articles on community internet sites as long the source and copyright are acknowledged together with a hyperlink to the original Global Research article. For publication of Global Research articles in print or other forms including commercial internet sites, contact: publications@globalresearch.ca

www.globalresearch.ca contains copyrighted material the use of which has not always been specifically authorized by the copyright owner. We are making such material available to our readers under the provisions of "fair use" in an effort to advance a better understanding of political, economic and social issues. The material on this site is distributed without profit to those who have expressed a prior interest in receiving it for research and educational purposes. If you wish to use copyrighted material for purposes other than "fair use" you must request permission from the copyright owner.

For media inquiries: publications@globalresearch.ca