

SUMMARY

On 17 July 2014, at 13.20¹ (15.20 CET) a Boeing 777-200 with the Malaysia Airlines nationality and registration mark 9M-MRD disappeared to the west of the TAMAK air navigation waypoint in Ukraine. A notification containing this information was sent by the Ukrainian National Bureau of Air Accident Investigation (NBAAI) on 18 July 2014, at approximately 06.00 (08.00 CET). The NBAAI was notified by the Ukrainian State Air Traffic Service Enterprise (UkSATSE) that communication with flight MH17 had been lost. A signal from the aeroplane's Emergency Locator Transmitter had been received and its approximate position had been determined.

The aeroplane impacted the ground in the eastern part of Ukraine. The wreckage was spread over several sites near the villages of Hrabove, Rozsypne and Petropavlivka. Six wreckage sites were identified, spread over about 50 km². Most of the wreckage was located in three of these sites to the south-west of the village of Hrabove. This is about 8.5 km east of the last known position of the aeroplane in flight. At two sites, post-impact fires had occurred.

All 298 persons on board lost their lives.

The in-flight disintegration of the aeroplane near the Ukrainian/Russian border was the result of the detonation of a warhead. The detonation occurred above the left hand side of the cockpit. The weapon used was 9N314M-model warhead carried on the 9M38-series of missiles, as installed on the Buk surface-to-air missile system.

Other scenarios that could have led to the disintegration of the aeroplane were considered, analysed and excluded based on the evidence available.

The airworthy aeroplane was under control of Ukrainian air traffic control and was operated by a licensed and qualified flight crew.

¹ All times in this report, unless otherwise indicated are in UTC and Central European (Summer) Time (CET), CET in the summer is UTC + 2. See Section 12 – Abbreviations and Definitions, for further explanation.