

**Question for written answer E-006884/2014
to the Commission**

Rule 130

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Subject: Malaysia Airlines flight MH17 disaster

Malaysia Airlines flight MH17 was shot down in eastern Ukraine (Donetsk) on 17 July 2014, killing 298 people. The Dutch Safety Board (DSB) has set up a committee of inquiry to investigate the incident.

The Ukrainian Investigation Bureau has asked EASA to appoint an expert to assist the committee of inquiry.

On 14 July 2014, the Ukrainian Air Traffic Service (UkSATSE) applied restrictions to airspace in eastern Ukraine, banning flights below FL320 (NOTAM A1492/14).

EASA did not receive this information in time.

In September, the Dutch Safety Board stated that the plane crashed as a result of penetration by a large number of high-energy objects.

All the authorities were aware of the ongoing conflict between Ukrainian forces and pro-Russian separatists in Donetsk, and the disparities between the various accounts of the incident are adding to tensions between the EU and Russia, giving rise to sanctions that are having a direct impact on the EU economy.

Can the Commission explain why EASA was not aware of the NOTAM notice issued by UkSATSE and why it did not ban flights over the area?

Which European body is responsible for the failure to provide the EU Member States with security information?