

In the Name of God

PS752 Accident Investigation Team Statement on the Anniversary of the Accident

Given that we are on the anniversary of the PS752 crash and the final accident investigation report has not been released to the public, this statement is issued pursuant to Section 6.6 of Annex 13 to the Convention on International Civil Aviation and provides a brief overview of the progress of the investigation.

The accident investigation team commemorates the victims of this accident and expresses respect for the feelings and emotions of their families.

1. Accident Investigation Institution

Following the accident involving a Boeing 737-800, UR-PSR operated by Ukraine International Airlines on January 08, 2020, near Tehran, Iran's Vice Minister of Roads and Urban Development and the president of Civil Aviation Organization designated the investigator-in-charge for this accident. The accident investigation team was formed afterwards.

The investigation was carried out to implement the Civil Aviation Accidents and Incidents Investigation Bylaw, adopted by Iran's Cabinet of Ministers on August 21, 2011.

This investigation was done in compliance with the provisions of Annex 13 to the Chicago Convention, whose Standards and Recommended Practices were applied accordingly.

2. Previous Reports

After the accident occurred, on Jan. 08, 2020, the first Preliminary Report containing the initial information related to the accident was published.

The second Preliminary Report was published on Jan. 20, 2020, when some supplementary information, such as the recorded radio communication and radar data had been obtained.

A Factual Report was released in June 2020, setting out the details on the missile launch by the air defense unit.



Having read out the flight recorders, in July 2020, the relevant report was also released, considering the expectations of the victims' families to become aware of the content obtained in the flight recorders read-out.

3. Other Investigations

Under Article 172 of the Constitution of the Islamic Republic of Iran, military courts are established to investigate offences germane to the military or disciplinary duties of members of the armed forces.

After I.R. Iran General Staff of the Armed Forces publicly announced the air defense unit had fired missiles at PS752 because of human error, the head of the Judiciary assigned the Armed Forces Judicial Organization to institute judicial proceedings into the accident.

This type of investigation is carried out within the framework of the Judicial Law of the Armed Forces of the Islamic Republic of Iran, approved by the Islamic Consultative Assembly on May 12, 1985, and the associated regulations, and investigation on errors and violations in military sections fall under their authority.

Coordination between the investigator-in-charge and judicial authorities was conducted pursuant to the standards of Article 3-5 of Annex 13.

4. History of the accident

Flight No. 752 from Tehran to Kiev, operated by Ukraine International Airlines, took off from the runway of Imam Khomeini Airport in Tehran at 02:42 UTC on January 8, 2020. The plane was misidentified as a hostile target by one of the air defense units around Tehran, and two missiles were fired at it at 2:44:39 and 2:45:09, as the plane was normally flying on the expected route. The first missile detonated in the proximity of the aircraft at 02:44:55, damaging the aircraft. The flight crew began trying to control the situation and continue the flight, but eventually the plane hit the ground and exploded at around 02:48 when it had a heading toward the airport after a right turning.

All occupants of the plane, including 9 crew members and 167 passengers, lost their lives.

5. Participating States

The following States participated in the investigation by appointing and introducing their accredited representative(s):

- Ukraine (as the State of Registry and State of the Operator)
- The U.S. (as the State of Design and State of Manufacture of aircraft)
- France (as the State of Design and Manufacture of the aircraft engine as well as State providing information and assistance for readout of flight recorders)

There were passengers of different nationalities, and some with multiple nationalities registered while purchasing tickets, reception, boarding and crossing the border. Hence, Canada, England, Sweden, Germany and Afghanistan as the States having special interest in the accident by virtue of fatalities to their citizens, were invited to introduce their experts to enjoy their entitlement according to Article 27-5 to Annex 13, all of which did so but Afghanistan.

Given the nature of the accident and need for full coordination of the interested States, the ICAO was also invited to appoint a representative to observe the process and lend their support, where necessary. The ICAO was accordingly kept abreast of the investigation via their representative.

6. Investigation Results

At the end of the data collection phase, which was carried out with the participation of the participating States and parties, the accident investigation team proceeded to analyze them. Based on the analysis, the cause of the accident and other contributing factors were identified, and the recommended measures were identified to prevent the recurrence of similar events. The results of the investigation are not limited to questions about the launch of missiles, and an important part of the investigation is allocated to the questions about the flight clearance issued by different parties including the State managing the airspace, the airline and the State of the operator for this aircraft in the circumstances that ended by firing missiles to aircraft. The issues related to risk assessment for flights and availability of information for initiation of such assessment were also addressed in the investigations.

7. Public Release of Report

Considering that an important part of this investigation has been done with the participation of other involved States through receiving information, expert advice and technical assistance, before the final the publication of the final report, its content must be reviewed by other parties to comment on the related sections, and the final report shall be prepared after receiving these comments.

The draft final report was sent to the participating parties on December 29, 2020 and up to 60 days after that date, the parties' comments will be received, after which the final report will be published in public with the aim of safety improvement.

This investigation is an aviation safety study. Information sharing is the main enabler to promote the safety of civil aviation.

In the course of this specialized activity, it is possible to review the analysis and results because of identifying new cases or modifying and improving the analyses. Public release of this information before it is finalized may confuse audiences who are not fully involved in the process. Therefore, the investigation report will not be made public until it is finalized.

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