



**3RD INTERIM STATEMENT
SAFETY INVESTIGATION FOR MH370 (9M-MRO)**

The Malaysian ICAO
Annex 13 Safety
Investigation Team
for MH370

1. This 3rd Interim Statement¹ has been prepared under Chapter 6, paragraph 6 of ICAO² Annex 13 to provide information on the progress of the investigation on the disappearance of Malaysia Airlines (MAS) Flight MH370, a Boeing 777-200ER aircraft, registered as 9M-MRO pending the completion of the Final Report as required under ICAO Annex 13.
2. The Beijing-bound international scheduled passenger flight, with a total of 239 persons (227 passengers and 12 crew) on board, departed KL International Airport (KLIA) at 1642 UTC on 07 March 2014 [0042 MYT on 08 March 2014]. Less than 40 minutes after take-off, communications with the aircraft was lost after passing waypoint³ IGARI.
3. As a Contracting State of ICAO and in accordance with Annex 13 to the Convention on International Civil Aviation, *Aircraft Accident and Incident Investigation*, and under Regulation 126(1)⁴ of the Malaysian Civil Aviation Regulations 1996 (MCAR), on 25 April 2014, Malaysia established an

¹ If the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

² ICAO - International Civil Aviation Organization, a specialised agency of the United Nations charged with coordinating and regulating international air travel. The Convention establishes rules of airspace, aircraft registration and safety, and details the rights of the signatories in relation to air travel. Today, there are 191 Contracting States in ICAO.

³ Waypoint - A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either:

Fly-by waypoint - A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or

Fly-over waypoint – A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.

⁴ For the purpose of carrying out an investigation into the circumstances and cause of any accident to which these Regulations apply, the Minister shall appoint persons as Inspectors of Air Accidents, one of whom shall be appointed by him as a Chief Inspector of Air Accidents.

independent international Air Accident Investigation Team, known as '*The Malaysian ICAO Annex 13 Safety Investigation Team for MH370*' (the "Team") to investigate the disappearance of flight MH370. The Team, headed by the Investigator-in-Charge, comprises 19 Malaysians and 7 Accredited Representatives of 7 safety investigation authorities⁵ from 7 countries.

4. On 08 March 2015, the 1st Interim Statement and the Factual Information on the Safety Investigation for MH370 were released⁶ to the public on the first anniversary of the disappearance of MH370.
5. On 08 March 2016, the 2nd Interim Statement was released to the public on the second anniversary of the disappearance of MH370.
6. To-date, the main wreckage of MH370 has still not been found despite the almost 3-years search in the South Indian Ocean which has been suspended on 17 January 2017. However, a right flaperon was recovered in the French island of Réunion on 29 July 2015 which was later determined to have been a part of the MH370 aircraft. Further tests on the flaperon were conducted by the French Judicial Authority, including floatation test and a study on the barnacles found on the debris.

⁵ Air Accident and Incident Investigation Organisations:

- Australian Transport Safety Bureau (ATSB) of Australia,
- Civil Aviation Administration of the People's Republic of China (CAAC),
- Bureau d'Enquêtes et d'Analyses pour la sécurité d l'aviation civile (BEA) of France,
- National Transportation Safety Committee (NTSC) of Indonesia,
- Transport Safety Investigation Bureau (TSIB) of Singapore (formerly Air Accident Investigation Bureau [(AAIB)),
- Air Accidents Investigation Branch (AAIB) of United Kingdom, and
- National Transportation Safety Board (NTSB) of United States of America.

⁶ The 1st Interim Statement and the Factual Information and the 2nd Interim Statement remain available on the websites of the Ministry of Transport (MOT) Malaysia and the Ministry of Communications and Multimedia Malaysia:

- <http://mh370.mot.gov.my>
- <http://www.mh370.gov.my>

7. Following the recovery of the flaperon more than 20 other floating components and debris possibly from MH370, have been found as far north as the eastern coast of Tanzania and far south as the eastern coast of South Africa. This is in addition to several islands and island nations off the east coast of the African continent. Of these, other than the flaperon, a part of the right outboard flap and a section of the left outboard flap were also *confirmed* to be from MH370. A few other pieces of debris were determined to be *almost certain* from MH370 which included some cabin interior items. A listing of these items can be found at the websites of the Ministry of Transport (MOT) Malaysia and the Ministry of Communications and Multimedia Malaysia:

<http://mh370.mot.gov.my>

<http://www.mh370.gov.my>

8. Damage examination on the recovered part of the right outboard flap, together with the damage found on the right flaperon has led to the conclusion that the flaps were *most likely* in the retracted position. Recovery of the cabin interior debris suggests that the aircraft was likely to have broken up. However, there is insufficient information to determine if the aircraft broke up in the air or during impact with the ocean. Details of this examination can be found at the ATSB's website:

http://www.atsb.gov.au/publications/investigation_reports/2014/air/ae-2014-054/

9. At the time of writing of this Statement, additional parts are still being found along the coasts of south-east Africa. Examination of these items is continuing.

10. Based on available information, the Team is presently working towards finalising its analysis, findings/conclusions and safety recommendations on eight relevant areas associated with the disappearance of flight MH370. New information that may become available before the completion of the Final Report may alter these analysis, findings/conclusions and safety recommendations.

11. The eight areas being reviewed by the Team are as follows:

- a) Diversion from Filed Flight Plan Route;
- b) Air Traffic Services Operations;
- c) Flight Crew Profile;
- d) Airworthiness & Maintenance and Aircraft Systems;
- e) Satellite Communications;
- f) Wreckage and Impact Information;
- g) Organisation and Management Information of the Department of Civil Aviation, Malaysia and Malaysia Airlines; and
- h) Aircraft Cargo Consignment.

12. It should be recognised that, with the aircraft wreckage and flight recorders still not found, there is a significant lack of vital evidence available to the Team to determine with any certainty the reasons that the aircraft diverted from its filed flight plan route. However, despite the limitations in available evidence, the investigation has identified several key issues within the civil aviation system that can be improved to enhance safety into the future.

13. Following the 17 January 2017 MH370 Ministerial Tripartite Communiqué's decision to suspend the underwater search for the aircraft, a Final Report on the disappearance of MH370 will be made publicly available in the months ahead.