



2ND INTERIM STATEMENT SAFETY INVESTIGATION FOR MH370 (9M-MRO)

The Malaysian
ICAO Annex 13
Safety
Investigation
Team for MH370

1. This 2nd 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. A Final Report will be completed in the event wreckage of the aircraft is located or the search for the wreckage is terminated, whichever is the earlier.
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, radar contact 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

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 fly-by waypoint requires the use of turn anticipation to avoid overshoot of the next flight segment; or Fly-over waypoint - A fly-over waypoint precludes any turn until the waypoint is overflown and is followed by an intercept manoeuvre of the next flight segment.

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.

Regulations 1996 (MCA), on 25 April 2014, Malaysia established an 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. To-date, the MH370 wreckage has still not been found despite the continuing search in the South Indian Ocean. However, a flaperon was recovered in the French island of Réunion on 29 July 2015 and was determined to have been a part of the MH370 aircraft.
6. At this time, the Team is continuing to work towards finalising its analysis, findings/conclusions and safety recommendations on eight relevant areas associated with the disappearance of flight MH370 based on available information. New information that may become available before the

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,
- Air Accident Investigation Bureau (AAIB) of Singapore,
- 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 remain available on the MH370 Safety Investigation websites of the Ministry of Transport (MOT) Malaysia and the Malaysian Communications and Multimedia Commission (MCMC):

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

completion of the Final Report may alter these analysis, findings/ conclusions and safety recommendations.

7. 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 (following the recovery and verification of a flaperon from the aircraft);
- g) Organisation and Management Information of the Department of Civil Aviation (DCA), Malaysia and MAS; and
- h) Aircraft Cargo Consignment.

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