DEBRIS EXAMINATION REPORT

SAFETY INVESTIGATION FOR MH370

Malaysia Airlines MH370 Boeing B777-200ER (9M-MRO)
08 March 2014

Identification of Debris (Item 11 in the "Summary of Possible MH370 Debris Recovered") recovered at Riake beach, Nosy Boraha Island, Madagascar 0n 06 June 2016

Updated on 30th April 2017

Issued on 28th February 2017

Ref: DB/05/17

The Malaysian ICAO Annex 13
Safety Investigation Team for MH370

Email : MH370SafetyInvestigation@mot.gov.my

Malaysia Airlines Boeing B777-200ER (9M-MRO), 08 March 2014

Identification of Debris (Item 11 in the "Summary of Possible MH370 Debris Recovered") recovered at Riake beach, Nosy Boraha Island, Madagascar 0n 06 June 2016

1.0 Introduction

This item was recovered at the Riake beach, Nosy Boraha Island, Madagascar on 06 June 2016. The part is identified as Item No. 11 of the 25 items found; refer to the "***Summary of Possible MH370 Debris Recovered (15 August 2016)***".

The item was brought back to Malaysia for the identification and further examination by the "Malaysian ICAO Annex 13 Safety Investigation Team for MH370".

2.0 Part Characteristics

The part was intact with slight distortion. There was no sign of burnt marks or any other sign that the part had been exposed to fire.

3.0 Identification

The part was taken to a B777-200ER, formerly operated by Malaysia Airlines (MAS), undergoing a maintenance check at Subang, Malaysia, for identification purposes.

The part was identified as the seat back trim panel which encases the In-Flight Entertainment (IFE) monitor, as shown in the photograph below. There was a small fragment of fabric around the coat hanger on the debris, which was greenish in colour. This colour matched the seat

fabric used on the Malaysia Airlines (MAS) B777 on the center seats. The location of the coat hanger on the left conforms to the Right Hand, Triple Seat Assembly column in the Economy (EY) class.

The location of where the part was found, considering that MH370 (aircraft registered as 9M-MRO) ended its flight in the South Indian Ocean, is consistent with the drift path modeling produced by the Commonwealth Scientific and Industrial Research Organisation (CSIRO). This suggests that the part is highly likely from MH370 given that the likelihood of it originating from another source is very remote. The Australian Transport Safety Bureau (ATSB) reports on the drift modeling can be found at http://www.atsb.gov.au/media/5772107/ae2014054_final-first-principles-report.pdf and http://www.atsb.gov.au/media/5771939/ae-2014-054_mh370-search-and-debris-update_2nov-2016_v2.pdf.

4.0 Structure Examination

As this was an aircraft interior part no detailed structural examination was conducted.

5.0 Conclusion

The item is confirmed to be part of the seat back trim panel for encasing the IFE monitor. From the location where it was found, and being consistent with the drift path modeling for debris

from an aircraft ending its flight in the South Indian Ocean, it is highly likely that it is from MH370 (aircraft registered as 9M-MRO). Features found on the debris also support this likelihood.