



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

The Malaysian ICAO
Annex 13 Safety
Investigation Team
for MH370

第三次中期声明-MH370(9M-MRO)安全调查

马来西亚 MH370 国际民航组织附件 13 安全调查组

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.

根据国际民航组织附件13的规定，在最终报告完成之前，按照该附件13第六章段落6的规定而准备第三次中期声明，以提供有关对马来西亚航空公司（MAS）执飞的MH370航班，一架波音777-200ER型飞机，注册编号9M-MRO，因失踪所进行调查的进展信息。

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.

该飞往北京的国际定期客运航班，机上总计载有239人（包括227名乘客和12名机组人员），于世界标准时间2014年3月7日下午16时42分[马来西亚当地时间2014年3月8日凌晨00时42分]从吉隆坡国际机场起飞。起飞后不到40分钟，在通过IGARI航点后，失去了与飞机的联系。

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.

如果报告不能在12个月内公之于众，负责调查的国家应在事故发生后的每一周年公布一份中期声明，详述调查及任何涉及的安全问题的进展。

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.

国际民航组织，简称ICAO，系联合国的专门机构，负责协调和管理国际航空运输。公约对空域、航空器注册和安全设置了规则，并对于航空运输有关的签署国的权利作了详细说明。目前国际民航组织有191个缔约国。

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:

航点，一个特定的地理位置，用于定义区域导航航路或者一架飞机所采用的区域导航飞行路线。航点的类型有：

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

旁切航点，旁切航点规定使用预期转向以避免越过下一航段的预定地点；或者

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

飞越航点，飞越航点禁止任何转向直到飞越该航路点，并应有下一航段的机动。

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 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.

作为国际民航组织的缔约国，根据国际民航公约附件13“航空器事故和事故征候调查”的规定，以及马来西亚民用航空法1996第126条第1款的规定，马来西亚于2014年4月25日成立了独立的国际航空事故调查组，即“马来西亚MH370国际民用航空组织附件13安全调查组”（简称“调查组”），对MH370航班的失踪进行调查。调查组由调查负责人牵头，共有19名马来西亚成员和来自七个国家的七个安全调查机构委任的7名代表构成。

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.

2015年3月8日，关于MH370安全调查的第一次中期声明及事实信息在MH370失踪一周年之际公布。

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.

对于本规定适用的情形，为进行任何事故情况和原因的调查的目的，交通部长应任命相关人员作为航空事故的调查人员，交通部长应任命其中的一位作为航空事故的首席调查员。

⁵ Air Accident and Incident Investigation Organisations:

航空器事故和事故征候调查组织为：

- Australian Transport Safety Bureau (ATSB) of Australia,
澳大利亚 澳大利亚交通安全局
- Civil Aviation Administration of the People’s Republic of China (CAAC),
中国 中国民用航空局
- Bureau d’Enquêtes et d’Analyses pour la sécurité d l’aviation civile (BEA) of France,
法国 航空事故调查局
- National Transportation Safety Committee (NTSC) of Indonesia,
印度尼西亚 国家运输安全委员会
- Transport Safety Investigation Bureau (TSIB) of Singapore (formerly Air Accident Investigation Bureau [(AAIB)),
新加坡 航空事故调查局
- Air Accidents Investigation Branch (AAIB) of United Kingdom, and
英国 航空事故调查局，以及
- National Transportation Safety Board (NTSB) of United States of America.
美国 国家运输安全委员会

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:

第一次中期声明及事实信息以及第二次中期声明仍可以在马来西亚交通部（MOT）和马来西亚通信与多媒体部的官网上下载，网址如下：

→ <http://mh370.mot.gov.my>

→ <http://www.mh370.gov.my>

5. On 08 March 2016, the 2nd Interim Statement was released to the public on the second anniversary of the disappearance of MH370.

2016年3月8日，第二次中期声明在MH370失踪两周年之际公布。

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.

时至今日，尽管在南印度洋的搜寻持续了近三年的时间，并于2017年1月17日中止，但仍未发现MH370的主要残骸。但在2015年7月29日于法属留尼旺岛发现了右侧襟副翼，并于之后被确定为属于MH370飞机的一部分。对襟副翼的进一步检测由法国司法部门负责进行，包括漂浮测试以及对该残片上所发现的藤壶的研究。

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:

在襟副翼被发现之后，在北至坦桑尼亚东海岸和南至南非东海岸的区域内发现了超过20件的其他可能来自于MH370的漂浮部件和残片。这些区域不包括非洲大陆东海岸外的一些岛屿和岛国。除了襟副翼，在这些部件和残片中，右外侧襟翼的一部分和左外侧襟翼的一部分也被确认来自于MH370。其他一些残片则被确认为几乎肯定来自于MH370，包括一些机舱内部物件。这些残骸的清单可以在马来西亚交通部（MOT）和马来西亚通信与多媒体部的官网上下载，网址如下：

<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:

根据对找到的右外侧襟翼所进行的损伤检测，以及在右侧襟副翼上所发现的破损可以得出这样的结论，即襟翼当时有**很大的可能**处于缩回的位置。所发现的机舱内部残片则表

明飞机当时有可能已经解体。然而，这些信息尚不足以确定飞机是在空中解体还是在与海洋的冲击下解体。该检测的细节可以在澳大利亚交通安全局（ATSB）的官网上找到：

http://www.atsb.gov.au/publications/investigation_reports/2014/aair/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.

在起草本声明之时，仍有额外的残片在非洲东南部海岸被持续发现。对这些物件的检测仍在继续。

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.

根据现有信息，调查组目前仍在努力工作，以完成与MH370航班失踪相关的八个有关方面的分析，调查结果/结论以及航空安全建议等工作。在完成最终报告之前，可能会取得新的信息，而这些新的信息可能会改变这些分析，调查结果/结论以及安全建议。

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

调查组正在研究以下八个方面：

- a) Diversion from Filed Flight Plan Route;

从申请的飞行计划航线转向；

- b) Air Traffic Services Operations;

空中交通服务操作；

- c) Flight Crew Profile;

机组成员情况；

- d) Airworthiness & Maintenance and Aircraft Systems;

适航性及维护保养和航空器系统；

- e) Satellite Communications;

卫星通讯；

- f) Wreckage and Impact Information;

残骸及影响信息；

- g) Organisation and Management Information of the Department of Civil Aviation, Malaysia and Malaysia Airlines; and

马来西亚民航局以及马来西亚航空公司的组织管理信息；以及

- h) Aircraft Cargo Consignment.

飞机托运货物

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.

需要认识到的是，由于飞机的主要残骸以及飞行记录器仍未找到，对调查组而言，目前严重缺乏关键的证据以确定飞机从其申请的飞行计划航线转向的确切原因。但是，尽管目前的证据有限，调查已经对民航系统的几个关键问题进行了明确，以提升和加强今后的飞行安全水平。

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.

继2017年1月17日MH370三国部长级会议决定中止飞机的水下搜寻后，关于MH370失踪的最终报告将在数月后公之于众。

The Malaysian ICAO Annex 13 Safety Investigation Team for MH370

08 March 2017

马来西亚MH370国际民航组织附件13安全调查组

2017年3月8日