



**4TH INTERIM STATEMENT
SAFETY INVESTIGATION FOR MH370 (9M-MRO)**

The Malaysian ICAO
Annex 13 Safety
Investigation Team
for MH370

1. This 4th Interim Statement¹ has been prepared under Chapter 6, paragraph 6 of Annex 13 to the Convention on International Civil Aviation, *Aircraft Accident and Incident Investigation* (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 Safety 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 ICAO Annex 13 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

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.

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. Subsequent Interim Statements were released on 08 March 2016 and 08 March 2017.
5. Aircraft debris possibly from MH370 are still being discovered around the south-eastern coast of the African continent and the adjacent islands. An updated summary of the debris recovered was published on 30 April 2017 together with the debris examination reports. These are available on the Ministry of Transport (MOT) Malaysia and the Ministry of Communications and Multimedia Malaysia (KKMM) websites (the links to the websites are provided in footnote 6 below).
6. At the time of writing, as reported in the Interim Statement released in 2017, three items of debris remain as being confirmed from MH370, i.e., the right flaperon, a part of the right outboard flap and a section of the left outboard flap. A few other pieces of debris were determined to be almost certain from MH370 including some cabin interior items. There is continuing activity to retrieve and examine any new debris that is discovered.

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 Previous publications are available on the websites of the Ministry of Transport (MOT) Malaysia and the Ministry of Communications and Multimedia Malaysia (KKMM):

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

7. Official search activities coordinated by the Australian Transport Safety Bureau were suspended on 17 January 2017. On 03 October 2017, the ATSB published a report detailing the history of the search and made conclusions and recommendations relating to the search activities. The ATSB search report is separate and distinct from the Safety Report required under ICAO Annex 13.
8. To date, the main wreckage of MH370 has not been found. On 10 January 2018, the Malaysian Government entered into an agreement with Ocean Infinity to conduct a 90-day underwater search in an area that is considered the most likely location for the wreckage.
9. The publication of the detailed investigation report, that is the Safety Report, based on currently available information has been suspended pending the outcome of the latest search effort, since any new evidence uncovered is likely to significantly affect the investigation. In the event that the aircraft is found, the Team will conduct further investigation. If the aircraft is not found and a decision is made to discontinue the search, the Team will resume the completion of the report and release it in the months ahead.

The Malaysian ICAO Annex 13 Safety Investigation Team for MH370
08 March 2018