

**PRESS CONFERENCE: MH 370
2 MEI 2014, SATURDAY, 5.00 PM**

SPOKEPERSON

**DATUK SERI HISHAMMUDDIN TUN HUSSEIN (ACTING MINISTER OF
TRANSPORT)**

ATTENDED BY:

YB DATO' HAMZAH ZAINUDIN (DEPUTY FOREIGN AFFAIRS MINISTER)

DATUK AZIZ KAPRAWI, DEPUTY MINISTER OF TRANSPORT

DATO' AZHARUDDIN ABDUL RAHMAN (DG DCA)

AHMAD JAUHARI YAHYA, CHIEF EXECUTIVE OFFICER OF MAS

Q : Good Evening Dato' Sri . I am Swei Lin from the Malay Mail online. I would like to ask when exactly did the Malaysian Military spot MH370 on its turn back across the Peninsular and upon spotting it, what exactly did the military do? Did they contact with the Civil Aviation authority for example or with MAS or did they try to contact the plane itself? Thanks.

A : I don't have the actual details with me today and I am very cautious and very careful with what I say in the PC's these days. So, it is very important for me to get clarification on that but if you guys got anything to add. I'll get back to you.

Q : Dato' Sri, you mentioned earlier, Zaira from the NST, I need to ask question on the earlier you mentioned that Sapura Kenchana may be hopped in to assist with the Bay of Benggal Search. Why is that because since it was dismissed by the Australian military? Why do we still have to send in the Sapura Kenchana?

A : Well, I have not decided yet whether to deploy the Sapura Kenchana vessel and as our SOP in the past whether the leads include landing in Naning, whether satellite data from China, oil slicks, life rafts, life vests, those were all in the South China Sea, we will proceed based on corroborated and verified evidence.

Secondly, you have to understand that this lead were involving the Bay of Benggal is going if we need to deploy assets especially Sapura assets to be

responsible in our decision to deploy it. We have to understand it's going to be expensive; secondly, it is the exact vessel that we're going to use to deploy in the phase of our search. So any detour from that search is gonna cause delay 14 days exactly. And thirdly, in the event that, this vessel is deployed and the lead is negative, can you imagine the families that have to go through another episode of hoping and finding closure to it. So, these are all my considerations in having to deploy it. But I can assure you that as far as Sapura Kenchana is concerned, they are ready to deploy it, but I'm just waiting for feedback what I said just how on neighbouring countries specifically Bangladesh, another country that have deployed assets in that area to come back to me, then I will have to talk to Sapura Kenchana whether we should actually deploy it or not. But we are not straight away from our SOP which is to make sure that in doing that we don't affect the present search operations. It doesn't affect the emotions and the feelings of families. And in this case, it will effect very expensive equipment and vessels which might have to be detoured just because of this lead.

Q : My second question will be is there any specific reason on why Boeing is in the investigation team? Would it be a conflicting of interest since MAS and DCA have already set out the investigation team?

A : Boeing is not an investigation team as such. They are an advisor to the accredited rep of the USA. And USA being the state of designs, state of manufacture and the Accredited rep from the National Transport Safety Board of USA, obviously needs a lot of input and information or Boeing and that is the reason why Boeing, same like Rolls Royce representing the engine manufacture are in the part of the Accredited rep team. TQ.

Q : Selamat petang Dato' Seri. Saya _____ dari Bilik Berita RTM TV, saya ada dua soalan berdasarkan laporan awal semalam. Okay, pada jam 1:21:13, radar MH370 hilang daripada skrin radar KLATCC tapi pada jam 1:38 HCMATCC bertanya tentang kedudukan MH370. Kenapa mengambil masa selama 17 minit baru sedar MH370 dikesan hilang. Kedua, kenapa Pusat Penyelaras Menyelamat REC deaktif pada jam 5.30 pagi sedangkan labor radar yang saya tahu MH370 dikesan hilang pada jam 1:21:13, iaitu agak 4 jam jarak?

A : Okay saya boleh jawab soalan kedua. Soalan pertama Dato' Azhar boleh jawab. Pertamanya berhubung kait dengan maklumat yang telah didedahkan dengan laporan-laporan awal semalam. Kita dah jangka akan macam-macam soalan tambahan yang perlu dijawab dan ini satu perkara yang akan kita lalui kerana kita mahu telus. Kita mahu apa yang didapati oleh kita dapat dikongsi dengan orang ramai dan saya konsisten tidak ada benda yang kita nak sembunyikan daripada orang ramai Cuma dalam konteks sama ada 4 jam lama atau tidak, ini bukan untuk kita membincangkan di sini dan

menentukannya, kerana saya dimaklumkan dalam penerbangan Air France, 6 jam atau 7 jam selepas tindakan diambil jadi *benchmarking*, penanda aras untuk tindakan berbeza banyak bergantung kepada keadaan semasa dan kalau kita nak bincang di pihak media, semua ada pandangan masing-masing. Sebab itu, saya syorkan kepada orang ramai dengan kita mewujudkan suatu badan bebas yang dianggotai oleh pakar-pakar di dunia untuk menentukan tindakan kita ini. Biarlah badan bebas ini mengkaji dan meneliti kerana 2 insiden MH370 dengan Air France sahaja. Kita tengok tindakan dalam Air France ia masanya jauh lebih lama daripada tindakan kita. Jadi kita tidak boleh menyatakan sama ada tindakan kita ini lambat ke lewat ke. Ini banyak bergantung kepada siasatan susulan yang akan dibuat. Yang penting ialah kita wujudkan struktur, kita wujudkan panel bebas untuk menyasat dan ahli anggotanya merupakan pakar-pakar daripada dunia dan saya seperti yang YAB PM sebut ada benda yang Malaysia telah lakukan dengan baik ada benda yang kita boleh lakukan dengan baik ada benda yang mungkin kita boleh lakukan dengan lebih baik dan kalau itu merupakan sesuatu yang dapat daripada panel bebas ini saya rasa kita tak teragak-agak untuk mengambil tindakan yang sewajarnya.

A : Terima kasih YB pada 1:19 pagi KLATCC telah mengarahkan pilot MH370 untuk menukar frekuensi kepada frekuensi radio selepas melalui Igari dengan rasminya penyerahan HCMATCC pesawat tersebut terserah kepada kawalan ATCC Ho Chi Min City sekiranya Ho Chi Min City tidak dihubungi oleh pesawat tersebut protokolnya adalah 5 minit dan mengapa mereka mengambil 17 minit itu, biarlah siasatan badan bebas seperti yang dinyatakan oleh YAB Menteri tadi menjalani siasatan mereka mengapakah 17 minit diambil oleh Ho Chi Min City. Perkara seperti ini seperti yang dinyatakan sebentar tadi juga amatlah ingin diketahui bukan sahaja Malaysia tetapi juga oleh industry penerbangan awam. Mengapakah ini berlaku dan apakah yang berlaku dan apakah yang patut dilakukan untuk keadaan sebegini tidak terjadi pada masa akan datang. Terima kasih.

Q : Assalamualaikum Dato' Seri saya Lokman wartawan BH. Satu soalan kepada Encik Ahmad Jauhari berkenaan dengan Flight Manifest. Difahami sebelum ini ada 38 rakyat Malaysia yang dalam penerbangan MH370. Bagaimanapun selepas laporan awal itu dikeluarkan hanya ada 34 nama yang disebut ada 4 lagi nama yang masih hilang, kalau saya boleh sebutkan di sini nama _____, _____, Tan Siow Ping, dan _____. Lebih buruk lagi salah satu nama itu dikategorikan sebagai warga Cina sedangkan dia ialah Malaysian.

Soalan kedua, ada pihak yang mempertikaikan laporan awal yang dikeluarkan ini lebih pendek atau ringkas kerana ia hanya 5 muka surat berbanding

dengan 239 nyawa pada pesawat MH370 kalau nak dibandingkan dengan Air France 447 yang sepanjang 128 muka surat. Mungkin Dato' Sri ada sedikit komen berkenaan itu. soalan terakhir berhubung dengan cadangan daripada Jean Paul. Adakah Malaysia Airlines akan ambil inisiatif untuk memanjangkan jangka hayat bateri daripada 30 hari kepada 90 hari tanpa perlu menunggu arahan lanjut daripada ICEO.

A : Yang soalan pertama mengenai manifest itu. Ini satu perkara yang saya akan kaji, saya pun boleh katakana tak berapa tepat mengenai information yang telah diberitahu tadi, yang saya tahu kita ada 38 onboard. So saya akan rujuk balik perkara ini.

Yang kedua mengenai bateri, itu adalah satu standard international standard. So, kami sekarang sedang berusaha untuk mengukuhkan cara-cara kita track pesawat. Itu yang paling mustahak sekali.

A : Mengenai soalan laporan awal kita begitu tipis untuk nak dibandingkan dengan Air France dan juga Silk Air dari Singapore saya ingin menyatakan sendiri keadaan dan kedudukan MH370 jauh berbeda dengan apa yang terpaksa dilalui oleh pasukan siasatan Silk Air dan juga Air France kerana dalam kes itu mereka dah tahu di mana kapal terbang itu berada. Dan saya percaya bahawa siasatan-siasatan awal yang dibuat Silk Air di Palembang contohnya mereka boleh bekalkan dengan maklumat-maklumat yang mereka dapar kesan di kawasan berkenaan, sama juga dengan Air France, dalam masa yang begitu singkat mereka dah jumpa debris-debris kapal terbang berkenaan, jadi itu satu perkara yang biasa di mana kalau sekiranya ada maklumat tambahan, memanglah laporan yang dibekalkan lebih tebal dan dalam kes kita ini saya dah nyatakan luar biasa di mana sampai hari ini kita tak dapat kesan di mana kapal terbang, tidak kesan debris tetapi tidak bermakna bahawa kita tidak mengikuti semua lead yang dipanjangkan kepada kita. Ini saya nak ingatkan kepada orang ramai bahawa lead berhubung kait dengan kesan minyak di Laut China Selatan, lead yang menyatakan kapat terbang land di Nanning, lead bahawa ada fireball dekat tengah-tengah oil _____ di Laut China Selatan pada ketika itu, itu semua kita ikuti dan kita siasat dan mendapatkan bahawa apa yang dikatakan sebagai sesuatu yang munasabah mendapati negatif. Takkan itu kita nak masukkan dalam laporan awal kita kepada ICEO. Beza dengan laporan-laporan awal daripada dua kemalangan yang disebutkan tadi.

Q : Assalamualaikum Dato' Seri, saya Hilal Azmi dari Astro Awani. Okay saya ada dua soalan. Pertama, apakah usaha kerajaan Malaysia dalam usaha untuk menyangkal tohmahan media asing bahawa Malaysia telah ambil tindakan untuk tempoh 4 jam pesawat itu hilang berdasarkan laporan awal. Soalan kedua, berapa jumlah pampasan kepada keluarga? Dan bila?

A : Pampasan keluarga mungkin Dato' Hamzah atau AJ boleh jawab. Berhubung kait dengan 4 jam tadi saya dah jawab kerana dalam Air France telah saya bincang dengan Jean Paul _____ tindakan diambil 7 jam selepas maklumat yang diterima. Keduanya, setiap insiden yang berlaku itu ada faktanya tersendiri tetapi kalau kita nak membuat bicara di peringkat media di khalayak orang ramai takkan ada kehabisannya. Ada yang sokong ada yang tidak sokong, ada kata panjang sangat, ada kata munasabah, jadi lebih baik biar panel bebas yang dianggotai oleh pakar-pakar dunia menentukan sama ada tindakan kita itu munasabah atau tidak dan saya dah nyatakan tadi dan YAB PM sendiri telah menyatakan bahawa ada benda yang kita lakukan baik dan ada benda yang kita lakukan tidak baik. Kalau panel bebas menyatakan bahawa kita boleh perbaiki tindakan kita, biar benchmark dengan tindakan-tindakan dan tragedi lain supaya kita boleh pastikan tragedi sebegini tidak berulang.

A : Mengenai pampasan, jumlah itu akan kami beritahu kepada ahli keluarga dahulu dan bukan kepada pihak dan akan dibayar secepat mungkin.

Q : Hi Minister, I am from China Central TV. In past around half month when _____ search in Australia, a lot of time about Bluefin 21, but you know, there's limit about that. We would like to know if there are new technologies, new devices deployed for the searching?

A : In fact, for our listeners and viewers, in China, the delegation that is going with us to Canberra next week, is vague. I mentioned in my earlier statement that it's gonna be led by the Minister and two Deputy Minister, experts will also be on board and the agenda that has been set on Monday is not only on the issue of the status of the search, plan for the refocused and the intensified sub-surface search which you have requested and question, Australian Reception Plans for the families that will involve the Malaysian and China support for the search. I think it is very important now because in the past, the issue of finance, the issue of costs, never occurred but to be fair to the Australians, I think it is now time for at least China and Malaysia to sit down and to discuss the way forward which involves very sophisticated equipment and then on going _____ communication the three countries and finally the public communication know what we're doing today. The challenges that we face facing the media will now have to be multiplied by 3 because as we move to the new phase, we're talking about much more sophisticated equipment. I can share with you the media that a part from military assets,

which I have spoken and our PM had the opportunity to mention to President Obama, there are more equipment that is _____, available that I will be discussing with the US Navy. There are other research institutes in China, in Japan, in Germany, that we are exploring in the next phase and more importantly as I eluded to just now, we are working with commercial entities and the Malaysia companies at least have got together and moving on the same page with one flag to identify what we can contribute to the next phase. This I have informed Angus Houston this morning. I think the structure is in place for us to first look into the area of search. Secondly, look at the terrain under the sea and thirdly to identify what sort of assets that are required and some of them are much more sophisticated than the Bluefin 21 that I can assure you.

Q : CCTV News Dato' Seri, from my mediocre bahasa, I believe you already answered the question but if you can answer in English as well about 4 hours lag time between the plane disappearing and the alerting at the search and rescue.

A : Okay, I spoke to Jean Paul and the four hours lag time when it came to the Air France, this was an informal discussion with him. It took them 6-7 hours. So basically it is an issue as to whether 4 or 6 or 7 and whether that is reasonable and I've indicated and mentioned in Bahasa Malaysia just now, that it is not for us debating it here, some have said it is not reasonable, some have said it is not what I have done is actually formed a committee which is led by experts and let them compare whether the preliminary report which is so thin in our case, compared to the Silk Air and the Air France. The four hours compared to the six hours in the Air France crash. Let the experts decide and like I said Malaysia has got nothing to hide in this and we cannot because the world wants to know and it is something that will affect the global. As Datuk Azhar said just now, it will affect the Civil Aviation if not also the defence capability of all nations, so basically I would leave it to the panel of experts to decide whether 4,6 or 7 now is reasonable or not.

Q : Has from CNN. My question is deal with the timeline that was up by the ICEO report. At 1:21 when the plane disappeared off the radar it wasn't until 1:38, 17 mins later that HCMATCC notified KLIA Traffic Control that the plane dropped off the radar. I understand that at the point it's Vietnamese airspace in the control. But how did nobody realise and notice on both sides that the plane had dropped off the radar. Did this not waste the crucial time and as well at 2:03 when all parties were trying to find the plane at this point, Malaysia Airlines operations told the traffic control that the plane was actually over Cambodian airspace. Could you explain that?

A : The first I think was answered in Bahasa. Datuk Azhar can answer that in English.

A : Yes, in that particular morning 8/3/2014 at 1:19 the KLATCC have directed the pilot of MH370 to change frequency to HOCCM City ATCC and the pilot replied goodnight Malaysia 370, passing Igari and that is the official point where the aircraft is handed over to HCMCATCC that also at the time where we lost the radar on our screen. Why 17 minutes. This is what I've told in Bahasa also, that's up to the investigation team, to study, to investigate. Maybe from the Vietnamese why did it take 17 minutes? This is the point where the world, the civil aviation needs to know at point of transfer from one flight information region to another flight information region from the protocols are met or not. This is something we would, I'm sure the investigation team will look deep and hard at it and would come out with their results and analysis and also recommendations.

A : When Malaysian Air Traffic Control contacted the Malaysia Airlines operations Centre, we have only a flight following programme that actually doesn't show exactly where the plane is because those flights following programmes which many of you have in your ipads, iphone, work on the same principle because it is based off secondary source. So when they called, we just refer to flight following programme. So that's really for info, it's not something that we use for determining exactly where the plane is.

Q : Ai Lin from Associated Press, just two questions. Number one, regarding the audio recording, some voice experts suggested that the recording that was released yesterday were not from original file and they may have been edited. So, can you clarify whether the recordings that were released were the original ones, or whether they have been edited?

Number two, back to the Cambodia issue, for MAS, I would just like to clarify because in the document it said that the plane seemed to have exchanged signals with another plane?

A : Your first question, the voice recording from the ATCC originally from the tower and control centre to the aircraft is the original. There's no edited version. It is the original.

A : Not really sure in terms of the plane exchanging signals. We let the investigation team to look into that to more into details. Like I said there was a document produced by the DCA, I'm not sure what did you mean by exchange signals but as far as we're concerned, we use our flight following programme. That's the only thing we know of the plane in track over after Igari. And by the way, the flight following programme that we have do a projection of the flight from the last known transponder point and after that it

does a projection so it's actually a flight projection program so it's not exactly a primary identification of the aircraft.

A : I just want to add, all that will be investigated and I'm sure there will be recommendation and the results of it will be done by the investigation team.

Q : Angie from Reuters, looking at the possibility of flight path yesterday has Indonesian said that they detected a flight fly over their airspace and have they shared any information if they did, would that actually help the search operations to shift to the southward earlier? So, early today in Beijing, it reports that the family members are saying that they've been asked to check out from the hotel today by MAS. And supposedly the sender is closing deal by May 7. Can MAS explain?

A : On Indonesia I can confirm that from the start, they have indicated to me no, no sighting.

A : For your last question I would like to mention it here. We have been waiting to come out with a statement and all of us be the family members, or the whole world is actually looking for the answer and MAS has been keeping and has been supporting the family members in Beijing for the last 55 days and that's the reason I think it's about time for us to actually accept the reality that the family members should go back and wait for the answer in their hometown. And I think when MAS produced the announcement yesterday, it was mentioned it was not immediately, but it is from the first to the 7th. By the 7th, the operations centre in Beijing will be closed. And I think whatever information that you get or you got before this, please to be realistic about this, we have about 500 family members altogether. I don't think we can ask them to go back within a few hours of yesterday. Thank you.

SESSION ENDS