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**INFORMATION PAPER**

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**Theme 1: Reviewing the current situation**
**Topic 1.2: Emerging safety issues**

## COORDINATION IN SEARCHING FOR MALAYSIA AIRLINES FLIGHT MH370

(Presented by Viet Nam)

**SUMMARY**

This information paper presents the coordination in the search and rescue of Malaysia Airlines Flight MH370 which disappeared while flying from Kuala Lumpur, Malaysia to Beijing, China on 8 March 2014.

## 1. INTRODUCTION

1.1 On 8 March 2014, Malaysia Airlines Flight 370 (MH370) was a scheduled international passenger flight from Kuala Lumpur International Airport, Malaysia to Beijing Capital International Airport, China which took off from Kuala Lumpur Airport at 16:42 (UTC) and disappeared from air traffic controllers' radar screens at 17:20:43 (UTC) (IGARI reporting point at Singapore FIR).

## 2. THE BRIEF PROCESS OF FLIGHT AND INITIAL ACTIVITIES OF RELATED AGENCIES

2.1 Malaysia Airlines Flight 370 (MH370) took off from Kuala Lumpur Airport at 16:42 (UTC).

2.2 AT 16:43, ACC Lumpur coordinated to transfer to HCM ACC with the flight information, and MAS 370 was expected to reach IGARI at 17:22, flight level 350 (35 000 ft).

2.3 The crew was expected to contact ATC in HCM ACC as the aircraft passed into Vietnamese airspace, just north of the point where contact was lost. At 17:20:43, MH370 disappeared from air traffic controllers' radar screens.

2.4 At 17:22, MH370 (expected to reach the transfer of control point) did not establish contact with ACC Ho Chi Minh.

2.5 Ho Chi Minh ACC attempted to make voice contact with MH370 on frequency 120.9 MHz and requested another aircraft to contact MAS 370 on frequency 120.9 MHz.

2.6 At 17h38, HCM ACC contacted Kuala Lumpur ACC (KL ACC) to inquire about Flight MH370. HCM ACC told them that verbal contact was not established. KL ACC responded that Flight 370 did not return to its frequency after passing waypoint IGARI.http://en.wikipedia.org/wiki/Malaysia_Airlines_Flight_370 - cite_note-Preliminary_report-30

2.7 At 17h42, HCM ACC attempted again to make voice contact with MH370 on frequency 121.5 MHz and requested another aircraft, and ACCs concerned to contact MAS 370.

2.8 HCM ACC informed the relevant authorities including the South Rescue Coordination Centre (Viet Nam) about the status of the aircraft. Aeronautical Rescue Coordination Centre reported, in accordance with the search and rescue (SAR) regulations, and was ready to deploy the search plan.

2.9 At 22:35, just after the activation of the Kuala Lumpur Aeronautical Rescue Coordination Centre (ARCC) to coordinate search and rescue efforts, the authorities of Viet Nam deployed forces to carry out the search and rescue activities for MH370 on a large scale.

## 3. THE IMPLEMENTATION OF ACTIVITIES

3.1 From the time of activation, in the direction of the Steering Committee for Aviation Search and Rescue of Viet Nam, the Aeronautical Rescue Coordination Centre took the role of coordination with SAR local forces and SAR agencies of the countries concerned to ensure a smooth, continuous implementation of search and rescue (24/24 hours). A search and rescue effort was launched in the Sea within the Ho Chi Minh FIR.

3.2 The leaders of the Ministry of Transport, Safety Traffic Department directed the Civil Aviation Authority of Viet Nam, Viet Nam Air Traffic Management to establish and operate three Search and Rescue Coordination Centers at: Hanoi, HCM ACC and Phu Quoc Airport (an island in the south of Viet Nam).

3.3 The Steering Committee of the Aviation Search and Rescue actively directed, and urged the authorities of concerned units to perform the following tasks:

a) planning for search and rescue (air and sea);

b) request air traffic controllers having good experience to participate in searching on the SAR vessels and aircraft;

c) act as a reception point, processing and timely notification to the competent authorities the information on aircraft in distress from various sources (representatives of the Federal Aviation Administration (FAA) in Asia Pacific Region, China, Hong Kong SAR, oil and gas drilling offshore at Vung Tau, etc.);

d) coordinate to grand flight permissions and supervise the foreign operators to ensure the safety of SAR flight operations;

e) establish and maintain the contact point with the SAR authorities of the countries participating in SAR activities, providing proactive and constantly updated information to the neighbouring countries and the related news, press;

f) from 8 to 15 March 2014, the National Committee for Search and Rescue of Viet Nam mobilized many aircraft and sea vessels to participate in SAR activities

within the area about 196 000 $km^2$ including 11 aircraft (four AN26, four helicopters Mi17, two CASA, one DHC6 – 47 flights), nine ships (two SAR ships, five navy ships, two ships of Marine Police) and fishing boats; and

g) the afternoon of 15 March 2014, after the announcement of the Prime Minister of Malaysia that Malaysia would abandon search efforts in the Sea within HCM FIR, the Aeronautical Rescue Coordination Centre of Vietnam sent a message to the authorities of Malaysia to verify the information above and temporarily stop the SAR activities, waiting for further information.

### 3.4 Evaluation of the handling of activities from the Vietnamese side

3.4.1 During eight days of deployment of the SAR coordination for aircraft MH370, the authorities and agencies concerned attempted to mobilize the SAR units; actively coordinated deployment of the SAR forces; closely coordinated with Malaysia and the countries involved in the search and rescue activities; granted flight permission; managed the SAR facilities of other countries within the airspace and sea of Viet Nam; and fully informed, timely and proactive sharing information on the SAR activities of aircraft MH370 with news agencies and newspapers of Viet Nam and other countries.

3.4.2 Having good coordination with Malaysia in preparation of reports and data concerned to serve the investigation and search aircraft MH370.

## 4. CONCLUSION

In fact, Viet Nam exerted every effort and mobilized all resources necessary to search for the missing Malaysia Airlines Flight MH370 as soon as we received the information that the aircraft was missing. Under the direction of the Prime Minister of the Socialist Republic of Viet Nam, in close collaboration with other neighbouring countries, Viet Nam actively coordinated with SAR agencies of the countries concerned, deployed all necessary forces and carried out SAR operations within its area of responsibility (Ho Chi Minh FIR) to the greatest extent in the search of Malaysia Airlines Flight MH370.

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