

PRESS CONFERENCE : MH 370
26 MARCH 2014, WEDNESDAY, 5.30 PM

SPOKESPERSON:
DATO' SERI HISHAMMUDDIN TUN HUSSEIN
ACTING MINISTER OF TRANSPORT

ATTENDED BY :

DATO' AZHARUDDIN ABDUL RAHMAN, DIRECTOR GENERAL, DEPARTMENT OF CIVIL AVIATION (DCA),

CHANDARAN RAMAMUTHY, MALINDO CEO

YB Dato' Seri Hishammuddin Hussein, Acting Minister of Transport has delivered the following statement:

Introductory statement

The search for MH370 continues. Our efforts are now focused in the southern Indian Ocean, where a multi-national team, led by Australia, is combing the waters trying to find debris from the flight.

Our determination to find MH370 remains steadfast. As we have said all along, we will never give up trying to find the plane – in order to bring closure for the families, and to establish exactly what happened to MH370.

1. New satellite images

Australia, China and France have already released satellite images, showing objects that may be related to MH370.

Yesterday, on 25 March, the Malaysian Remote Sensing Agency (MRSA) received new satellite images from Airbus Defence and Space, which is based in France. The images were taken on 23 March.

MRSA analysed the images and - in one area of the ocean measuring some 400 square kilometres - were able to identify 122 potential objects.

Some objects were a metre in length; others were as much as 23 metres in length. Some of the objects appeared to be bright, possibly indicating solid materials.

The objects were located approximately 2,557 kilometres from Perth.

We will issue handouts relating to this new information, after this press conference.

MRSA's findings were immediately forwarded to the Australian Rescue Co-ordination Centre in Perth yesterday.

It must be emphasized that we cannot tell whether the potential objects are from MH370.

Nevertheless, this is another new lead that will help direct the search operation.

We have now had four separate satellite leads, from Australia, China and France, showing possible debris. It is now imperative that we link the debris to MH370. This will enable us to further reduce the search area, and locate more debris from the plane.

2. Operational update

Australia is leading the search effort in the southern Indian Ocean, based out of Perth. Malaysia continues to play a co-ordinating role. All countries involved are displaying unprecedented levels of co-operation; that has not changed.

Australia has divided the search area into two sectors, East and West.

Today the weather has improved, and twelve planes will travel to the search area – six in the East sector and six in the West.

In the East sector, searches will be conducted by:

- one Australian P3 Orion, and three Australian civilian aircraft.
- one Chinese Ilyushin IL-76.
- one New Zealand P3 Orion.

In the West sector, searches will be conducted by:

- one US P8 Poseidon.
- one Korean P3 Orion.
- one Japanese P3 Orion.
- two Australian P3 Orions, and one civilian aircraft.

Two ships will also join the search operations.

Yesterday 'HMAS Success' was redeployed to the south of the search area due to bad weather.

Today the ship has returned and will support the search operation in the West sector.

Meanwhile, the Chinese ship 'Xue Long' has today been deployed to the East sector.

A Japanese Coast Guard gulfstream aircraft left Subang this morning for Perth, to join the search operation.

As I mentioned yesterday, the search operations in the northern corridor, and in the northern part of the southern corridor, have been called off. The Ministry of Foreign

Affairs has sent diplomatic notes to all relevant countries to formally inform them of this change.

Before I continue, I would like to convey our appreciation to the Australian authorities, and in particular to Prime Minister Tony Abbot, for making such an extraordinary contribution to the search operation.

3. Chinese Special Envoy

Today, the Prime Minister met with His Excellency Zhang Yesui, the Chinese Vice Minister of Foreign Affairs and Special Envoy of the Government of China. I also met with His Excellency this afternoon.

During our conversation His Excellency conveyed China's commitment to continue and intensify the search operation in any way possible, and to deploy any assets that may be required.

Malaysia has provided His Excellency and his delegation with a full update on the latest information from Inmarsat.

His Excellency and his delegation also received a comprehensive briefing from the international technical team.

4. International Working Group

As I mentioned yesterday, based on the new information provided by Inmarsat, we have established an international working group. The agencies involved in this working group include: Inmarsat, AAIB, the Chinese CAAC and AAID, NTSB, FAA, Boeing and Rolls Royce, as well as the relevant Malaysian authorities.

The role of the working group is to help try and refine the Inmarsat data and, if possible, more accurately determine the final position of MH370.

5. Further information

I should like to note that the CEO of Malindo Airlines, Chandran Rama Murthy, has joined me on stage today, and will be able to answer any questions that you might have.

As I announced yesterday, MAS is now taking a lead in communicating with the families and is conducting their own press conferences. MAS will hold another press conference tomorrow.

Concluding remarks

New satellite images continue to provide clues in the search for MH370. And with improved weather conditions, aircraft are now able to investigate objects of interest.

I would like to thank once again our international partners for their continued support and assistance. The search for MH370, and the investigation into what happened on board the flight, is now a truly international effort.

ENDS

Q: Adakah protokol penerbangan akan dikaji semula ekoran insiden yang berlaku pada MH370 mengambil contoh tranponder yang boleh ditutup dengan sengaja, sistem tracking pesawat dengan satelit dan SAR bersepadu pelbagai negara. Apabila kejadian sebegini berlaku, jadi adakah perkara ini akan diusulkan kepada ICAU dan seterusnya mengambil contoh insiden Air France 447, Airbus sudi hulur bantuan dan sehingga lebih 20 juta euro untuk cari kotak hitam. Jadi adakah Boeing juga akan melakukan perkara yang sama bagi pesawat MH370 selain berperanan sebagai penasihat teknikal apabila mengambil MTSB.

A: Dari segi protokol bukan sahaja apa yang ada dengan kita tetapi ini dikaji dan dilihat oleh seluruh dunia dalam apa juga penambahbaikan kepada protokol yang sedia ada dan saya percaya ini akan diambil kira apabila kita dapat maklumat yang lebih terperinci hubungkait dengan operasi dan apa yang kita dapat kecapai daripada insiden ini. Tetapi di peringkat negara kita saya sudah maklumkan semalam bahawa satu satelit komuniti parlimen atau suruhanjaya diraja sedang dipertimbangkan oleh pihak berkuasa. Tetapi

pada masa yang sama satu panel TUDM untuk membuat inkuiri satu lagi board inkuiri sedang diwujudkan oleh MOT dan ini merupakan satu tindakan yang parallel dengan operasi SAR sedang dijalankan.

Q : Datuk Seri, I am Ima from TV, I would like to ask if how is the government preparing to assist Malaysian Airlines if it's turn up for the government bill out to financial losses. Is that any estimation of losses.

A: I have no any details of that. We are looking the searching rescue.

Q: Assalamualaikum, Saya Salawati dari BERNAMA, Datuk Seri, MH370, sekarang ini kita tahu MAS telah melakukan yang terbaik untuk keluarga penumpang. Macam mana dengan syarikat sebelah sana. Apa yang telah mereka lakukan ? Adakah berdiam diri sahaja atau ada apa-apa yang dia orang buat setakat ini ?

A- Pada lazimnya setiap laporan kemalangan akan dikaji oleh ICAU dan laporan kemalangan tersebut perlu dihantar kepada icau dan icau akan mengkaji apabila yang berlaku apabila usul-usul yang patut diajukan untuk masa hadapan supaya kemalangan sedemikian tidak terjadi lagi dan ini adalah secara lazimnya dan saya percaya mereka amatlah berminat untuk mengetahui apakah laporan yang akan dikeluarkan dan itulah yang diusahakan oleh kami semua ialah dengan mencari pesawat tersebut, mencari kotak hitam (black box) supaya laporan penyiasatan boleh dilakukan dengan sempurna dan secepat mungkin.

Q- Dato Seri, semalam sebahagian daripada saudara penumpang atau pun waris daripada China telah membuat tunjuk perasaan di hadapan kedutaan kita di Beijing. Minta komen Dato Seri tentang perkembangan keselamatan disana dan bagaimana pula system keselamatan yang berada disana untuk pekerja-pekerja kedutaan kita disana. Dan untuk CEO Malindo komen sedikit berkenaan dengan insiden enjin pesawat dalam penerbangan ke Terengganu yang terbakar pagi tadi.

A- Dari segi keselamatan kedutaan kita, saya dimaklumkan berada dalam keadaan yang terkawal dan perkembangan berhubung kait dengan tindakan-tindakan segelintir mereka yang terlibat ini telah saya maklumkan kepada delegasi daripada China yang diketuai oleh... yang juga telah berjumpa dengan YAB Perdana Menteri. Ini akan ditangani bersama Negara China dan Negara kita.

A- Selamat petang. Pagi tadi penerbangan Malindo 001804 dari Subang ke Kuala Terengganu kira-kira 7000 feet, kapten pesawat mendapati bahawa fire detecting system itu triggered. Setelah system fire detecting triggered tanpa membazirkan apa-apa waktu terus divet back pesawat tersebut ke Subang. Dalam masa 7 minit hingga 10 minit kapten berjaya mendaratkan pesawat tanpa ada apa-apa kecederaan maupun krew atau penumpang. Semua penumpang berjaya di landed in Subang pagi tadi. Thank you.

A- Setahu saya koperasi yang cukup baik kalau sekiranya G to G kita tengok satu fahaman yang amat mendalam dan begitu erat. Saya tidak tengok apa sebab ada masalah dalam dua syarikat yang mempunyai hubungan coach sharing tadi, dan saya percaya itu lebih tepat soalnya ditujukan kepada MAS esok dalam Press Conference mereka.

Q- Hi, I am Kiey from AFM 880.99. Dato Seri' Australian Prime Minister Tony Abbot is confirm asking investigation responsibility to Malaysia. So justies international how he think this will improve prime Malaysia and how financially where is how Malaysia to see this through the long term. Thanks sir.

A: Well, browsing I think is a bit too hush because it is unpreidential, anybody has come through we have come through this what is we have come through about the seventeen days have indicated to me, that we have done quiet immeuble job, not many countries in the world to get twenty six countries to work together. Not many countries can get all the most sophisticat3ed plane from countries every corner of the world to come and search and it is indicated from the past. There is the world divide of head of death. What we is a joint effort from all sectors of the community. Not with sence a colour of skin, your race, your religion, boundries do not become a concerned in the an area in south east where you were fighting rock in the middle to the sea. So I do not see is that a browsing of cause as we go force today when trere is no conclusipn to it. When we had no found the debris we not link any debris to MH370 speculation with go on and people were look to Malaysia, but I think history will judges well.

Q: Datuk Seri, even the certain angle towards Malaysian by Chinese citizen especially the family members, will its affect the..... Between Malaysia and China even this is 40 yuears anniversary and number two is a given search and rescue submarines being diplord to the search and rescue area.

A: The German search and rescue submarines I not got detail of that. As far the Chinese concern I told you I just med-up with the Chinese is high level deligation this morning. So has be Prime Minister and as your known, Prime Minister will visiting China

in May. And that plan is still to go a head, President Obama will be visiting Malaysia next month. So basically as I said earlier question they are presidente cooperation both those physic.

Q: Datuk Seri , Can you confirm Air France don't react ...turn around because its talk Subang in order its an traffic control.

A: No, I cannot confirm.

Q: Datuk Seri baru beberapa ketika kita dikejutkan dengan insiden yang paling dasyat MH370 and then that Mallindo Air and then ada beberapa yang melibatkan dari segi teknikal. Datuk Seri adakah datuk bersetuju dengan pandangan inilah masa yang paling sukar dan paling mencabar dalam industri penerbangan Negara,

A: Ini merupakan sesuatu yang luar biasa dan pengesahan daripada pakar-pakar dan pemimpin pemimpin dunia oleh kerana sehingga hari ini kita

A : Sehingga hari ini kita tidak dapat mengesahkan lokasi sebenar pesawat, ini menunjukkan ini suatu perkara yang sukar untuk satu dunia bukan sahaja untuk negara kita. Tetapi pada masa yang sama dalam ujian ini saya tengok ada hikmah, pertamanya rakyat Malaysia bersatu padu tidak kira latar belakang, tak kira ideologi politik. Semalam di Parlimen kita tengok kerajaan dan pembangkang menyokong 100% usul yang dibentangkan oleh YAB Perdana Menteri. Keduanya, kita tengok semua telah mendoakan tak kira daripada agama mana untuk pesawat dan ini hikmah dalam ujian yang saya tengok bukan sahaja boleh membantu kita dengan menyuntik semangat untuk pasukan berkenaan dan mengenal pasti sebenarnya ada debris, debris itu ada kaitan dengan pesawat MH370 dan kalau sekiranya jawapannya ya, bagaimana kita nak mencari kotak hitam itu yang membawa cabaran yang lain pula. Saya percaya itulah sesuatu yang akan membantu kita. Jangan berputus asa terus memberi fokus walaupun spekulasi dan tuduhan pelbagai dari hari pertama itu tidak menganjak dan mengalih pandangan pasukan saya daripada fokus yang sebenar iaitu untuk melakukan pencarian dan menyelamatkan dan banyak yang telah kita lakukan sehingga hari ini yang boleh memperkecilkan kawasan yang dicari.

Q : With this new development from Air Bus how that flight into the south Indian Ocean?

A: I can show you the visual which I will distribute to you. And this are the visual images as you can see it has and incredible feet because it so covered all by cloud there were pocket in the cloud that we identify and the white dots were the debris. This debris were then calculated and the size of the debris and the longitude and longitude

also be identified. It is not very far from the object sighted by the Chinese government which is over here and the Australian government which is over there. So this is still the most credible leads that we have and I've been consistent in the past that if we can use all the satellite technology that available the radar that is available they accept that we can deploy to this area when now seems to corroborate some of the object and debris and it is confirmed to be NH370 at least then we can move to the next phase of deep sea surveillance search and rescue probably hoping again hopes.

Q : It is possible to identify aircraft today possible to free today....(Not clear).

A: We have forward information to the Australian authorities and I believe that we have imparted their calculation the possibilities of thrive and other challenges that we may face, As you know yesterday the weather was the factor holding back our operation. I have wait and see what report come back from today search and the information is just be related to them. Let see what they have to say about it.

Q: MAS has been looking up to the families of passengers one based on the satellite images that you have and all the other technical data can you know triangulate that impact site and ask the new images from the Malaysia remote sensing agency and would you consider that area they have identified to be the debris field already.

A: As I said that question must be broken up to four aspects. Firstly if you want to triangulate that the arrow and narrow further when you talking about satellite data not only Inmarsat but we have brought in AAIB that was announced earlier and then we got the Chinese CAAC, AAID, NTSB, FFA Boeing and Rolls Royce. We are now sitting down and trying to do exactly what you've been asking relating to satellite information. Then we got radar information that need to be analysed that the military also civil we have been doing that from day one. Thirdly which is happening right now is the deployment of the assets in the air and on the sea, and the more vessels that are deployed in those area we can narrow it further. And the fourth let us said to increase the number of expert they can come on board. So be is a natural progression from the beginning we have narrow the area which identified what it need to do and also we are looking ahead and the event we do find debris which is our next step in the event that we do find the black box what do we do. These all be taken into consideration.

ENDS