DEBRIS EXAMINATION REPORT

SAFETY INVESTIGATION FOR MH370

Malaysia Airlines MH370 Boeing B777-200ER (9M-MRO)
08 March 2014

Identification of Debris (Item 18 in the "Summary of Possible MH370 Debris Recovered") recovered from Antsiraka beach, Madagascar on 12 June 2016

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Safety Investigation Team for MH370

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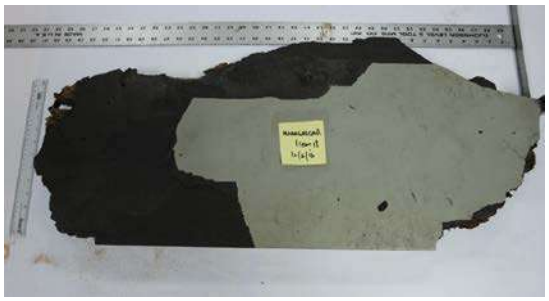
1.0 Introduction

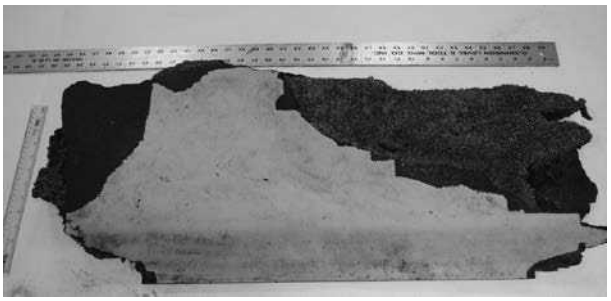
This item was recovered from Antsiraka beach, Madagascar on 12 June 2016. The part is identified as Item No 18 of the items found; refer to the "***Summary of Possible MH370 Debris Recovered***".

The item was brought back to Malaysia for the identification and further examination by the "Malaysian ICAO Annex 13 Safety Investigation Team for MH370".

2.0 Part Characteristics

The part was observed to be Carbon Fiber Reinforced Plastics (CFRP) honeycomb sandwich. The core was nonmetallic honeycomb. Both the outer and inner skins were made of carbon fibre and were white in colour. The part size was approximately 36 inches by 12 inches in dimension and the weight was 3.34 Kg.

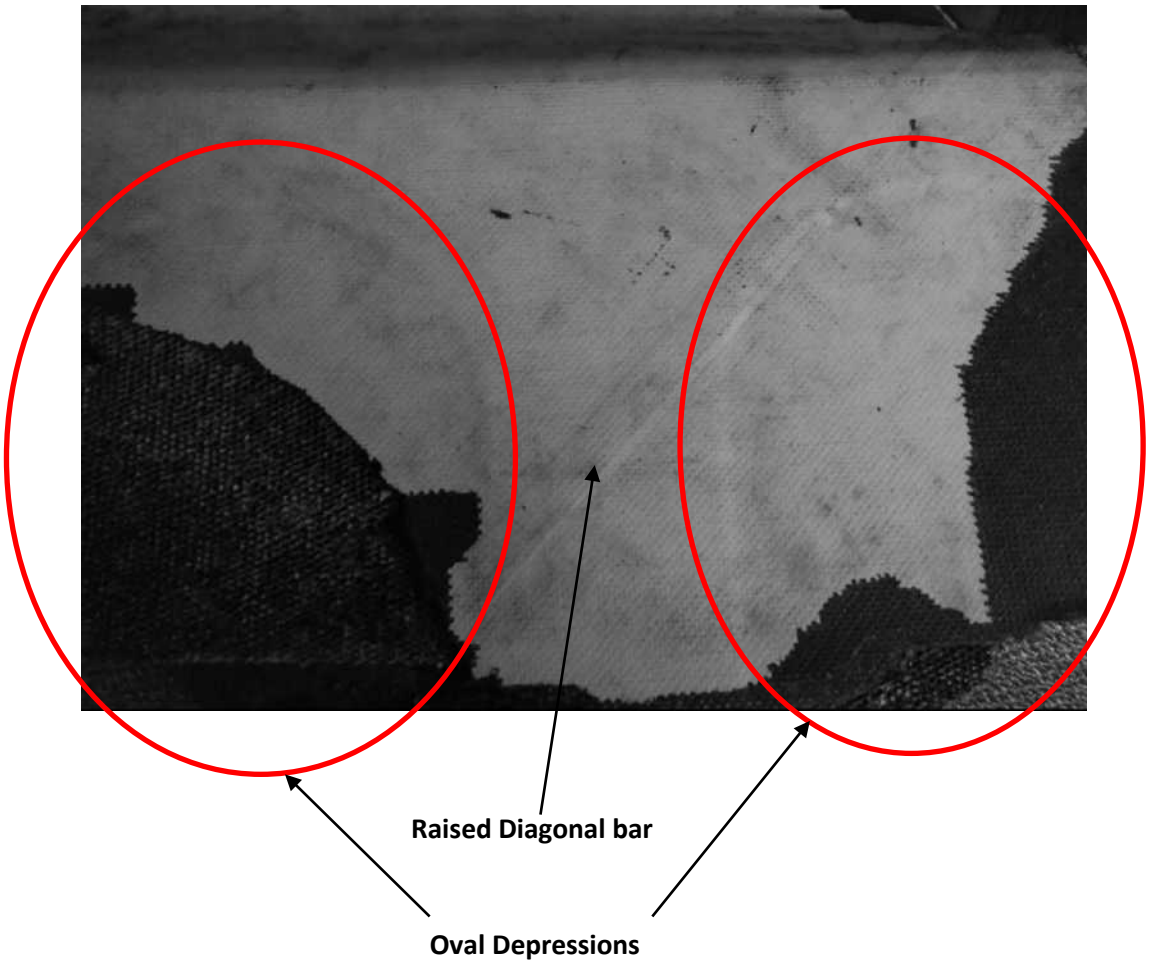




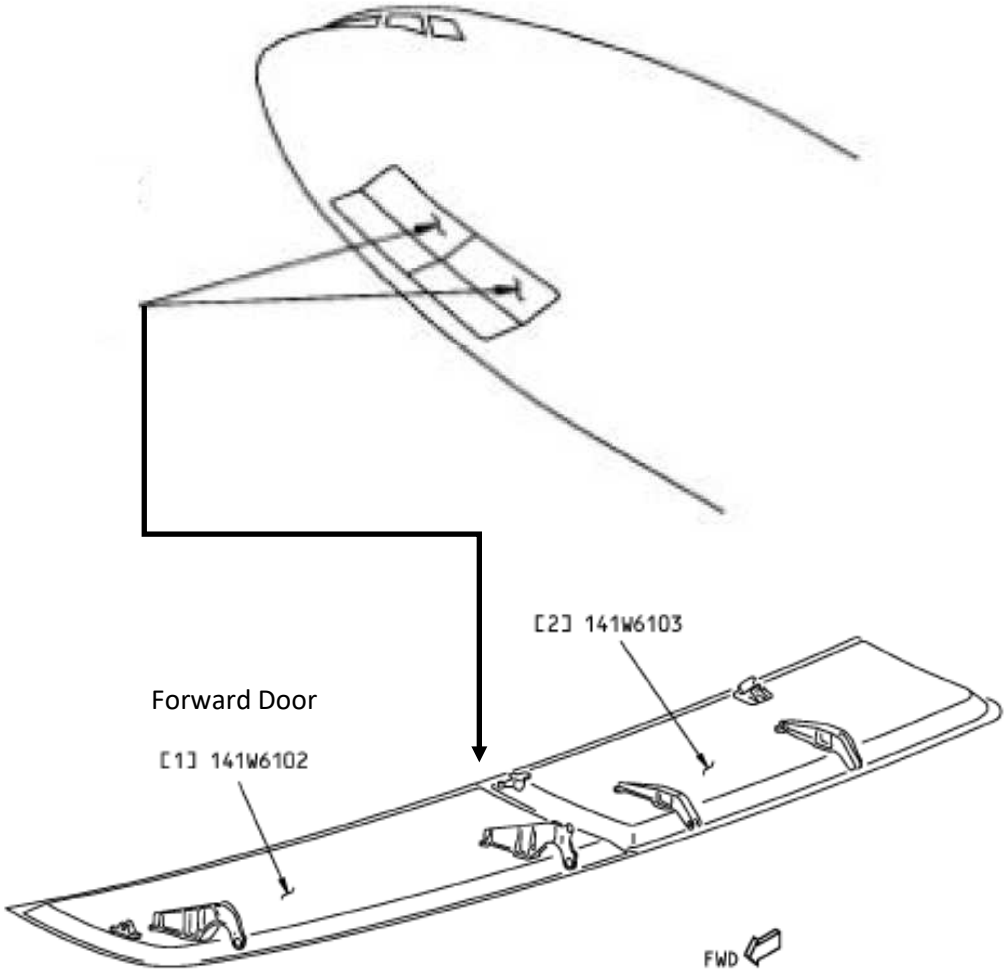
3.0 Identification

The part was taken to a B777-200ER, formerly operated by Malaysia Airlines (MAS), undergoing a maintenance check at Subang, Malaysia, for identification purposes. The part did not have any identification numbers on it. However the features on the part resembled the Right Nose Gear Forward Door. The oval depressions on the inner skin and the orientation of a diagonal, raised bar matched that on the Right Nose Gear Forward Door on the aircraft.

The above photo shows the item matched the Right-Hand Nose Gear Forward Door. The photo below shows the oval depressions and the raised diagonal bar.



The location of where the part was found, considering that MH370 (aircraft registered as 9M-MRO) ended its flight in the South Indian Ocean, is consistent with the drift path modeling produced by the Commonwealth Scientific and Industrial Research Organisation (CSIRO). This suggests that the part is highly likely from MH370 given that the likelihood of it originating from another source is very remote. The Australian Transport Safety Bureau (ATSB) reports on the drift modeling can be found at http://www.atsb.gov.au/media/5772107/ae2014054_final-first-principles-report.pdf and http://www.atsb.gov.au/media/5771939/ae-2014-054_mh370-search-and-debris-update_2nov-2016_v2.pdf.



LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE

4.0 Structure Examination

The part was fractured on three edges except at one end, the edge where the hinges were installed. Close visual examination of the fracture lines showed the fibers were pulled and there was no sign of kink.

5.0 Conclusion

The part is positively identified as the Right Hand Nose Gear Forward Door of a B777 aircraft. From the location where it was found, and being consistent with the drift path modeling for debris from an aircraft ending its flight in the South Indian Ocean, it is highly likely that it is from MH370 (aircraft registered as 9M-MRO).