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Missing aircraft, Boeing 777, 9M-MRO, 8 March 2014

Identification of wing trailing edge debris recovered from Mauritius

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Addendum

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Introduction

An item of composite debris was recovered on the island of Mauritius around 10 May 2016. The item profile was consistent with the trailing edge of an aircraft wing. The item was subsequently collected by a member of the Malaysian investigation team and hand-delivered to the Australian Transport Safety Bureau for identification.

This document is a brief summary of the item identification, designated part number 6. It follows the previous identification and examination reports available on the ATSB website at <http://www.atsb.gov.au/mh370-pages/updates/reports/>. This summary is released with the concurrence of the Malaysian ICAO Annex 13 Safety Investigation Team for MH370.

Identification

Part No. 6

A part number was identified on a section of the debris, identifying it as a trailing edge splice strap, incorporated into the rear spar assembly of a Boeing 777 left outboard flap. This was consistent with the appearance and construction of the debris.

Adjacent to the part number was an “OL” part identifier, similar to those found on the right outboard flap section (Examination update 3). The flap manufacturer supplied records indicating that this identifier was a unique work order number and that the referred part was incorporated into the outboard flap shipset line number 404 which corresponded to the Boeing 777 aircraft line number 404, registered 9M-MRO and operating as MH370.

Figure 1: Left outboard flap trailing edge section showing part identification numbers



Source: ATSB

Conclusion

Part number 6 was a trailing edge section of Boeing 777 left, outboard flap, originating from the Malaysian Airlines aircraft registered 9M-MRO.