



## **DEBRIS EXAMINATION REPORT**

### **SAFETY INVESTIGATION FOR MH370**

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

**Identification of Debris (Items 16 and 17 in the “Summary of Possible MH370 Debris Recovered”) recovered from Antsiraka Beach, Madagascar on 12 June 2016**

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## **Malaysia Airlines Boeing B777-200ER (9M-MRO), 08 March 2014**

### **Identification of Debris (Items 16 and 17 in the “Summary of Possible MH370 Debris Recovered”) recovered from Antsiraka Beach, Madagascar on 12 June 2016**

#### **Introduction**

Items 16 and 17 were found on 12 June 2016 in Antsiraka Beach, Madagascar. These items were taken to Air Accident Investigation Board (AAIB) Malaysia office in Putrajaya, Federal Territory, Malaysia and stored in the quarantine room before they were removed and brought to Science & Technology Research Institute for Defence (STRIDE) for detailed examination.

The MH370 Safety Investigation Team was assisted by the MAB (Malaysia Airlines Berhad) Sdn Bhd, Technical Services Engineer in the part identification process.



**Item No. 16**



**Item No. 17**

#### **Identification**

The initial stage was to carry out the identification of the parts, which included a general examination of the items. The size and weight of the items were taken and then they were inspected for any signs of abnormal marks or discoloration which could indicate a specific pattern of failure or destruction.



**Item No. 16**



**Item No. 17**

The next phase was to determine the possible clues, which may lead to any evidence of the MH370 end of flight scenario.

The observations and findings on these parts are in the following table.

	<b>Item 16</b>	<b>Item 17</b>
Size	Small piece of bigger part	Small piece of bigger part
Weight	235.58 grams	215.08 grams
Color	White with vinyl cover on both sides of the panel, one side just plain white vinyl, the other side with white vinyl with rice plant pattern. This design is unique to Malaysia Airlines B777 and B747 interior as per interior specifications made available by MAB Engineering Technical Services.	Not painted, either has been removed or just bare composite panel
Part Number	Nil	Nil
Serial Number	Nil	Nil
Special features	The honeycomb core was identified as Nomex with a thickness of 1.025 inches.  Observed three holes for insert on one side of the panel.  White Vinyl with pattern unique to Malaysia Airlines B777 and B747 cabin interior.	There was a hole for pin or fasteners. The size of the hole was 0.514 inches; it appeared to be the hole for a Dzus fastener.  However, there was no sign of an insert, which is required for structural panel.
Abnormal marks	Nil	2 localised burn spots. However did not indicate a homogenous fire or heat damage pattern.

### **Further work**

There is no further work required on these two items.

### **Conclusion**

1. Item No. 16 is a cabin interior panel based on the Nomex honeycomb core and panel construction. The vinyl decorative sheet on one side of the panel is the same as the specification used on MAS 777 cabin interior. This item is almost certain from MH 370 (aircraft registered as 9M-MRO).
2. Item No. 17 is not identifiable.