



DEBRIS EXAMINATION REPORT

SAFETY INVESTIGATION FOR MH370

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

Identification of Debris (Item 20 in the “Summary of Possible MH370 Debris Recovered”) recovered from Kosi Bay mouth, Northern Kwa Zulu Natal, South Africa on 21 June 2016

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Safety Investigation Team for MH370

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1.0 Introduction

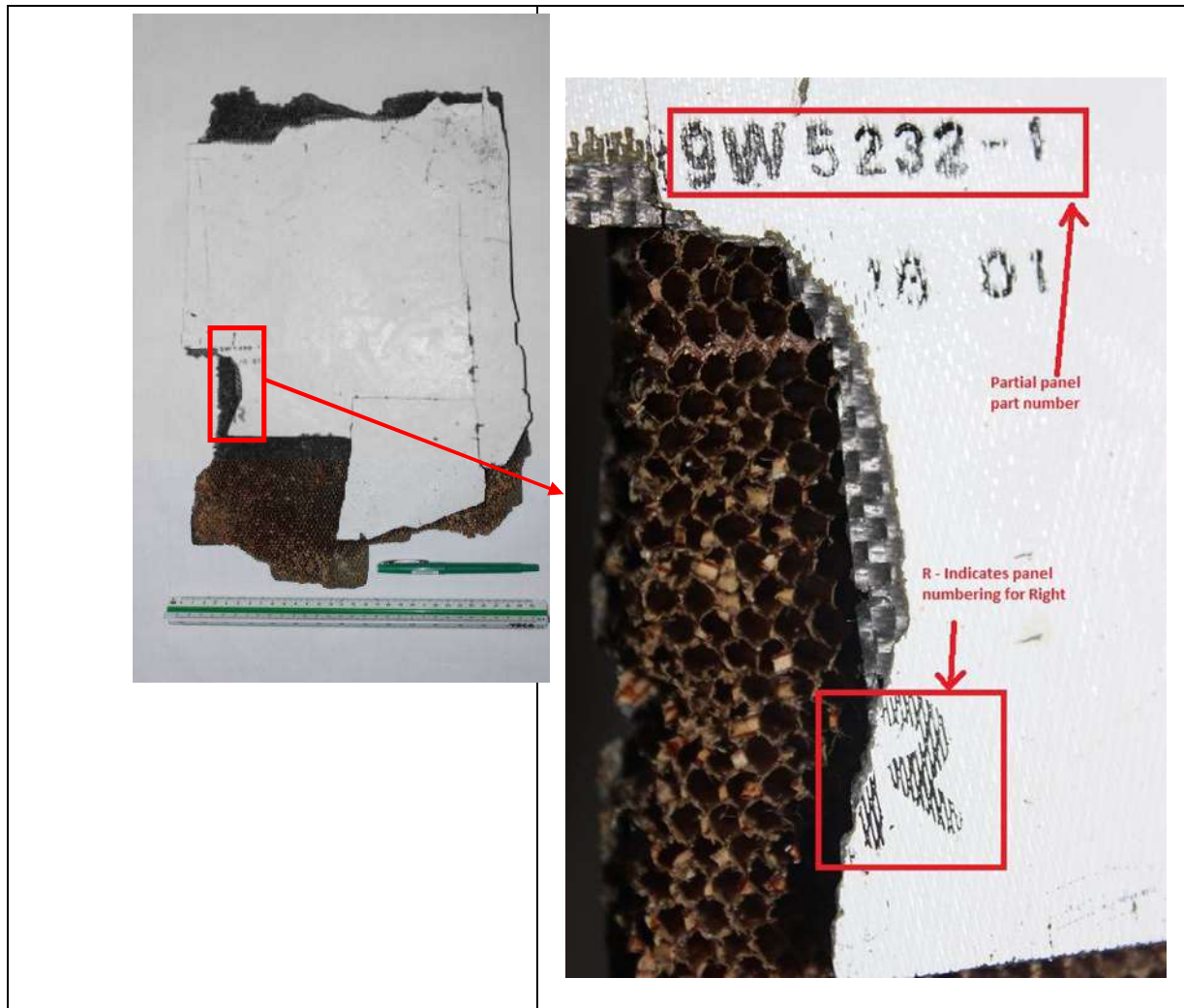
This item was recovered from Kosi Bay mouth, Northern Kwa Zulu Natal, South Africa on 21 June 2016. It was identified as Item No. 20 of the items recovered; refer to the “***Summary of Possible MH370 Debris Recovered***”.



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

2.0 Part Characteristics

The part was Carbon Fibre Reinforced Plastic (CFRP), honeycomb sandwich design. It had non-metallic honeycomb core. The part was measured to be approximately 12 inches by 20 inches in size and weighed 0.315 Kg.



3.0 Identification

Part of the identification number was visible on the debris indicating that it is part of the right aft wing to body fairing panel, 196 MR. Part of the part number, 149W5232-1, was visible with the letter 'R' below it, indicating it is a panel on the right side of the aircraft.

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.

4.0 Structure Examination

This part was fractured on all sides. Visual examination of the fracture lines indicated that the fibers appeared to have pulled away with no sign of kink on the fibers.

5.0 Conclusion

This item is confirmed to be part of the right aft wing to body fairing panel from 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).