



DEBRIS EXAMINATION REPORT

SAFETY INVESTIGATION FOR MH370

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

Identification of Debris (Item 21 in the “Summary of Possible MH370 Debris Recovered”) recovered from Northern Kwa Zulu Natal, South Africa on 18 July 2016

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Safety Investigation Team for MH370

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1.0 Introduction

This item was recovered from Northern Kwa Zulu Natal, South Africa on 18 July 2016. It was identified as No. 21 of the items found; 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 debris was observed to be of Carbon Fiber Reinforced Plastic (CFRP) honeycomb sandwich construction. The honeycomb core was non-metallic. The grey paint top coat was still intact. It was triangular in shape with an approximate length of 21 inches and weighed 0.87 Kg.



3.0 Identification

Based on the structure construction, this part could be a small section of a panel from an aircraft. There were no identification numbers on the part and it could not be positively determined from which aircraft and which section it could have come from.

4.0 Structure Examination

The part was fractured on all sides except on one edge. Some fasteners were still intact in position. The fibers appeared to be pulled and not kinked.

5.0 Conclusion

It could not be positively determined whether the debris could be from a B777 aircraft.