



## **DEBRIS EXAMINATION REPORT**

### **SAFETY INVESTIGATION FOR MH370**

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

**Identification of Debris (Item 23 in the “Summary of Possible MH370 Debris Recovered”) recovered from Riake Beach, Nosy Bohara Island, Madagascar in October 2016**

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### 1.0 Introduction

This item was recovered from Riake Beach, Nosy Bohara Island, Madagascar in October 2016. The item is identified as Item No 23 of the items recovered; 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

It was a basic composite part with non-metallic honeycomb core. The laminate was obviously not made of carbon fiber since it was brown in colour. The part was measured to be approximately 20 inches in length and weighed 0.545 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 structure construction characteristics showed that it was not part of the aircraft structure. It appeared more likely to be from the aircraft interior based on the vinyl and edge sealant which was on the part. The vinyl and sealant colour on the part matched that of the parts generally used in aircraft galleys.

#### **4.0 Structure Examination**

The fractured fibres on the item indicated the fibres were pulled out which could indicate tension failure on its structure.

#### **5.0 Conclusion**

Although it appeared to be part of an aircraft interior there is no conclusive evidence to indicate whether the part could have actually originated from an aircraft.