



## **DEBRIS EXAMINATION REPORT**

### **SAFETY INVESTIGATION FOR MH370**

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

**Identification of Debris (Item 25 in the “Summary of Possible MH370 Debris Recovered”) recovered from Riake beach, Nosy Boraha Island, Madagascar in July 2016**

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

### Identification of Debris (Item 25 in the "Summary of Possible MH370 Debris Recovered") recovered from Riake beach, Nosy Boraha Island, Madagascar in July 2016

#### 1.0 Introduction

This item was recovered from Riake beach, Nosy Boraha Island, Madagascar in July 2016. It was identified as item 25 of the items recovered; refer to the "*Summary of Possible MH370 Debris Recovered*".



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

#### 2.0 Part Characteristics

It was of Carbon Fibre Reinforced Plastic (CFRP) honeycomb sandwich construction. The outer and inner skins were carbon fibres and the core was non-metallic. The outer skin was grey in colour.



### **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. There were no identification numbers on the part and with the available features it could not be matched to any part on the aircraft.

### **4.0 Structure Examination**

The part was fractured on all sides and some portion of the inner skin had peeled off from the core. Some section of the skin and core were crushed. Visual examination of fibers showed that they were rough and there was no visual evidence of the fibers being kinked.

### **5.0 Conclusion**

The debris was not identifiable to be from a B777 aircraft.