



DEBRIS EXAMINATION REPORT

SAFETY INVESTIGATION FOR MH370

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

Identification of Debris (Item 12 in the “Summary of Possible MH370 Debris Recovered”) recovered at Riake Beach, Nosy Boraha Island, Madagascar on 06 June 2016

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Safety Investigation Team for MH370

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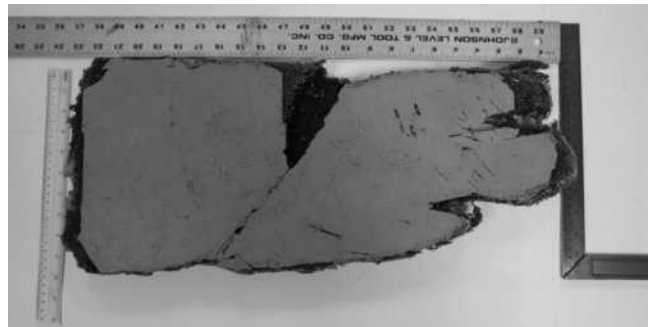
1.0 Introduction

This item was recovered at Riake beach, Nosy Boraha Island, Madagascar on 06 June 2016. It is identified as item 12 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



It was made of Carbon Fibre Reinforced Plastic (CFRP) with honeycomb core. The honeycomb core was measured to be more than 1 inch thick. The core taper was observed to be prominent. It was approximately 23 inches by 10 inches in size.

3.0 Identification

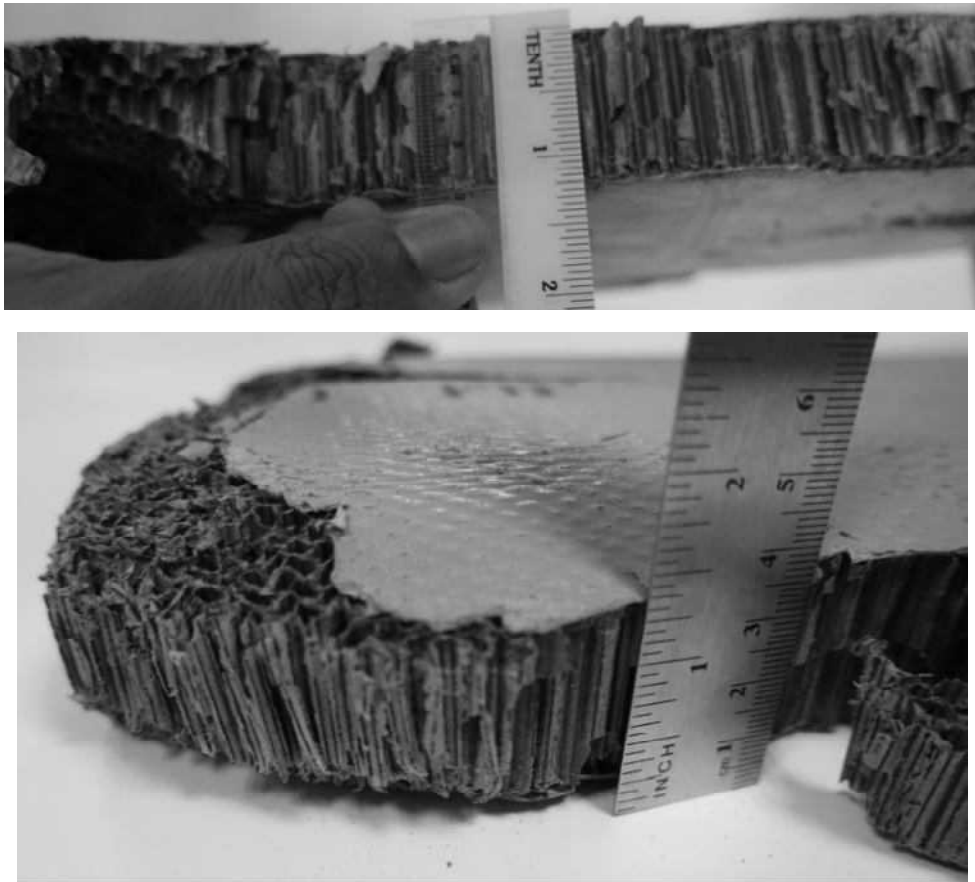
The letters "FB" were clearly visible on the part which indicates that it is a bottom panel on the wing or horizontal stabilizer.

An attempt was made to match the part to all the wing and horizontal stabilizer panels with the identification marks ending with "FB". The thickness and profile of the part did not match any of those panels on the aircraft. However it could be confirmed that it is very likely to be a part from a Boeing 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 likely from MH370 given that the likelihood of it originating from another source is quite 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

The carbon fibre laminate had fractured and appeared to have pulled out but there was no crush on the core.



5.0 Conclusion

Markings on the debris suggest it is very likely from a Boeing 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 likely that it is from MH370 (aircraft registered as 9M-MRO).