

Below statement and attached documents were made public and shared with NOKs at 8:27pm (Malaysia local time), 1 May 2014:

**MH370 PRESS STATEMENT BY HISHAMUDDIN HUSSEIN  
MINISTER OF DEFENCE AND ACTING MINISTER OF TRANSPORT  
THURSDAY, 1 MAY 2014**

**1. Release of information regarding MH370**

Last week, the Prime Minister appointed an internal team of experts to review all the information the Government of Malaysia possesses regarding MH370, with a view to releasing as much as possible to the general public.

The Prime Minister set, as a guiding principle, the rule that as long as the release of a particular piece of information does not hamper the investigation or the search operation, in the interests of openness and transparency, the information should be made public.

The internal team has concluded its review. As a result, the following information regarding MH370 is being released:

The audio recordings of conversations between the cockpit of MH370 and Kuala Lumpur air traffic control (see notes to editors).  
The preliminary report into MH370, dated 9 April.  
An additional document, which gives further information regarding the actions taken between the hours of 01:38 and 06:14 on Saturday 8 March.  
A map showing MH370's flight path (also see notes to editors).  
The cargo manifest for MH370.  
The seating plan for MH370.

**2. The military's tracking of MH370**

As stated previously, Malaysian military radar did track an aircraft making a turn-back, in a westerly direction, across peninsular Malaysia on the morning of 8 March. The aircraft was categorised as friendly by the radar operator and therefore no further action was taken at the time.

The radar data was reviewed in a playback at approximately 08:30 on 8 March. This information was sent to the Air Force operations room at approximately 09:00. Following further discussion up the chain of command, the military informed the Acting Transport and Defence Minister Hishammuddin Hussein at approximately 10:30 of the possible turn-back of the aircraft. The Minister then informed the Prime Minister, who immediately ordered that search and rescue operations be initiated in the Straits of Malacca, along with the South China Sea operations which started earlier in the day.

During this time, KD Mahamiru, the Mine Counter Measure Vessel and KD Laksamana Muhamad Amin, the Corvette Vessel of the Royal Malaysian Navy were already in the Straits of Malacca on patrol duties. They were immediately retasked to conduct the search and rescue operation. A military aircraft was then sent to join the two ships in the Straits of Malacca at 10:54 to search for MH370.

**NOTES TO EDITORS**

a. The audio recordings consist of five files which should be listened to in sequence.

b. The attached map shows MH370's flight path, based on the best available knowledge of the investigation team. There are a number of possible flight paths to the southern Indian Ocean, and three boxes indicating where MH370 likely ended. These flight paths differ based on different projections of the aircraft's speed, shown on the map in knots.

c. The attached preliminary report was drafted with the involvement of the NTSB, AAIB, ATSB, AAID and CAAC, as well as Malaysian officials.

-ENDS-

**DOCUMENTS :**

1. 1. ATC Delivery
2. 2. KL Ground
3. 3. KL Tower
4. 4. KL Approach
5. 5. KL Radar
6. Actions taken between 0138 and 0614
7. Cargo Manifest and Airway Bill
8. Maps
9. Preliminary Report
10. Seating plan

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**Friday, May 02, 09:30 PM MYT +0800 Media Statement 30 - MH370 Incident**

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Malaysia Airlines wishes to make further clarification on the following matters:

**1) Malaysians On Board**

Malaysia Airlines confirms that 38 passengers of the 239 persons on board MH370 on 8 March 2014 were Malaysians. The names of the 38 Malaysians on board had been earlier shared in the Passenger Manifest which has been made public previously. Please see attached document for names of all Malaysian passengers onboard MH370.

**2) Exchange of Signals and Aircraft in Cambodia**

On the exchange of signals between ground and the aircraft soon after Ho Chi Minh Air Traffic Control advised that radio contact had not been established with MH370, as carried in the recently released MH370 Preliminary Report, Malaysia Airlines clarifies that what was referred to as signals was actually the aircraft displayed on the 'Flight Following System' screen. This was based on the aircraft projection at that point of time and not the actual aircraft position.

When KL-ATCC (Kuala Lumpur Air Traffic Control Centre) Watch Supervisor queried Malaysia Airlines OPS (Operations) on the status of MH370, Malaysia Airlines OPS informed KL-ATCC Supervisor that MH370 was still sighted over Cambodian airspace in the Flight-Following System, which is based on a flight-projection.

The word "Cambodia" was displayed by the Flight-Following System on the screen when zoomed-in, leading Malaysia Airlines to deduce that the aircraft was flying in Cambodian airspace. The Flight-Following System did not display the name "Vietnam", even though the aircraft was over Vietnam airspace.

The responsibility of aircraft tracking monitoring resides with Air Traffic Control Centres. For airlines, it is normal to engage flight following systems to assist its pilots to manage in weather conditions or route diversions. Such airline flight following systems are non-primary and non-positive controlling.

Flight following systems also do not trigger airlines of any abnormality. Such situations have to be pilot initiated. Unless otherwise, airlines' operations control centres would continue to see the aircraft as flying on its normal route, based on projected or predicted positions and locations.

To make the flight-following systems work successfully and effectively, it is important to have visual depiction of the aircraft's position, coupled with confirmation by air-to-ground communications, such as through ACARS or Satcomm or VHF or HF.

In the case of tracking MH370, Malaysia Airlines' flight-following system indicated that the aircraft was flying, however, there was no communication from or with the pilot. Malaysia Airlines OPS attempted to communicate with MH370 after we were flag by KL-ATCC, but was never able to make contact.

**3) On the Cargo Carried**

About 2 tons, equivalent to 2,453kg, of cargo was declared as consolidated under one (1) Master Airway Bill (AWB). This Master AWB actually comprised 5 house AWB. Out of these 5 AWB, two (2) house AWB contained lithium ion batteries amounting to a total tonnage volume of 221kg. The balance 3 house AWB, amounting to 2,232kg, were declared as radio accessories and chargers.

Ends.



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**For the passenger manifest of MH370, [click here](#)**

**Department of Civil Aviation Official Newsroom**

For official updates on MH370 search operations, [click here](#)