

**PRESS CONFERENCE : MH 370**

**24 MARCH 2014, MONDAY, 5.30 PM**

**SPOKESPERSON:**

**DATO' SERI HISHAMMUDDIN TUN HUSSEIN**

**ACTING MINISTER OF TRANSPORT**

**ATTENDED BY :**

**DATO' AZHARUDDIN ABDUL RAHMAN, DIRECTOR GENERAL, DEPARTMENT OF CIVIL AVIATION (DCA)**

**AHMAD JAUHARI YAHYA, CHIEF EXECUTIVE OFFICER OF MAS**

**Q** : Assalammualaikum Dato' Seri. Saya Shima daripada TV Al-Hijrah. Dato' Seri, memandangkan banyak petunjuk dijumpa di bahagian koridor Selatan, adakah Malaysia akan merancang untuk memindahkan pesawat operasi SAR dekat negara berdekatan dengan koridor Selatan dan sekiranya ya, macam mana dengan logistik dan sebagainya? Soalan kedua, selepas 17 hari banyak soalan teknikal diajukan, dan bila agaknya pihak Boeing dan Rolls Royce akan turut serta dalam sidang media ini?

**A** : Jawapan kepada soalan kedua saya boleh mengesahkan bahawa dalam fasa ini penting untuk pihak-pihak teknikal seperti Boeing dan Rolls Royce tampil ke hadapan. Saya boleh mengesahkan bahawa kerjasama dengan kita daripada hari pertama lagi dan ini masuk kepada fasa di mana mereka akan tampil ke hadapan untuk menjawab apa-apa jua soalan yang diperlukan. Ini jatuh di bawah 4 perkara yang saya sebutkan tadi, satunya dari segi *team* kepakaran yang bertambah setiap hari. Berhubung kait dengan tumpuan kita, tumpuan kita tetap menjurus kepada kedua-dua koridor tetapi dengan *lead* dan juga maklumat terbaru daripada Perancis, daripada China, daripada Australia, sudah tentunya banyak aset kita ditumpukan ke koridor Selatan dan ini untuk mendapat pengesahan bahawa *sightings* yang dimaklumkan dahulu memang datangnya daripada MH370. Kalau itu dapat disahkan maka kita tidak teragak-agak untuk

membawa semua aset kita dan juga daripada negara-negara yang membantu ke selatan koridor tapi selagi kita dapat seperti dahulu saya dah nyatakan memerlukan kolaborasi dan pengesahan, selagi itu tidak berlaku saya rasa tidak adil kepada keluarga penumpang-penumpang dan krew untuk kita hanya tumpukan kepada koridor selatan.

Q : Saya Rosmah daripada RTM. Saya difahamkan yang tentera laut US telah mengirimi alat mengesan kotak hitam. Saya nak tahu adakah ia berkaitan dengan permintaan Dato' Seri kepada US untuk peralatan untuk mencari di dalam laut sebab kita tidak mempunyai teknologi seperti itu. Soalan saya yang kedua, saya dimaklumkan yang media kita mendapat layanan yang agak buruk di Beijing, kita merupakan satu-satunya media yang tidak dibenarkan untuk turut serta dalam *briefing* sedangkan media dari negara lain dibenarkan. Ia seolah-olah ada satu sentimen di sana berkaitan dengan media dari Malaysia, mungkin ada sentimen anti-Malaysia berkaitan dengan MH370 ini?

A : Saya rasa daripada sebahagian besar penumpang-penumpang, sentimen anti-Malaysia tidak wujud malah mereka bukan sahaja menghargai tetapi mengharapkan sangat bahawa kita teruskan operasi SAR kita. Tetapi masalah teknikal mungkin di mana pihak media kita tidak dibenarkan kepada PC di Beijing, itu saya akan tengokkan supaya ianya tidak berulang.

Berhubung kait dengan alat-alat daripada Amerika Syarikat dan menjurus kepada **pinger locator hydrophone** contoh, di mana kita nak mengesan peralatan di tengah laut, ini merupakan sesuatu yang saya telah berbincang dengan kepimpinan Amerika Syarikat kerana bukan banyak negara yang mempunyai teknologi sebegitu rupa dan sama ada ianya telah pun dihantar ke kawasan berkenaan, itu memerlukan pengesahan daripada tekong iaitu *the pacific command* dan saya tahu bahawa Tan Sri Zul CDF kita telah menghubungi Admeral Locklear berhubung kait dengan perkara ini. Saya tengok tidak ada masalah sangat kalau sekiranya alat itu wujud dan keduanya bila ianya dapat digunakan di kawasan-kawasan berkenaan. Cuma saya nak tekankan di sini

bahawa tumpuan kita ialah mencari dan mengenal pasti debri yang dikenal pasti daripada satelit itu merupakan debri daripada MH370, barulah kita boleh gunakan alat-alat berkenaan. Tetapi selagi itu tidak dapat disahkan saya rasa tidak realistik untuk kita nak mencari menggunakan alat itu di seluruh lautan India.

Q : Natasha from the Malay Mail. My questions will be for MAS EU, Encik Johari. On Saturday, the cockpit crew of MAS aircraft failed to inform the air control room when flock of duck actually distract the aircraft windshield and there was like glass all over the runway in fact Jet Airways several minutes later landed at the runway and informed the control room. And also today morning, one of your flight were diverted to Hong Kong due to that inoperative aircraft generator. These shows the standard procedures are not followed by the cockpit crew and also the ground flight engineers. Your comments on that please...

A : First and foremost, the reports at Kathmandu I think that's not true, the what we called the flock of ducks actually flew across the aircraft and hit the landing light of the aircraft. We broke the landing light of the aircraft. And the pilot immediately informed the air traffic control and submitted the report upon landing. So they just not true, as far in Kathmandu incident. Secondly as first the what we called the flight to Incheon last night, we had a technical problem with the generator and as a precaution, we divert the aircraft to land in Hong Kong. So it's not a safety issue per se, it's a technical issue that the aircraft had.

A: (13.30)..We had a technical problem with a generator and as a precaution we divert the air craft to land in Hong Kong. It was not a safety issue per se, it was a technical issue that the air craft had.

Q: Keith Kam from BFM 89.9. There was report that Malaysia Airline not off went upgrade that my actually have a loud of search team locate MH370 easily. (13.54).... Could you elaborate of this? And this one (14:09) for three good for can open up there, Hindsight 2020 vision. Looking back what would you guys

have done differently that would have one permitted prevented this accident from happening and two maybe easier to find the plane?

A: Firstly, I'm going to be consistent I'm not looking back. I'm looking forward and our focus is always been to find the air craft concern. And we have done that by trying to narrow the searching rescue area. And we have done that by using the most sophisticated equipment that is available out there with the support of our friends 26 nation in the world, unprecedented. So I would answer your question, your second question that be.

Okay, on the question I answered that on Saturday actually same question was us. So I think you can refer that. Okay.

Q: Hi Su Lin from Astro Awani. Would like to ask. Is there any LAT signal from MH370 that was speed up so far and if there is not sent but "three b" (15:22) the signal was sent but no one "picked up" (15:25) first it was an old/all technology and also if the distress signal was sent up, who or which satellites will pick it up?

A: There is no distress signal be pick up by any of ship or air craft and any of the satellites. There is no pick up of the signal. My answer is there no pick up by any of the vessel, air craft or satellites. On the question by BFM I would say that I have conducted ICAO Montreal this morning and they said that what we have done is something that they were have done as well because they said that the best people are here assisting us in try to locate the air craft- the American team and also the team from U.K. here to help us. Looking, if we look back, it is what we going to do and what we will do.

Q: Dato' Seri, Sufi Ahmad dari Berita Harian. Dato' Seri selepas 17 hari MH370 dilaporkan hilang, adakah ada apa-apa rumusan awal dapat dibuat? Contohnya pesawat telah disabotaj oleh orang dalam semasa pesawat berada di ruang udara. Ataupun terhempas di kawasan lautan ataupun daratan yang tidak diketahui lokasi?

A: Kita kena tunggu samada pesawat *debri* yang telahpun dikenal pasti itu dapat menjurus kepada kita mencari kotak hitam dan maklumat di dalam kotak hitam itu boleh membantu kepada apa sebenarnya berlaku. Tetapi selagi kotak hitam itu tidak dijumpai agak sukar untuk kita menjawab soalan tadi. Belum. Tetapi kita melihat keadaan semua kemungkinan dan ini sedang disiasat bukan sahaja oleh pihak polis tetapi daripada agensi-agensi antarabangsa.

Q: Joseph from Media Online. We understand there is no safe evident proof what happen with the plane but judging from security concern of what happen in the past and a days, is government actually considering of hiring a motion just in case?

A: I think there is so many aspects to this incident that we need to look at. Not only Malaysia but I think the whole aviation industry globally and from my exposure with the expert from around the world like I said before we are looking at unprecedented situation where a lot of people can learn many thing whether the security, whether the issue of surveillance and this can only be done at a little date because more information is discovered with the exact focus on where the actual plane is. And that I keep empathizing even the expert around the world cannot tell me more unless we have more information that must come from the plane itself.

Q: BBC News. Obviously so much speculation goes around. Is there any strong indication that a pilot or somebody on go the plane which is responsible for this lost? After cause this been a technical issue or something else that is not a human?

A: The best way I can answer that is that we are not discounting that fact. But other lead we relates to no ransom, no groups claiming to be responsible, leads to further speculation. Basically what we need to do right now is what we are actually doing which is to have parallel investigation and while this investigation

is going on to be fair to the team are doing that, we cannot reveal everything and if I answer that question I will also be speculating.

Q : So, your co-pilot and the 377 actually has been trained the flight. Has he completed the train by using the manual system by that time? Because this is one of the major crucial agenda in terms of the Air France 447, the co-pilot has failed to maneuver aircraft by using the manual system. And actually the cost to vanish, to crash the aircraft to the Atlantic Ocean according to the BEA ..... (Not that clear) authorities report. Thank you.

A : (HH) Before I pass the question to AJ to answer, but let me just say we refers specifically to the French Air France 447 crashed. The team is working very closely with us. And in fact Mr Jean Paul Troadec who is the former General of BEA, I spoken to him personally and given us full cooperation on what they went through. And as you know even after identifying and locating where the air craft was, it still tool them two years to find the black box and basically that process is on going.

(AJ) As far as the co-pilot is concern, he was actually new to the type, okay, he was actually move from lower fleet to triple seven but MAS is very strict in terms of its training. So, he actually was, we do normally have the first five flights called a check flight for co-pilot, ok, this I his sixth flight and he actually passed the first five flights, we did not see any problem with him, ok, so he is actually on his sixth flights which doesn't require a check co-pilot. And you must realized that he is flying with the examiner, he is not flying with anybody less than examiner. The captain is the triple seven examiner.

Q : The Australian authorities are to understand to ask for your full cargo manifest. Can you tell us if you give the manifest yet and what is in it. Second question, you talked some days ago bout requesting satellite and radar data from the

military sources. Could you tell us where do you perceived that .....  
(not that clear).

A : (AJ) As far the cargo manifest is with the investigation team, it's really up to their investigation team to, for the Australian authorities request from the ..... (not clear). As far as what is the cargo manifest, I think we have set it carries some fruits, its probably in a box. Then we carried the lithium batteries but those considered as non-hazardous on the ICAO and IATA as long you packed them in a manner that is actually recommended. I think we carried about 200 kilograms of lithium batteries, so about 200 kgs and the others what is deem to be, you know, as basically cargo. So we carries some electronic equipment just some radios that we manufactured in Malaysia to China, for example and I think the full list is with the investigation team and if the Australian request this, I think they have to go and request from the investigation team.

: (HH) Jeremy, as I said before, gathering of satellite information and analyzing of radar data whether its primary or secondary military or civil and increasing air and surface assets and also the numbers of technical experts is the mechanism in which we are coordinating to reduce the area that is being search. I can confirmed that the cooperation from the military of all the countries concern north and south have been very very good, and that is why my statement yesterday going to the northern corridor when I confirmed the China, India, Pakistan, Myanmar, Laos, Kyrgyzstan and Kazakhstan and today we confirmed if I'm not mistaken, one minute, Turkmenistan if I'm not mistaken, you add Turkmenistan to it. This is the process of eliminating and reducing the two these areas of search and satellite data, radar data, all have come in and needs to corroborated and verified. As you now right now, in the southern corridor, we have satellite information from the Australian, from the Chinese and from the French and an earlier sighting between the two conversation between two Prime Ministers, Australia and Malaysia just a few minutes ago confirmed some ..... (not clear) that needs to be verify. So, we are giving you some information in real time.

**Session ends**