

**PRESS CONFERENCE: MH370
13 MARCH 2014 (THURSDAY), 5:30 PM**

SPOKESPERSON

**DATUK SERI HISHAMMUDDIN TUN HUSSEIN (ACTING MINISTER OF
TRANSPORT)**

ATTENDED BY:

DATO' AZHARUDDIN ABDUL RAHMAN (DG DCA)

AHMAD JAUHARI (CEO MAS)

Bismillahirrahmannirrahim.

I'll start off with a statement which goes like this.

It is now six days since MH370 disappeared. There are currently 43 ships and 40 aircrafts searching for it. 26 ships and 25 aircrafts in the South China Sea and 17 ships and 15 aircraft on the Straits of Malacca. We are grateful for these assistance from around the world. Every passing day the task becomes more difficult and as always our thoughts and prayers are with the families of those in flight. Trust me, we will spare nothing in our fits to find MH370. Before I take any questions ladies and gentlemen, I would like to clear up a few issues.

Firstly, being on the engine data. I would like to refer to a news report suggesting that the aircraft may have continued flying from some time after last contact. As Malaysia Airlines will confirm shortly, those reports are inaccurate. The last transmission from the aircraft was at 0107 which indicated everything was normal. Rolls Royce and Boeing team are here in Kuala Lumpur and have worked with Mas investigation teams since Sunday. These issues have never been raised. Whenever there are new details, they must be collaborated since today's media reports, MAS has asked Rolls Royce and

Boeing specifically about the data. As far as Rolls Royce and Boeing are concerned, those reports are inaccurate.

On the Chinese satellite imagery, a Malaysian Maritime Enforcement Agency Surveillance planes was dispatched this morning to investigate the potential debris shown on Chinese satellite images. We deployed our assets but found nothing. We have contacted the Chinese Embassy, who notified us this afternoon, that the images were released by mistake and did not show any debris from MH370. The third issue that I need to clarify is on the FAA directives. The aircraft has been fully serviced and was fit to fly according to engineering and maintenance record. All maintenance checks were in order and the last routine maintenance service was conducted on 23 February 2014. The next service was due on 19 June. On the radar signals, it is suggested that there was a possibility that the aircraft had passed over the Straits of Malacca. We have a duty to investigate any possibilities. We owe it to the families of those in the flight to follow up every lead and on the basis; we dispatch extra ships and aircraft to search the area. However, our main effort has always been in the South China Sea. We are working very closely with the FAA and the NTSB on the issue of possible air turn back, they have indicated to us, based on the information and data given by the Malaysia authorities, they, FAA and NTSB, the US team was off the view that there was a reasonable grounds for Malaysian authorities to conduct search on the western side of the Peninsular Malaysia. Under the circumstances, it is appropriate to conduct a search even the evidence suggest there is a possibility of finding even a minor evidence to suggest the aircraft would have been there.

The fifth issue is about raw data. As I am sure you can understand, we were not ordinarily released raw data from our military radar. But in this case, we put the search effort above our national security. We have shared our data with our international partners including the US and China to help with the search efforts.

6th. Police investigation into the pilots. Reports suggesting that the Malaysia police search the homes of the MH370 crew are not true. The Royal Malaysian Police have issued a statement to that effect. Finally, Malaysia's response, first, this situation is unprecedented. MH370 went completely silent whilst over the open sea ocean. We are

in the middle of a multinational search involving many countries and more than 80 ships and aircraft. This is a crisis situation, it is a very complex operation and it is not always been easy.

We are devoting all our energies to the tasks in hand and I want to be very clear, our focus has been on finding the aircraft. We have not done anything that could jeopardize this search effort. There are times that we are not been able to reveal information. For example, some radar signals, because they require analysis and confirmation before it was ready, could add anguish to the relatives. Malaysia has nothing to hide. We have spared no expense and no effort from day one we had been in regular contact with our neighboring countries and accepted all international offers to help. We have followed protocols as stipulated by the International Civil Aviation Organization since the incident began. Much has been made about the extension of the search areas. Some claim that Malaysia has slowed down the search. That is totally not true. In fact, we have intensified the search. Again let me make it clear, there is no real piece for a situation like this. The plane vanished. We have extended the search area because it is our duty to follow every lead and we owe it to the families.

Q : Dato Seri, ramai yang mengatakan kerajaan Malaysia lambat mengeluarkan apa-apa keputusan mengenai kehilangan MH370. Bagaimana pula dengan kerajaan China yang lambat mengeluarkan gambar satelit?

A : Kita tak nak tuduh-menuduh kerana saya dah nyatakan tadi usaha kita hari ini merupakan usaha bersama. Tidak pernah dalam sejarah di mana kita lihat begini ramai aset-aset dari pelbagai Negara tampil kehadapan untuk membantu. Mungkin ada sebab-sebab tertentu, pihak-pihak tertentu yang ingin melagakan keadaan. Tetapi ini tidak akan berhasil kerana kita adalah untuk mencari pesawat berkenaan. Dan ini penting untuk saya tekankan di sini kerana saya agak terharu sampai hari ini masih adalagi Negara-negara tertentu yang ingin menghantar asset dan membantu dalam kerjasama operasi yang cukup kompleks ini.

Q : What do you mean by the engine data was not accurate?

A : What was reported that the engine data was transmitted long after the last report that we received what we called air cast transmission was done at 0107 local time? That was the last transmission we received from the aircraft. It did not run beyond that.

Q : Is there any object directly linked to the aircraft?

A : No, unfortunately no.

Q : ?????

A : Berkenaan dengan dakwaan pesawat itu terbang 4 jam. Itu adalah boleh dikatakan tidak betul kerana the last transmission yang kita dapat adalah 1.07 pagi waktu Malaysia. Kita sekarang sedang or rather we have contacted both the possible source of the data, Rolls Royce and Boeing and both have said that they did not receive the data.

Q : Setakat ini ada tak maklumat daripada risikan antarabangsa yang diterima?

A : Bila ada 2, 3 siasatan yang dilakukan serentak. Tetapi yang paling penting dari awal lagi saya katakan tumpuan kita ialah untuk mencari pesawat berkenaan. Jadi, semua maklumat yang ada ini kita kena tumpukan kepada usaha mencari dahulu. Dari segi siasatan-siasatan lain yang menyentuh kepada keselamatan, samaada ianya terrorisme atau keselamatan berhubung kait dengan penumpang dan pilot kru kita. Ini telah pun dijawab oleh Tan Sri Ketua Polis Negara kita lebih awal dan bagi saya ianya akan berterusan dan saya boleh nyatakan di sini,

setiap nama yang ada dalam manifest itu sedang dikaji dan diteliti. Bukan sahaja oleh agensi risikan kita tetapi agensi dari Negara-negara berkenaan.

Q : For the search and rescue, are you going to expand it?

A : As long as we do not find any debris or any indication of the aircraft, we will expand the efforts. We will inform you when and where.

For your information, tomorrow I have proposed to the military to have the technical briefing to the media regarding all assets that have been deployed, both by us and those from the countries. The technical capabilities, for example, the P3 Orion and all the other vessels will be brief to the media tomorrow to indicate the sophistication of the equipment that we have in our hands at the moment and how we deploying it.

Q : About the consolation money given to those families? Is it the same with the China families?

A : This is basically an assistance allowance. It is the same quantum that we gave regardless whether you are a Malaysian or you are one of our international travellers. Same quantum.

Q : Berkaitan dengan isyarat keselamatan dan kecemasan, adakah ianya diterima? Dan adakah ia dikawal oleh pilot itu sendiri? Seterusnya, memandangkan Malaysia mempunyai hubungan baik dengan Imam di Mekah, bolehkah diadakan solat hajat dan berdoa di peringkat antarabangsa?

A : Alat itu memang ada dan saya mengesahkan bahawa kita tidak ada terima apa-apa signal daripada semua alat-alat yang ada. Ini yang menyebabkan kita agak sukar untuk member maklumat yang terperinci. Berkait dengan doa dan usaha kita sama ada di Mekah atau dalam usaha lain, saya memang agak terharu dan bukan sahaja mereka yang beragama Islam, tapi rakyat Malaysia pelbagai agama telah tampil kehadapan dalam satu kesatuan yang amat saya hargai dalam keadaan sebegini rupa. Kita boleh ikhtiar tapi akhirnya Allah yang menentukan.

Q : There are several unverified reports from foreign media related to this terrorism issue and such case...

A : I have not heard of that particular report. But I believe that this is not true. I have been consistent from the beginning. Semua maklumat di luar sana kalau tidak dapat pengesahan pertamanya akan membantut dan menjejaskan operasi kita. Contoh maklumat yang berhubung kait dengan satelit dari China. Pagi ini, kita terpaksa menghantar asset kita untuk mengesahkan semuanya benar atau tidak akhirnya ia merupakan sesuatu yang tidak benar. Ini menjejaskan operasi kita. Keduanya, maklumat-maklumat yang tidak ada penjelasan dan verification ianya boleh menyentuh kepada perasaan ahli keluarga itu sendiri. Ia member harapan yang akhirnya tidak benar dan di sini saya nak baca apa yang telah dinyatakan oleh Kedutaan China berhubung kait dengan satelit. Saya dah dapatkan pengesahan daripada dutanya untuk membenarkan saya word by word. I quote 'the publication of the satellite image is an accident. A personal behavior to put it on the website of ... the government neither authorize nor endorse this behavior which is now under investigation. The image is not been confirmed is to be connected with the plane. His Excellency wishes to retreat on our side we will first time inform your side whatever important development' for verification. Yang for verification itu saya tambah.

Q : Adakah kemungkinan mungkin jika tidak ada kemungkinan ianya turn right, adakah mungkin ianya go straight?

A : Dalam insiden ini, kita melihat kembali, we played back the recording sebelum hilangnya pesawat dalam radar, dan seterusnya tidak ada langsung distress signal yang direkodkan dalam rakaman tersebut.

Q : Tak dapat detect, because of..

A : Kalau tak dapat detect then we don't know, it is not in our record.

Q : How about the Indian Ocean search?

A : The Indian Ocean search, that's why we are expanding, intensifying our search to the Andaman Sea. And we have the cooperation from the Indian government to likewise help us in the search area.

Q : Are we collaborating with other countries with the radar?

A : Yes we're asking our neighboring countries for radar. That should be able to help us. That's under investigation.

Q : Can you confirm the local within the radar range. Did you lose sight of it....

A : We lost the aircraft at the point when we transfer the responsibility from Malaysia flight information region into the Vietnam flight information region to Ho Chi Minh City at the Call Centre. We lost the aircraft from our radar at that particular stage called IGARI and that's what we know from our secondary radar. That's it. So if you ask where the aircraft is now it's easy for us to find it, we are searching the area and we are unable to find it.

Q :..... (NOT CLEAR)

A : To be absolutely precise I think MAS got to brief that

Well, Rolls Royce and Boeing did not receive any further transmission beyond the last transmission that was done at 01:07.

Q : What is the remaining system in the plane that you're relying on? Are you still analyzing the system since the last transmission was on 01:07

A : That was the last data. No more system on the plane. The air cast data is programmed on what we call certain event triggers. Like for example, upon take off, upon climb, reaching the top of climb and then depending on whether you program to report on every way point or you can program it every 30 minutes intervals into the flight or when there are abnormalities within any of the systems. Whether engine or air frame or other things. And it will then send down data to say something is not right but the last transmission we received at 01:07 state that everything is operating normally.

Q : (NOT CLEAR)

A : We are still doing investigation on this.

Q : (NOT CLEAR)

A : We are looking at all possibilities

Q : (NOT CLEAR)

A : 20 Chinese families have made their decision to travel to KL like I said we are telling them, they are free to stay in KL up to whatever time they want and they are free to return back to China. So we will help them in whatever they way.

Q : (NOT CLEAR)

A : First we have to establish and reiterate REALLY what the Air Chief Force said yesterday. There is a possibility of the air turn back. The military radar does not indicate what aircraft it is. We are verifying that with FAA and NTSB. Secondly, as long as the route taken, personally, I would like to wait until the FAA and NTSB look at the raw data. Which I said in my earlier statement, we don't normally share with the others, but in the present unique situation, we have actually released it to them. But I cannot confirm it yet.

Q : (NOT CLEAR)

A : I've heard many accidents from many sources and like I said from the start we have looked at and in most cases and finally all the cases that we have pursuit we have not found anything positive but we are continuing with the leads. On that particular incident, I do not have details so I have to check with the APMM.

It took month to allocate plane, even the size of the 777 and that is something that we will continue, and given the insurance that we will even intensity. Of course let I said any possibilities and that is why we are have extended the area of search.

Q : When u have considered...

A : I have to check on that one.

Q :

A : I do and now is being verified by the FAA and NTSB international policies..... are involved and on the search operation it is not just a Malaysia access. We are talking about sophisticated equipment deployed by the US and China. So to say

that it just on our shoulders, I think that is unfair because the overwhelming support and unprecedented efforts on a multinational level that is something that we should very proud about through we need to find the aircraft

Q :

A : Until we find that be or more positive and I never feel anywhere forward

Q :

A : I think you should not make swing statement like that because we have getting quit a lot of cooperation and very positive statement of their past too. We do not want going a dialogue here.

Q :

A : Anything is possible in the aircraft system anyway, you can have a total failure on a system and it will be no translate anything.

Q :

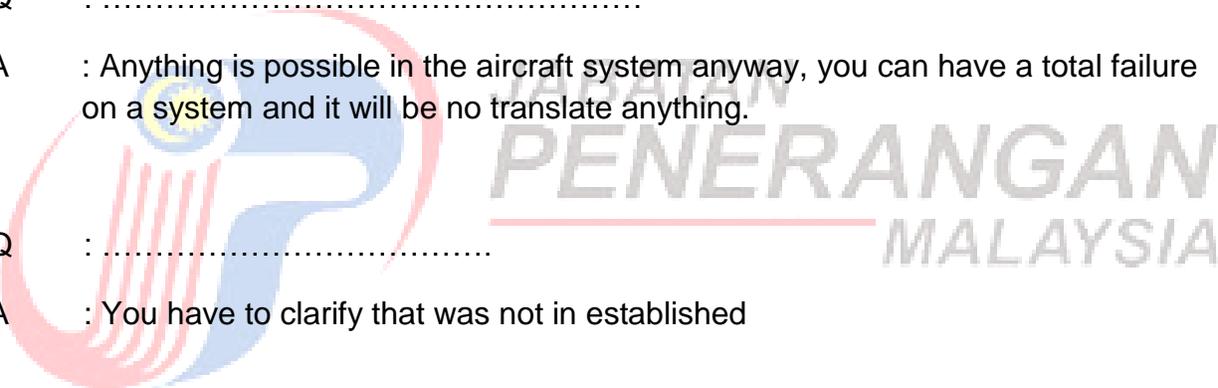
A : You have to clarify that was not in established

Q :

A : Even it doesn't beyond that.... I'm not going to... these are too sensitive... sorry..

Q :

A : Well, I mean all the assets are indicated..there are two areas that we doing the search on these two areas.



Q : ... it just that?..and that what you call...

A : Im afraid that all I have I can say. What else do you want me to say. All the assets are all that and it just not Malaysia assets but this insentive international efforts and I feel for the families, I really do. I can't imagine what they going through but I saying anything more and speculate I might be giving them for hope and that is not responsible.

Q : so, why is that (tidak jelas)

A : I don't know. Let I said we are going very closely. Let for example Vietnam for the beginning and yesterday press conference very clearly because they were that Vietnam are working with us. So, all this information that coming out I have to verify on a daily basis that I promise to. That I will be here every day at 5.30 to answer any of your question.

Q :

A : Thailand, Indonesia, Singapore and as we will expanded our search we may have to included other countries as well. When the time comes I will be.... The media.

Q :

A : Well I said very closely the fact the last transmission we have is at 1:30 and the system not transmitted any further information beyond that. We do not receive anything beyond 1:07

Q :

A :Only when we have identified and going through all the profile crew members. The police will be the better position to inform the public that possibility because the IGP has indicated the 4 areas that we are looking at.

Session ends