

PRESS CONFERENCE : MH 370

28 MARCH 2014, FRIDAY, 5.30 PM

SPOKESPERSON:

DATO' SERI HISHAMUDDIN 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 : Assalamualaikum Dato' Seri. Saya Shima daripada TV Al-hijrah. Dato' Seri boleh bagi tau sikit tentang keluarga China nak minta Beijing tubuhkan enkuret ataupun Jabatan Penyiasatan sendiri atau mungkin mereka beranggapan, dia orang tidak percaya dengan kredibiliti Malaysia. Boleh Dato' Seri komen sikit?

A :Kita bekerjasama rapat dengan Beijing dan sebenarnya apa jua maklumat yang kita terima dan apa jua maklumat yang Beijing terima dikongsi bersama. Emosi tinggi kita memang memahami tetapi pada masa yang sama usaha untuk kita mendekati keluarga seperti saya sebutkan dalam kenyataan saya awal tadi, akan berterusan. Satu pasukan high level group yang sekarang berada di Beijing, saya menerima leporan daripada mereka dan saya percaya bahawa usaha untuk mendekati keluarga penumpang dan juga kru MH370 akan terus berterusan. Lebih-lebih lagi sekarang ini belum menjumpai apa jua objek atau debris boleh mengaitkan atau memastikan di mana pesawat itu berada.

Q : Dato' Seri, I'm Hema from Capital TV. What is that credible read that like to the north search what are the complexity involved in other unidentified the objects as now.

A The new search area was research and analysis and refinement done by the Boeing Team in shuttle Washington State. They have looked at the record of the aircraft took off and from that particular record they have come out with the speak of the aircraft higher what we have done before. Therefore the aircraft would not be as far as what we emphasis to be. And it's on the about the northern side of the area the satellite sighting of the object and these are very lot of work done by being together with MKSB and our working team in Malaysia and that's the reason why the point up to the areas their searching today. And the complexity of the objects. We find it, if the aircraft find able to see the object and able to be picked up by the ships. Then it's easy for all of us but unfortunately the object sighted by the satellite are unable to be verified the aircraft and also by the ships, that are searching for them those areas unidentified by the satellite.

Q : I'm Soraya from Bernama, MH370 is under code sharing agreement with China Southern Airlines. My question is have they responded and claim the responsibility as well? And second question is enforcement fund for the Air France incident search mentioned, how about Boeing?

A : We officially would be discussion with China Southern on this because that we that flight is a coacher. That's still in discussion. As far as you mentioned, I didn't get your second question, what was that? So far, Boeing was not provide any funding but they are all full in cooperation with the investigation team and ourselves as well. And I try to find out what happen to MH370.

Q : I'm from Kwong Ming. I pointed the question to CEO, Encik Ahmad Jauhari. Since 21 days and you say that any possibility the people is alive so very very loose how about the family compensation?

A : We are obviously talking to the various legal parties and also the families on this, so far what we have been requested is actually especially by the family members to identify the evidence affirmatively that means they want to see the evidence in terms of the aircraft. That means they still looking for the evidence of the aircraft. So that's why the search actually has been Dato' Seri mention, has been intensified to make sure that we can locate the aircraft.

A : On the part of the Malaysian Government, I attend the Cabinet this morning, Looking ahead and we have decided the.....general in the office look at all the legal implications a part of the other decision be made regarding the way forward.

Q : Good afternoon Dato' Seri. I'm from Sin Chew Daily. I have one question is regarding that, we do understand due to the weather issue, the operation are being called off twice of the last week. We also understand that the right box is going to running out actually in 30 days. Did you feel confident that within one month's period you can manage to look any debris or especially the black box?

A : We will continue at and we will not look back as I said earlier on the operational side the Australian Maritime Safety Authority they are CC actually giving updates off weather condition, sea condition, sight thing that has been updated very frequently from Perth. Secondly, after the 30 days period concerned, we are now looking of the possibility of deep sea surveillance if search and salvage but I keep reminding everybody , we had we had location with the Air France crashed which took nearly two

years to find the black box. So, we are working closely with them to see what sort of technology a part from the towing 'ping' locator and the vessel ping locator that's all ready being deployed within 30 days.

Q : I'm Rozana from NST. Dato' Seri about satellite images I just want to find out, all of the satellite images, are you being able to determine whether is all the debris or different types of debris and the other thing is about if it was flying, the plane is flying lower than expected and wasn't travelling as far, could have been in the air all the way up to 8.11 am?

A : I will answer the first question. I have looked at all the satellite settings and can confirm that they all have been located at South West of Perth, as announced by the Prime Minister a few days ago, so its not so far what have been advised earlier. Secondly, we have been very consistent in focusing making our effort looking for the aircraft., and narrowing the search area. As we can see as we moved from the South China Sea, Straits of Malacca to the north south corridor now the southern corridor and to the latest information as available. I think the template that we used in corroborating verifying all the different agencies have not been very far of from what has been announced earlier. So all the sight I can confirm located south west of Perth consistent from what we have announced earlier.

A The challenge of the setting by the aircraft one of course the weather if the weather is good the aircraft able to fly to the area, other one is the distance 2,500 km South of Perth is about 135 nautical miles and for aircraft for P-3 Orion take three for hours just to reached to the area and the only about one hour or two to search the area and they have to go back again back with the fuel that they have. So, that it's another challenge they have looking for the object that's very challenging for those who are searching but they have going there as best as could.

Q : Dato' Seri about the satellite images, I just was to find out have you been determine all the same debris or the different type of debris. And the other things about it if the plane was flying lower than expected and travelling as far and couldn't have been in the air all the way up to 8.11am.

A : I look that all the satellite sighted and can't confirm that they being happen located the south west of Perth as announce by the Prime Minister a few days ago. So it's not so far from what has been in the advised earlier. Secondly we are have been consistent in focusing making our effort, looking for this air craft and narrowing the search area so, if you can see we move from the south area, China Sea to Strait of the Malacca to the north and south corridor and to the latest information available the template in collaborate very fine from all different agencies have not been a very far of from what have been announce earlier so all the sighted can confirm located south west of Perth, consistent from what we have announce early...

The challenge of the sighted by the air craft, one of the weather if the weather is good the air craft able to fly to the area. The second one, is the distant 2,500km south west of Perth is about 1,315 nautical miles and for air craft of P3 Orion take 3 to 4 hours just take to reached to the area and they only about in hour or two to search an area and they have to go back againt back with the fuel they have. So that is looking for the object that's very challenging for those who are searching. But they have going there as best as they can.

Q : Satu soalan pasal 'speed' tadi, sebelum ini kita telah dimaklumkan 'speed' yang MH370 pada kadar 855KM/per hours, apakah dengan penemuan 'speed' yang baru ini, masih lagi dalam range yang biasa bagi

sebuah kapal terbang ataupun ada satu kelainana daripada 'speed' itu. Dan kalau 'speed' itu lebih laju, berapa anggaran sekarang?

A : Dalam 'speed' kapal terbang ini kita tengok juga berapa tingginya kapal terbang itu terbang dan kalau tinggi kapal terbang, lagi kurang minyak digunakan. Jadi itu, ketinggian dan juga 'speed' itu di ambil kira. Ia satu matematik yang kompleks dan diguna kepakaran dari Boeing untuk jangka 'speed' yang paling rendah yang dikira oleh boeing dan paling tinggi. Jadi kalau digunakan 'speed' ini (yang baru), dengan minyak yang ada, di tempat yang 'possibility the air craft to be is north' seperti yang dijangkakan sebelum ini. Tapi masih lagi dalam koridor yang dikenal pasti sebelum ini...

Yang membanggakan, saya difahamkan bahawa unit teknikal yang melihat kepada 'complexity' untuk mengenal pasti data-data yang saya dah umumkan tadi melibatkan pakar-pakar daripada beberapa Negara dan senarai yang saya sebut tadi daripada United Kingdom, INMARSAT, AAIB, Rolls Royce daripada Negara Cina CAAC dan AAID, daripada US, NTSB, dan boeing, mereka ini sekarang ini duduk semeja melihat kepada semua data yang ada dan hanya apabila kita dapat verifikasi atau penegasan daripada pihak ini baru kita umumkan data-data tersebut.

Q : Sebelum ini Dato' Seri kata akan tetap meneruskan operasi mencari walaupun Negara lain telah withdraw, jadi soalan saya adakah kita mempunyai kemampuan dan oeruntungan kewangan cukup untuk membiayai misi tersebut, sekiranya Negara lain menarik diri.

A : Setakat hari ini yang menarik diri pun bukan kerana mereka tidak mahu meneruskan operasi mencari, tetapi lokasi di selatan koridor itu bukan semua Negara mempunyai kapal-kapal atau pesawat yang boleh membantu mengesan debris sedia ada. Sebab itu, saya nak menyatakan bahawa mereka telah menarik diri jauh sekali! Ini merupakan satu insiden yang telah melibatkan semua

pihak dan kita terharu dan kagum dengan sokongan yang telah ditunjukkan oleh dunia sebenarnya dan usaha untuk kita mengkoordinasikan SAR ini sebenarnya saya tidak nampak halangan dan kekangan langsung. Itu yang memberikan kita kekuatan dan semangat untuk meneruskan usaha ini dan menjawab soalan, itulah juga memberikan semangat kepada pasukan kita ini untuk terus menyatakan bahawa kita tidak putus asa dan kita akan meneruskan ini setakat mana yang kita mampu.

Q : As in a new calculation of the plane flying stay high and never come down as been reported in a Malaysian Peninsular to the point in a Strait Of Malacca.

A : The calculation is very complex and they took the point of the air craft was the last written by our radar in the Strait Of The Malacca fro there calculated the air craft... I am not eligibly how the air craft.....the path of the air craft but there have take with so many consideration, the height of the air craft been flown, the range of the air craft, that's how they calculate it, is what Boeing have come out with that performance of the air craft and that's the area that they have marked yesterday they send it across RCC Australia the possibility of the Air Craft at the area in...and they still in the corridor like we mentioned a week ago. ..

I just reemphasize that the technical of the part that all the expert with us so that all the prevention will be clarified the press in the due time. Our immediate urgency on immediate focus is to try and get the debris at the satellite so that we can identified for sure the debris that have been sighted are really belong to MH370. So as far as SCR team as concern, our focus is plane are into areas that have been sighted and today's breaking news identify specific area. I'am quit sure the operation sight of it from Perth where be focusing all their assets and capability to identify that debris.

Q9 : I'm from Sydney Morning Herald. The new calculation been that the plane stayed high that never came down as been widely reported, the height wasn't at 32,000 feet as a after a turn and went across the Malaysia...(not clear) to the point of Malacca Straits?

A (DCA) : The calculation is very complex. I can say that and they took the point of aircraft was sighted by our radar and the Straits of Malacca and from they calculated the aircraft, the way the aircraft I'm not liberty to tell how the aircraft, the path of the aircraft but they have taken so many considerations, the height of the aircraft been flown, the range of the aircraft with the fuel available in the aircraft and the speed of the aircraft. That's how they calculated, is what Boeing have come out with that performance of the aircraft and that's the area that they have marked up and they sent it across to ICC Australia. The possibility of the aircraft at the area in the, in the still corridor as mentioned about a week ago.

(HH) I want to re-emphasize the that the technical part of it with all the experts with us that sort of the pre-vision that can clearly be clarified to the press in due time. And our immediate agency and our immediate focus is to try and get to the debris that have been sighted by the satellites so that the we can identify for sure that the debris have been sighted really belong to MH370. So, as far the ACR team is concern our focus is really still to get as many vessels and plates into, the areas that have been sighted and today's breaking news identify a specific area. I am quite sure the operations (not clear) of it from Perth will be focusing all their assets and capability to identify that debris.

Q : It's gonna be about three weeks, exactly three weeks, in fact tomorrow seems the police went to the home of the pilot and co-pilot as you informed us. Three weeks is a quite long time. Can you tell us what,

where the police's investigations to the pilot. What do they told you and what you can tell us about the potential role of the pilot in this incident. And secondly being three weeks since the incident, you've been criticized number of (not that clear) Malaysia broadly. And you also defended Malaysia performance on their handling on this. Looking back last three years, what would have anything would or could Malaysia done differently?

HH I don't think we have done anything different from what we have done and I think, like I said in our earlier press conference, no matter what has been thrown and labeled at us, history will judge us, a country that has been very responsible, we have corroborated any evidence that we receive. We have make sure that no stones are unturned, not we standing many speculation in the earlier stages of the South East Asia or the Malacca Straits or in the social media, we have not distracted from our main focus which is to identify the plane. If you can remember, Jeremy, the early part of our search, nobody could ever imagine us looking for the plane in the Indian Ocean where we are today. And that time we are talking about plane landing in Nanning, the plane oil slicks in the South China Sea, sighting in the Straits of Malacca, going up north to Andaman, Malaysia have been very consistent in not speculating on that unless we have evidence that we have corroborated and verified. So, where we are today is based on very consistent, transparent effort on our part and maybe today with emotions running high and a lot of interest on this issue, people are get clouded by what Malaysia has done but I genuinely believed the ACR team from Malaysia and these three gentleman up here have done and conducted ourselves fairly, responsibly and history would judge us for that. What was the second question, Jeremy?

Q : (Not clear because the reporter did not use microphone)

HH : Oh, the police investigation. Obviously the IGP is not here with me. The next PC I would get him to come up but I can confirm that he's working

very closely with international agencies and also just like the technical aspect. Like I said, there are three challenges to us that we have to face.. One is diplomatic, involving so many nations and moving forward would be more complex if we do find debris or other evidence that needs to look as. Secondly, issue of politics and this is where the movement of assets and weather conditions is an issue. The third is the questions of experts and evidence that is required and like I said, just like the technical part of it, we are working closely with Boeing, with FAA, with the Chinese agencies. Believed on me, the criminal aspect of it, the Malaysia Royal Police also is working very closely with the international agencies to get to the root of it. But I can get you, get the IGP back on our PC to answer that particular question.

Q11 : We understand that this investigation is still ongoing but this question is for Encik Ahmad Jauhari. We just like to clarify for the record. Do the pilot and the co-pilot know each other before they go on that plane and how long they been work together before that flight and thirdly you have said before that they undergo psychological screening before their admitted to Malaysia Airlines. Is that done on yearly basis or only before they join the Malaysia Airlines? Thanks.

MAS : Ok, as far as the pilot and the co-pilot, they are roster. We have a group of people and there's an automatic rostering system that we use. Not necessarily they need to know each other before this, like I said we have a large community of pilots. They tend to know each other in their groups and sometime they don't know, you know there's thousands of them there. Orait, as far as the psychological test, that is something we do when we take new pilots on board and something that we normally, ermmm something that we normally check yearly and six monthly depending how old they are, on their medical renewal and that's normally through an interview with aviation doctors.

Q12 : Minister, could you explain the fresh analysis that has made the area search change. Is that what giving you a fresh information a bytes, the path, the plane and the baggage changes, now, could you whether or not could share them and this point has given you a fresh information.

HH : What's more important is how it has effected operational search and rescue in Perth and obviously as it indicated and announced by the Australian search authorities that is good enough lead for them to make that focus today. I'm waiting and hoping that something positive comes out of it. But as regards whether that is more credible than the other five sightings, I treat them all equally important because they need to be verified and corroborated and that only can be done by getting vessels and aircrafts into the areas last sighted. But all our efforts due to weather and sometimes on the clear day where it was sighted before, the debris is no longer there. So, it's our challenges but I treat all the sightings personally on the Malaysia side, as a very important but the operational side of coz as Australia talking lead and as their giving updates to the media very frequently what is happening on that side. I think it is their call.

Q13 : (question is not clear like not using the microphone)

HH : It if could, I think the police would.. But I think it just not to ease the emotions because at the end of the day they have to make sure that whatever information release not only does not affect the ongoing investigation but as it's now taking an international perspective. Secondly the emotions dealing with the families are very complex. So you just cannot look and at it as one particular aspect, expect everybody to just calm down this and loved one and like I said I can fully understand because I have children, I have brother, I have family members and I can imagine what they are going through. But I just want to say to the Chinese families that is not just them have lost or looking for lost members,

Malaysian also have lost family members and 14 other nations have lost family members and it is important for them not to(not clear) speculative that would made the emotions run higher. But at the same time on the Malaysian government side, I and the side of MAS, we were together with the Chinese authorities. We are continued to engage them.

Q14 : (The question is not really clear)

A : The refinement is ongoing even as I speak our team our working team down here of the US team from UK from China and Malaysian are every day is working and be fact to Boeing, because the Boeing the performers for the aircraft and even they been doing it even I And they refining the calculation analysis and they will come out with new lead hopefully in a few day times. So as I speak they are still working and the have informers they will come out with new lead as they come back. I just to conclude by saying that it's not just a technical sharing of data an expert but they joined the deployment of asset from so many years nation specific to certain areas from complexity. I think that is something took purely unfrequented and has got everybody together working on something works well and the got imagination of the world focus into something that I think will be historic and we gone a change the efficient landscape in the future. That's a lesson to be by everyone in this case and if Malaysia can be just a small part of this process and I feel honored to be part parcel what is going on right now and the end of the day the families the one questions that really one to know where are their love one, and the one question that I want to know where is MH370 and that is ongoing process and being stated by so many people out day rescuing and (not clear) And purely to find that particular answer which I cannot unfortunately provide to you to day.

Session ends