



**4TH INTERIM STATEMENT
SAFETY INVESTIGATION FOR MH370 (9M-MRO)**

The Malaysian ICAO
Annex 13 Safety
Investigation Team
for MH370

第四次中期声明-MH370(9M-MRO)安全调查

马来西亚 MH370 国际民航组织附件 13 安全调查组

1. This 4th Interim Statement¹ has been prepared under Chapter 6, paragraph 6 of Annex 13 to the Convention on International Civil Aviation, *Aircraft Accident and Incident Investigation* (ICAO² Annex 13), to provide information on the progress of the investigation on the disappearance of Malaysia Airlines (MAS) Flight MH370, a Boeing 777-200ER aircraft, registered as 9M-MRO pending the completion of the Safety Report as required under ICAO Annex 13.

根据国际民航组织附件 13 的规定，在安全报告完成之前，按照国际民航组织公约附件 13 “航空器事故和事故征候调查” 第六章段落 6 的规定而准备第四次中期声明，以提供有关马来西亚航空公司（MAS）执飞的 MH370 航班，一架波音 777-200ER 型飞机，注册编号 9M-MRO，因失踪所进行调查的进展信息。

2. The Beijing-bound international scheduled passenger flight, with a total of 239 persons (227 passengers and 12 crew) on board, departed KL International Airport (KLIA) at 1642 UTC on 07 March 2014 [0042 MYT on 08 March 2014].

¹ If the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

如果报告不能在 12 个月内公之于众，负责调查的国家应在事故发生后的每一周年公布一份中期声明，详述调查及任何涉及的安全问题的进展。

² ICAO - International Civil Aviation Organization, a specialised agency of the United Nations charged with coordinating and regulating international air travel. The Convention establishes rules of airspace, aircraft registration and safety, and details the rights of the signatories in relation to air travel. Today, there are 191 Contracting States in ICAO.

国际民航组织，简称 ICAO，系联合国的专门机构，负责协调和管理国际航空运输。公约对空域、航空器注册和安全设置了规则，并对于航空运输有关的签署国的权利作了详细说明。目前国际民航组织有 191 个缔约国。

Less than 40 minutes after take-off, communications with the aircraft was lost after passing waypoint³ IGARI.

该飞往北京的国际定期客运航班，机上总计载有 239 人（包括 227 名乘客和 12 名机组人员），于世界标准时间 2014 年 3 月 7 日下午 16 时 42 分[马来西亚当地时间 2014 年 3 月 8 日凌晨 00 时 42 分]从吉隆坡国际机场起飞。起飞后不到 40 分钟，在通过 IGARI 航点后，失去了与飞机的联系。

3. As a Contracting State of ICAO and in accordance with ICAO Annex 13 and under Regulation 126(1)⁴ of the Malaysian Civil Aviation Regulations 1996 (MCAR), on 25 April 2014, Malaysia established an independent international Air Accident Investigation Team, known as ‘*The Malaysian ICAO Annex 13 Safety Investigation Team for MH370*’ (the “Team”) to investigate the disappearance of flight MH370. The Team, headed by the Investigator-in-Charge, comprises 19 Malaysians and 7 Accredited Representatives of 7 safety investigation authorities⁵ from 7 countries.

³ Waypoint - A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either:
航点，一个特定的地理位置，用于定义区域导航航路或者一架飞机所采用的区域导航飞行路线。航点的类型有：

Fly-by waypoint - A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or
旁切航点，旁切航点规定使用预期转向以避免越过下一航段的预定地点；或者

Fly-over waypoint – A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.
飞越航点，飞越航点禁止任何转向直到飞越该航路点，并应有下一航段的机动。

⁴ For the purpose of carrying out an investigation into the circumstances and cause of any accident to which these Regulations apply, the Minister shall appoint persons as Inspectors of Air Accidents, one of whom shall be appointed by him as a Chief Inspector of Air Accidents.
对于本规定适用的情形，为进行任何事故情况和原因的调查的目的，交通部长应任命相关人员作为航空事故的调查人员，交通部长应任命其中的一位作为航空事故的首席调查员。

⁵ Air Accident and Incident Investigation Organisations:

航空器事故和事故征候调查组织为：

- Australian Transport Safety Bureau (ATSB) of Australia,
澳大利亚 澳大利亚交通安全局
- Civil Aviation Administration of the People's Republic of China (CAAC),
中国 中国民用航空局
- Bureau d'Enquêtes et d'Analyses pour la sécurité d l'aviation civile (BEA) of France,
法国 航空事故调查局

作为国际民航组织的缔约国，根据国际民航公约附件 13 的规定，以及马来西亚民用航空法 1996 第 126 条第 1 款的规定，马来西亚于 2014 年 4 月 25 日成立了独立的国际航空事故调查组，即“马来西亚 MH370 国际民用航空组织附件 13 安全调查组”（简称“调查组”），对 MH370 航班的失踪进行调查。调查组由调查负责人牵头，共有 19 名马来西亚成员和来自七个国家的七个安全调查机构委任的 7 名代表构成。

4. On 08 March 2015, the 1st Interim Statement and the Factual Information on the Safety Investigation for MH370 were released⁶ to the public on the first anniversary of the disappearance of MH370. Subsequent Interim Statements were released on 08 March 2016 and 08 March 2017.

2015 年 3 月 8 日，关于 MH370 安全调查的第一次中期声明及事实信息在 MH370 失踪一周年之际公布。之后的中期声明分别在 2016 年 3 月 8 日和 2017 年 3 月 8 日公布。

5. Aircraft debris possibly from MH370 are still being discovered around the south-eastern coast of the African continent and the adjacent islands. An updated summary of the debris recovered was published on 30 April 2017 together with

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- National Transportation Safety Committee (NTSC) of Indonesia, 印度尼西亚 国家运输安全委员会
 - Transport Safety Investigation Bureau (TSIB) of Singapore (formerly Air Accident Investigation Bureau [AAIB]), 新加坡 航空事故调查局
 - Air Accidents Investigation Branch (AAIB) of United Kingdom, and 英国 航空事故调查局，以及
 - National Transportation Safety Board (NTSB) of United States of America. 美国 国家运输安全委员会

⁶ Previous publications are available on the websites of the Ministry of Transport (MOT) Malaysia and the Ministry of Communications and Multimedia Malaysia (KKMM): 之前所公布的文件仍可以在马来西亚交通部（MOT）和马来西亚通信与多媒体部（KKMM）的官网上下载，网址如下：

- <http://mh370.mot.gov.my>
- <http://www.mh370.gov.my>

the debris examination reports. These are available on the Ministry of Transport (MOT) Malaysia and the Ministry of Communications and Multimedia Malaysia (KKMM) websites (the links to the websites are provided in footnote 6).

可能来自于 MH370 航班的飞机残片仍在非洲大陆的东南部海岸以及毗邻的岛屿上被持续发现。有关所发现的残片的更新信息已经在 2017 年 4 月 30 日与残片的检验报告一起公布。这些信息和报告均可在马来西亚交通部 (MOT) 和马来西亚通信与多媒体部 (KKMM) 的官网上下载 (载链接网址请参见脚注 6)。

6. At the time of writing, as reported in the Interim Statement released in 2017, three items of debris remain as being confirmed from MH370, i.e., the right flaperon, a part of the right outboard flap and a section of the left outboard flap. A few other pieces of debris were determined to be almost certain from MH370 including some cabin interior items. There is continuing activity to retrieve and examine any new debris that is discovered.

在起草本声明之时，如在 2017 年的中期声明中所发布的信息，有三个残片已经被确定系来自于 MH370 航班，如右襟副翼，右外侧襟翼的一部分以及左外侧襟翼的一个区域。还有一些其他的残片被认定为几乎可以肯定是来自于 MH370 航班，包括一些舱内物件。目前仍在持续对所发现的任何新的残片进行回收和检验。

7. Official search activities coordinated by the Australian Transport Safety Bureau were suspended on 17 January 2017. On 03 October 2017, the ATSB published a report detailing the history of the search and made conclusions and recommendations relating to the search activities. The ATSB search report is separate and distinct from the Safety Report required under ICAO Annex 13.

目前由澳大利亚交通安全局所牵头的官方搜寻活动已经于 2017 年 1 月 17 日中止。2017 年 10 月 3 日，澳大利亚交通安全局公布了一份报告，详细记载了搜寻

的历史情况并对搜寻活动提出了有关结论和建议。澳大利亚交通安全局的搜寻报告是独立于国际民航组织附件 13 所规定的安全报告的另一份单独的报告。

8. To date, the main wreckage of MH370 has not been found. On 10 January 2018, the Malaysian Government entered into an agreement with Ocean Infinity to conduct a 90-day underwater search in an area that is considered the most likely location for the wreckage.

截至目前，MH370 的主要残骸仍未找到。2018 年 1 月 10 日，马来西亚政府与海洋无限公司订立了协议，由海洋无限公司对被认定为残骸最可能所在位置的区域进行为期 90 天的水下搜寻。

9. The publication of the detailed investigation report, that is the Safety Report, based on currently available information has been suspended pending the outcome of the latest search effort, since any new evidence uncovered is likely to significantly affect the investigation. In the event that the aircraft is found, the Team will conduct further investigation. If the aircraft is not found and a decision is made to discontinue the search, the Team will resume the completion of the report and release it in the months ahead.

考虑到近期正在进行的搜寻行动，由于任何发现的新证据将很有可能极大地影响到调查，因此根据目前现有信息所起草的详细调查报告，即安全报告，将暂时中止公布。如果飞机被找到，调查组将进行进一步的调查。而如果飞机未能被找到并且作出了停止搜寻的决定，调查组将重新恢复完成安全报告，并会在之后的数月内予以发布。

The Malaysian ICAO Annex 13 Safety Investigation Team for MH370
08 March 2018

马来西亚 MH370 国际民航组织附件 13 安全调查组
2018 年 3 月 8 日