



Australian Government

## Joint Agency Coordination Centre

### MH370 Operational Search Update

**12 October 2016**

This operational report has been developed to provide regular updates on the progress of the search effort for MH370. Our work will continue to be thorough and methodical, so sometimes weekly progress may seem slow. Please be assured that work is continuing and is aimed at finding MH370 as quickly as possible.

#### Key developments this week

- *Fugro Equator* is in the search area and conducting search operations.
- *Dong Hai Jiu 101* berthed at Fremantle on 11 October, commencing resupply operations.
- On Friday, 7 October 2016, the ATSB released its 5<sup>th</sup> Debris examination report. Further detail is below.

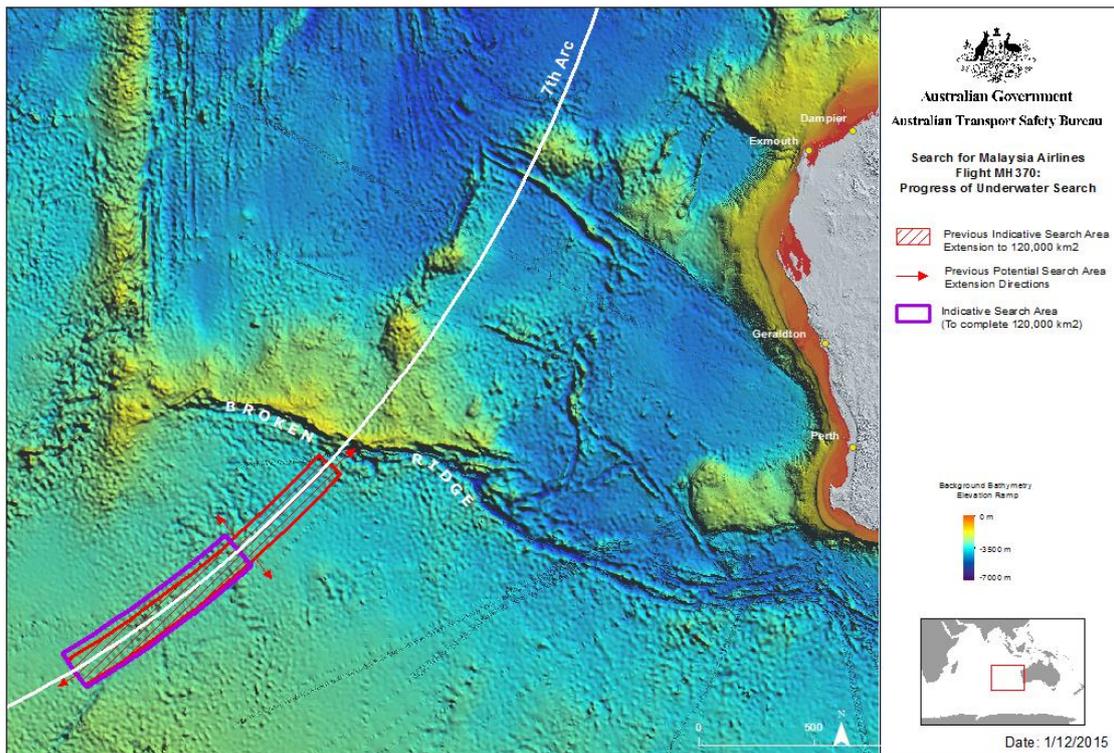
#### Underwater Search Operations

More than 110,000 square kilometres of the seafloor have been searched so far.

At a meeting of Ministers from Malaysia, Australia and the People's Republic of China held on 22 July 2016, it was agreed that should the aircraft not be located in the current search area, and in the absence of credible new evidence leading to the identification of a specific location of the aircraft, the search would be suspended upon completion of the 120,000 square kilometre search area.

It is expected that searching the entire 120,000 square kilometre search area will be completed by around December 2016.

Ministers went to great lengths to explain that this does not mean the termination of the search. Should credible new information emerge that can be used to identify the specific location of the aircraft, consideration will be given to determining next steps.



## Weather

Weather conditions are forecast to be marginal but should not impede search operations.

## Debris Report No. 5

On Friday, 7 October 2016, the ATSB released the report [Debris examination – update No. 5: Identification of wing trailing edge debris recovered from Mauritius](#). The report described how a part number and unique work order number on the part identified it as a trailing edge section of Boeing 777 left, outboard flap, originating from the Malaysian Airlines aircraft registered 9M-MRO and operating as MH370. This is the third piece of debris to be identified as definitely coming from the missing aircraft.

Debris Report No.5 is available at the following website:

[https://www.atsb.gov.au/publications/investigation\\_reports/2014/air/ae-2014-054/](https://www.atsb.gov.au/publications/investigation_reports/2014/air/ae-2014-054/)

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