

MH370 Timeline

- a) **17:19** UTC, 07 March (01:19 Malaysian time, 08 March): MH370 last made voice contact with Kuala Lumpur Air Traffic Control (ATC).
- b) **17:21** UTC MH370 disappeared from Malaysian ATC Secondary Surveillance Radar (SSR) screens.
- c) **17:22** UTC MH370's estimated time at the transfer of control point boundary between the Kuala Lumpur Area Control Centre (ACC) and the Ho Chi Minh ACC at position IGARI;
- d) **17:38:54** UTC (IGARI plus 16:54 minutes): after a number of attempts to communicate on main and emergency frequencies directly and through indirect contacts (via other aircraft) with MH370, Ho Chi Minh ACC informed Kuala Lumpur that they had no radio and no radar contact with the aircraft (the last radar contact seen was reportedly at BITOD, a waypoint after IGARI within the Ho Chi Minh FIR). Kuala Lumpur ACC proceeded with communication checks, without any success;
- e) **18:00** UTC (IGARI plus 38 minutes): Ho Chi Minh ACC informed the Ho Chi Minh Rescue Coordination Centre (RCC) and the Aviation RCC (Ha Noi) of an INCERFA SAR Phase, as well as informing the Phnom Penh ACC. The Aviation RCC reported to the National SAR Agency Committee and Maritime RCC and other relevant units;
- f) **18:15** UTC (IGARI plus 53 minutes): Kuala Lumpur ACC queried Malaysia Airlines (MAS) and was informed that based on MAS flight tracker, the aircraft was in Cambodian airspace. This information was relayed to the Ho Chi Minh ACC, which advised that they still had no communication with MH370;
- g) **18:19** UTC (IGARI plus 57 minutes): Kuala Lumpur ACC queried if Ho Chi Minh ACC was taking radio failure action;
- h) **18:21** UTC (IGARI plus 59 minutes): Ho Chi Minh ACC also informed Sanya and Hanoi ACCs;
- i) **18:22** UTC (IGARI plus 1 hour): final primary radar fix in the Andaman Sea, west of the Malaysian Peninsular (this information would not be divulged to civil authorities for another 20 hours);
- j) **19:30** UTC (IGARI plus 2 hours, 8 minutes): MAS informed the Kuala Lumpur ACC that their flight tracker was not an accurate tracking tool, but was based on flight trajectory projection;
- k) **19:30 – 21:30** UTC (until IGARI plus 4 hours, 8 minutes): further coordination efforts were made to locate the aircraft in cooperation with Ho Chi Minh and Singapore ACCs, with no success;
- l) **21:30** UTC (IGARI plus 4 hours, 8 minutes): Kuala Lumpur Aeronautical RCC (ARCC) activated; subsequently, Ho Chi Minh was advised of their responsibility on the provision of SAR in accordance of Annex 12;
- m) **00:43** UTC (IGARI plus 7 hours 21 minutes): Ho Chi Minh ACC issued an ALERFA/DETRESFA message.
- n) **14:30** UTC (IGARI plus 21 hours, 8 minutes): Kuala Lumpur ARCC was informed by the Royal Malaysian Air Force (RMAF) of a possible turn back by MH370, and that the area towards the west of Peninsular Malaysia was the last known position observed on the military radar (at this stage, the KL ARCC was unable to determine whether MH370 did indeed make an air turn back, as it required further verification).