



航班号 Flight	始发站 From	计划到港 STA	预计到港 ETA	备注 Remarks
MH370 CZ7	吉隆坡 Kuala Lumpur	06:30		Delayed
CA822	普吉 Phuket	07:50	08:25	Arrived
EY888 A	阿布扎比 Abu Dhabi	08:50	10:10	
20 CA6220	法兰克福 Frankfurt	09:30	08:50	到达 Arr
12 SK9512	斯德哥尔摩 Stockholm	09:40	09:28	到达
315 CA5040	首尔金浦 Seoul Gimpo	09:45	09:32	到达
7002	维也纳 Vienna	10:20	10:10	
OM223	乌兰巴托 Ulaanbaatar	10:30	10:06	
178 ZH1978	雅加达 Ja	10:35	11:00	
38 OZ6845	首尔金浦 Seoul Gimpo	10:40	10:34	
106 CA5454	澳门 Macau	10:45	10:36	
KA900 C	香港 Hong Kong	11:10	11:19	
	马尼拉 Manila	11:20	11:36	
	伦敦 London	11:20	10:39	
		11:25	11:00	

Losing MH370: analysing the speculation

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SPECULATION: unfair but inevitable

by Philip Baum

Well, what do you think? A terrorist hijacking? A bomb? A fire? Pilot suicide? Cyber attack? Explosive decompression? Stowaway in the avionics bay? Missile fired in a military exercise gone wrong? Unruly passenger? Systems failure? Lithium batteries exploding? Maybe the first chemical/biological weapons incident? Has the aircraft been mysteriously flown to Diego Garcia by the Americans? Or maybe it is on the ground in Afghanistan and all the passengers are being held hostage in caves by al-Qaeda terrorists? Was it a diversionary tactic orchestrated by the Russians to divert the world's attention from their 'activities' in Crimea? Or was it the North Koreans flexing their military muscle? Or, perhaps, the real reason is that MH370 has actually been abducted by aliens?

Over the past few weeks, we have heard every possible explanation as to why MH370 never made it to Beijing as planned on 8th March. Some ideas are downright ridiculous, but many are definite possibilities.

Much of this issue of *Aviation Security International* is dedicated to the missing Malaysian Airlines flight and it could well be that, by the time it hits your desk, we may finally know where the aircraft, or more likely the wreckage thereof, is and, perhaps, why it disappeared that fateful night. But until we do know, we can only speculate.

I have participated in a plethora of television and radio shows regarding the loss of MH370 and most reporters are, naturally, keen to know the views of their guests, not satisfied with analysis alone. And, when I have said that I don't know – and I don't – then they want to know my best guess.

If you don't have a view, certain media outlets are only too happy to assign you one! Like many an individual who has participated in such media activities, I have been misquoted. It goes with the turf. An article I actually did write – albeit that it was heavily edited – for the Daily Mail appeared under the headline, which I did not write, of "I'm convinced this was the work of terrorists". At no point in the article did I say I was convinced and, in fact, I had actually stressed the fact that, whilst I thought it was a distinct possibility, I felt terrorism was one of the least likely scenarios.

I have, until now, resisted speculating as to what happened and have simply opted to evaluate the various possible scenarios that are out there. After all, they are all unlikely, but one of them just happens to be true. But which?

In writing this Lead Editorial for the issue, I have realised that my 'best guess', which I now feel duty bound to proffer, is one which, if I am wrong, would mean that I would be vilifying a man who could have actually been performing

"...one cannot say that Captain Zaharie Ahmad Shah's behaviour had been baseline..."

heroic actions to save the aircraft. That said, of all the scenarios, I do think that the most likely is that Captain Zaharie Ahmad Shah hijacked the aircraft when his First Officer exited the flight deck for a comfort break.

As somebody who teaches security staff to baseline behaviour, and to determine subsequent screening processes based on that assessment, one cannot say that Captain Zaharie Ahmad Shah's behaviour had been baseline – typical of a pilot about to operate an international flight - in the run up to the loss of MH370. Aside from the somewhat unusual YouTube clips he posted in which he teaches viewers to repair household appliances, Shah was politically active and had been photographed wearing a T-shirt bearing the slogan 'Democracy is Dead' emblazoned on it. More relevant is that, on the day of the flight's departure, Shah was reported to have been at the court for the conviction of Malaysian Opposition Leader Anwar Ibrahim and was, allegedly, incensed at his imprisonment. Adding to the mix the reported break-up of his marriage and the unusual behaviour he allegedly displayed towards the guards at his residence just before leaving home for the airport, it seems that we have little choice but to suspect his involvement in the disappearance. Apart from anything else, the point at which air traffic control lost contact with the aircraft, the variances in the aircraft's altitude, the route selected and the seemingly intentional flight tactics performed in order to avoid detection by radar demonstrates flying abilities of an exemplary nature.

The investigators concluded early on that, whatever the specific cause, MH370 disappeared due to a deliberate act performed on the flight deck. The weakness of this argument rests in the fact that, if we are talking pilot suicide, the aircraft did not simply crash. Perhaps the intent therefore was also that the aircraft not be discovered and that no cause ever be proven? But that's just speculation... ■

