



APERTURE

RESEARCH & VERIFICATION

MH370 SOURCE REGISTER UPDATE

Version 0.6 - Proposition-Specific Update

Evidence cut-off: 7 August 2026

CONTROLLED RESEARCH RECORD

**Reality before reliance. Verification before interpretation.
No conclusion stronger than the available evidence.**

Independent public-source case study - not a client engagement
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V0.6 SOURCE REGISTER

V06-S001	Malaysia Ministry of Transport - Safety Investigation Report MH370 (9M-MRO), 2018	Primary official	Simulator, radar, cargo, aircraft systems, findings
V06-S002	ATSB - MH370 Data Communication Logs, amended 30 March 2017	Primary technical	BTO/BFO signalling records and R600 calibration
V06-S003	ATSB - Definition of Underwater Search Areas, 3 Dec 2015	Primary technical/search	18:25 SDU power interruption, APU/IFE/end-of-flight system logic
V06-S004	ATSB - Operational Search for MH370 Final Report, 3 Oct 2017	Primary search authority	Final BFO interpretation, end-of-flight, sonar detection confidence
V06-S005	ATSB - MH370 Search and Debris Examination Update	Primary search/debris authority	Right-flap state, final BFO, end-of-flight simulations
V06-S006	Ian D. Holland - MH370 Burst Frequency Offset Analysis and Implications on Descent Rate at End-of-Flight	Technical research	Independent final-BFO sensitivity and descent analysis
V06-S007	Vincent Lyne - Final two MH370 communications suggest controlled eastward descent, Journal of Navigation 77(2)	Peer-reviewed adversarial technical	Alternative final-BFO model requiring independent specialist reproduction
V06-S008	CSIRO - MH370 drift modelling using genuine Boeing 777 flaperon, 2017	Government scientific	Object-specific flaperon drift and location constraints
V06-S009	Geoscience Australia - MH370 Data Release / Phase Two underwater search data	Government data	Public sonar, multibeam and search-quality data
V06-S010	Malaysia Ministry of Transport - Extension of Agreement with Ocean Infinity, 29 Jun 2026	Primary official current status	Search extended to 30 Jun 2027; 7,428.54 km2 remaining

SOURCE-DEPENDENCE NOTE

ATSB, DSTG, Boeing, Inmarsat and Malaysian investigation material can form a collaborative technical source family rather than fully independent origins. Independent convergence is therefore assessed through physical debris, search outcomes and other evidence streams rather than publication count.