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MH370

Master Chronology

AUTHOR APPROVED COMPLETE RESEARCH EDITION - AWAITING INDEPENDENT SPECIALIST REVIEW

Evidence cut-off: 7 August 2026

External specialist validation: pending

Institutional right of reply: pending

REALITY BEFORE RELIANCE | VERIFICATION BEFORE INTERPRETATION | EVIDENCE BEFORE NARRATIVE

Independent public-source case study - not a client engagement

Document control	Value
Matter	Malaysia Airlines Flight MH370
Aircraft	Boeing 777-200ER, registration 9M-MRO
Operating mode	Independent public-source case study - not a client engagement
Evidence cut-off	7 August 2026, 14:08 UTC / 16:08 SAST
Current dossier state	Version 0.5 Controlled Internal Final / Author Approved Complete Research Edition - Awaiting Independent Specialist Review
External specialist validation	Not completed
Adversarial review execution	Not completed
Institutional right of reply	Not completed
Legal/fairness review	Not completed
Public release	Not authorised
Author approval	Approved by Paul Hattingh on 7 August 2026
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Flight chronology

UTC	Event	Evidence status	Sources
07 Mar 2014 16:42 UTC	MH370 departed Kuala Lumpur International Airport for Beijing with 239 persons aboard.	Observed / official	RS-001
17:07:29	Last ACARS transmission recorded in the official flight chronology.	Observed / official	RS-001
~17:19	Final normal voice communication: transfer toward Ho Chi Minh control.	Observed / official	RS-001
17:21:13	Position symbol / normal secondary surveillance disappeared from ATC radar.	Observed / official	RS-001
17:21 onward	Aircraft turned back and later proceeded west across the Malay Peninsula / toward northern Sumatra according to primary/military radar reconstruction.	Derived from radar	RS-001, RS-011
18:22:12	Final radar detection used as a key anchor in later modelling.	Observed / official reconstruction	RS-008
18:25:27	AES/SATCOM log-on sequence; R600 BTO used for first arc.	Observed technical	RS-003, RS-007
18:39	Unanswered ground-to-air telephone call; BFO available.	Observed technical	RS-008
19:41	GES-initiated handshake.	Observed technical	RS-003, RS-008
20:41	GES-initiated handshake.	Observed technical	RS-003, RS-008
21:41	GES-initiated handshake.	Observed technical	RS-003, RS-008
22:41	GES-initiated handshake.	Observed technical	RS-003, RS-008
23:15	Unanswered ground-to-air telephone call; BFO available.	Observed technical	RS-008
08 Mar 2014 00:10:59	Final regular GES-initiated handshake before terminal log-on.	Observed technical	RS-003, RS-008
00:19:29	AES-initiated log-on; R600 BTO used for seventh arc.	Observed technical	RS-003, RS-007
00:19:37	Further final log-on message; final BFO behaviour used in descent analyses.	Observed / modelled significance	RS-007, RS-009, RS-021

Investigation and search chronology

Date	Event / significance	Sources
8 Mar 2014	Search and rescue commenced in South China Sea / Straits of Malacca.	RS-020
15 Mar 2014	Malaysia received combined satellite intelligence indicating a route into the southern Indian Ocean.	RS-020
17 Mar 2014	Australia assumed responsibility for southern Indian Ocean search and rescue.	RS-020
24 Mar 2014	Malaysia announced transition from search and rescue to search and recovery.	RS-020
30 Apr 2014	Surface search concluded without locating the aircraft.	RS-020
5 May 2014	Tripartite decision to commence initial 60,000 km2 underwater search.	RS-020
29 Jan 2015	Malaysia formally declared MH370 an accident.	RS-020
8 Mar 2015	First Interim Statement / Factual Information released.	RS-020
29 Jul 2015	Flaperon recovered on Réunion Island.	RS-020
3 Sep 2015	French judicial authority confirmed the flaperon belonged to MH370.	RS-020
20 Dec 2016	ATSB First Principles Review released; new 25,000 km2 highest-probability area identified after prior searched area elimination.	RS-010
17 Jan 2017	Tripartite underwater search suspended after >120,000 km2 high-resolution sonar coverage.	RS-011, RS-020
3 Oct 2017	ATSB Operational Search Final Report released.	RS-011
21 Jan 2018	Ocean Infinity second underwater search commenced on no-find-no-fee basis.	RS-020
29 May 2018	2018 Ocean Infinity search concluded after >112,000 km2.	RS-016, RS-020
31 Jul 2018	Malaysia released final Safety Investigation Report.	RS-001, RS-020
25 Mar 2025	Malaysia signed new Ocean Infinity agreement for a new estimated 15,000 km2 search area.	RS-018
25-28 Mar 2025	Current-search Phase 1.	RS-018
31 Dec 2025-23 Jan 2026	Current-search Phase 2.	RS-018
8 Mar 2026	Malaysia reported 28 operational search days and approx 7,571 km2 surveyed without confirmed wreckage location.	RS-018
26 Jun 2026	Malaysian Cabinet approved a one-year extension.	RS-019
29 Jun 2026	Transport Minister announced extension to 30 Jun 2027 and 7,428.54 km2 remaining.	RS-019

Chronology limitations

The chronology is designed for decision-grade reconstruction, not second-by-second replication of every ATC, military or search-agency action. The complete raw military radar and complete contemporaneous military decision record remain material evidence gaps.

Flight times are reported in UTC to avoid confusion with Malaysian local time. Where the surviving project record used approximate time rather than exact seconds, the chronology preserves that distinction.