



**P370-MR003**  
3 March 2017

## **MEDIA RELEASE**

### **PROJECT370 DETAILS PROPOSED APPROACH TOWARDS FINDING MH370**

Project370 today announced its intention to raise crowd funding on a worldwide basis to finance additional sidescan sonar surveys of the Indian Ocean in search of Boeing 777 9M-MRO.

The project team hopes to locate the airliner, which operated Malaysian Airlines flight MH370 on 8 March 2014, but failed to arrive at its scheduled destination.

The project is an initiative of several aviation safety enthusiasts, weather specialists, aviation safety investigators and interested supporters from 10 countries around the world who grew concerned at the suspension of the official sea searches. They decided that a combined effort stood a far better chance of success than several, fragmented attempts.

“We are aware that some relatives and other groups have announced their intention to try and raise funds to undertake their own projects.” comments Mark D Young, co-ordinator of Project370. “We have, in fact, reached out to several of these and invited them to join forces. Whoever finds the aircraft is not the important part. A good conclusion is vital and must be larger than any personal agendas. This must be done for the good of global aviation safety.”

“We have a group of expert volunteers who have individually invested more than two and a half years in the background work needed to undertake a search of this magnitude efficiently, effectively and to the highest professional standards. Some of our volunteers have experience with the only other large airline loss in the southern Indian Ocean. We are, therefore, confident that our collective groundwork and preparations have been thorough. That said, however, we would be happy to work in concert with any serious, professionally organised grouping pursuing the same end result. This is a disaster with global implications and it needs a global response.”

Like any detective story, the Project370 team is following the physical evidence on hand as a first resort.

“There is only one relatively small area of the Indian Ocean from which the debris found to date could have originated.” says project co-founder Mike Chillit of Wisconsin, USA. “It is well north of the area already searched by the ATSB.”

“Of all the possibilities we have evaluated so far, this area defined by Mike appears to be the most accurate.” adds Mark.

“Mike has spent years on this problem. Many other experts in various fields have reviewed his data and concur his target zone makes the best, most logical starting point for new surveys. Of even more comfort is the fact that more and more official experts working on the problem are moving their focus northwards as well. It is interesting, in fact, to study many of the newer published work by those involved with the official searches and note their similarities to the ideas Mike espoused more than a year and a half ago. We will, therefore, as a first resort, go and search in the area Mike

has identified. If that is empty, we hope to go on to further likely areas defined by other, less compelling evidence.”

“We are aware that this is a huge undertaking but we all feel it is one well worth doing. We cannot just sit back and let the final resting place of 239 fellow human beings not be found. How they got there is a vital question that has to be answered for the safety of every airline passenger in the world.”

“In the great scheme of things the projected cost of around US\$4 million for the first phase, far less if we find it early on in the planned survey area, is an insignificant detail when set against the value of completing the aviation accident record and, as a consequence, bringing some peace of mind to the relatives of the passengers.” Mark concluded

The project has been in discussion with the world's leading deep sea sidescan contractor to undertake the searches.

“Our proposed survey partner's proprietary equipment can scan a 6km wide section of the seafloor with every pass.” Mike explains. “This far exceeds the capabilities of any other contractor and will permit us to cover large areas rapidly, with very high definition. If the aircraft is in my target zone, I am quietly confident these guys will find it.”

If the aircraft is found early and public donations show a surplus after survey costs, the Project team has resolved to give any such surplus to ICAO (International Civil Aviation Organisation) to fund improved over water tracking technology for civil airliners.

Learn more at: [www.project370.org](http://www.project370.org)

You can find the group on Twitter at: [@Project370](https://twitter.com/Project370) .

The crowd funding donation facility can be reached via the project website.

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### ***About Project370***

*Project370 is a formal non-profit. It was established using internet co-operation and meeting technologies following the announcement of the cessation of official searches for flight MH370. Project370 is collating all available data on possible locations of 9M-MRO and – donations permitting - will commission sea surveys on a priority basis to scan identified areas until, it is hoped, the location of the aircraft can be determined.*

*All costs of running and establishing the entity thus far have been, and will be, absorbed by its volunteers.*

*Upon a successful conclusion of the project, the entity's founding documents and constitution provide for the donation of any surplus donations in its accounts to ICAO for the improvement of over-water tracking technology used on the world's civil aviation fleet.*

### **Media inquiries:**

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