

Exactly 10 years ago, on the 8th of March 2014, the Beijing-Capital International Airport bound Malaysia Airlines flight MH 370 disappeared off the radar screens of Malay Air Traffic Controllers, around an hour after taking off from the airline's Kuala Lumpur hub.



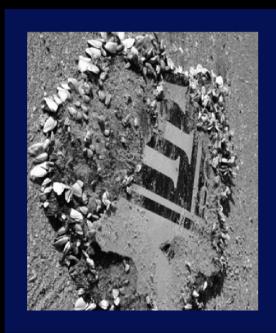


While most of the passengers were from People's Republic of China (PRC), 227 passengers of 14 nationalities were on board - all presumed to be dead. An unsuccessful three-year-long search operation followed, with heavy involvement from Malaysia, Australia, China, and India alongside Western countries.



A private search operation by Texas-based Ocean Infinity in 2018 also failed to yield results; only the flaperons and other small aircraft debris have ever been recovered on the coasts of Mozambique and Réunion Island.







The extensive deliberations in the aftermath of MH 370 eventually led to the development of the Global Aeronautical Distress and Safety System (GADSS), which compels airlines to establish an automatic reporting system on all new flights and send out regular information on their whereabouts.



INDIAN BOEING P8-I POSEIDON

When airplane operations are compromised, Autonomous Distress Tracking (ADT) gets activated, sharply reducing the intervals to one minute. The latest deadline of UN's International Civil Aviation Organisation (ICAO) to install the ADT is 1st of January 2025 - postponed due to the COVID-19 pandemic.



This particular incident is a testament to the fact that humans still have a lot of technological expertise left to achieve - the search for an aircraft with a Maximum Takeoff Weight (MTOW) of around 300 tonnes has been inconclusive even after spending approximately US \$130 Million.



THE CRY FOR TRUTH

While the families of the affected still await closure, the crash has highlighted the shortcomings of human prowess, thus indicating the future scope of progress.



