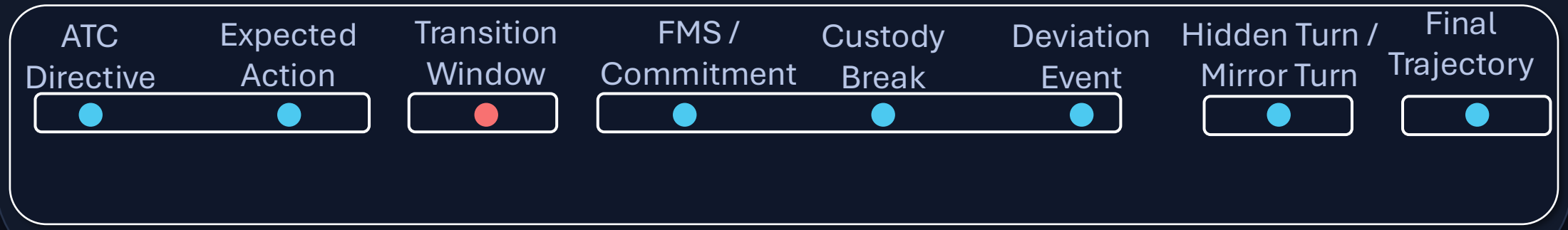
8-SLIDE EXPLAINER

MH370: The IGARI Transition

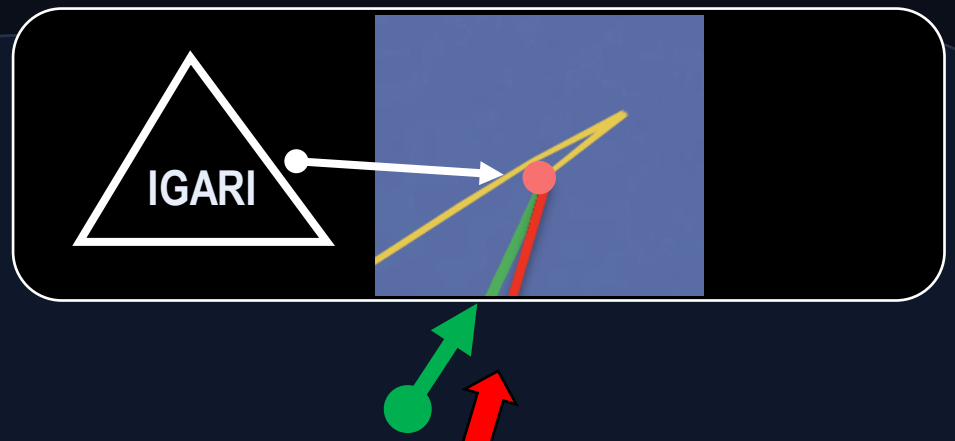
How a routine handoff becomes a deliberate diversion — in eight beats



IGARI is the pivot point

Segment 2 — What IGARI is (and why it matters)

Waypoint + FIR boundary: last “normal” checkpoint before the diversion.



• **Green = MH370 “still in transition.”**
That means the flight is still inside the *handoff window*—the last “normal” portion where the aircraft is expected to continue straight on the planned routing, but it **has not fully committed to the next controlled segment** yet (because the controller handoff/acceptance is the hinge).

• **Red = the “committed route” (your normal/expected continuation).**
This is the path the aircraft *should* take once it’s effectively **accepted into the next control region**—same flight plan, same airway logic, nothing unusual. It’s the “keep going, stay on rails” path.

Schematic only

IGARI = a handoff point

- Planned route is still in place up to this point.
- It sits at the boundary between air-traffic regions (FIRs).
- After IGARI, we expect routine: “next controller, same route.”

Why we focus here

- Multiple independent signals should agree (ATC, transponder, comms).
- Instead, the chain of custody breaks right here.
- So, we treat IGARI as the “hinge” of the entire night.

Segment 3 — The handoff moment (what “normal” looks like)

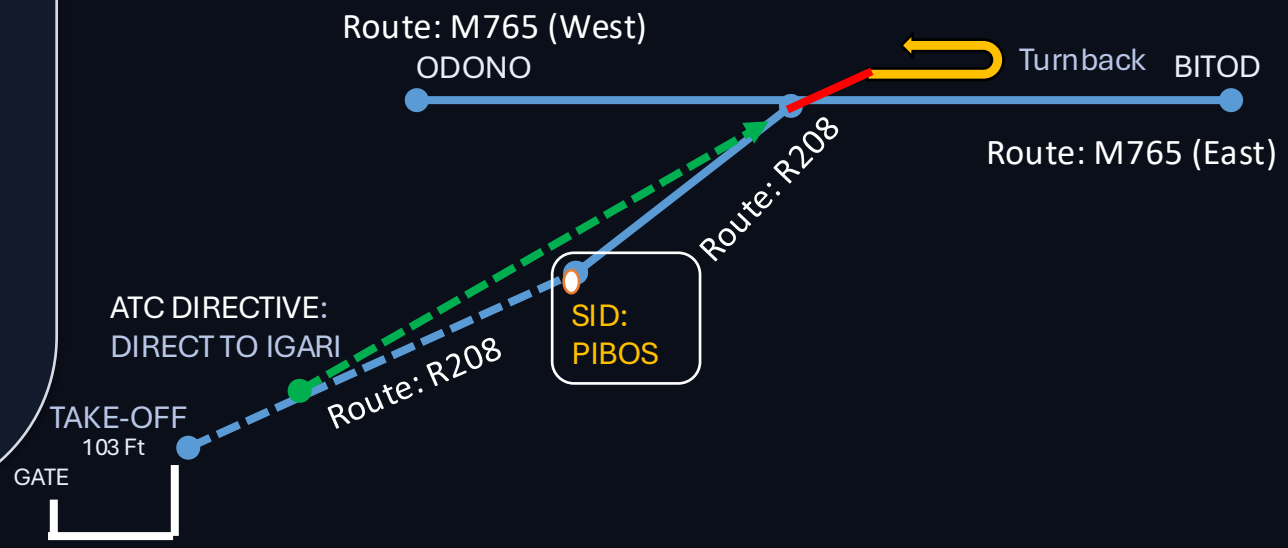
At IGARI, the aircraft should simply continue to the next waypoint under the next controller.

Normal chain of custody

- Autopilot & flight plan
- ATC tracking (FIR A)
- Handoff at IGARI
- ATC tracking (FIR B)
- Continue to next waypoint

Key idea

- A handoff is routine; it is not a “black hole.”
- If everything is normal, systems stay consistent through the boundary.
- So, any break right here is meaningful — not noise.



Segment 4 — The break in the chain (what changes at/after IGARI)

This is where normal tracking should continue — but it doesn't.

Three "lights" that should stay on

ID

Transponder / ATC identity

- Should remain broadcasting
- Instead: switched off

Identity removed

ATC

Controller-to-crew continuity

- Should call next FIR
- Instead: radio silence

Voice link broken

LN AV

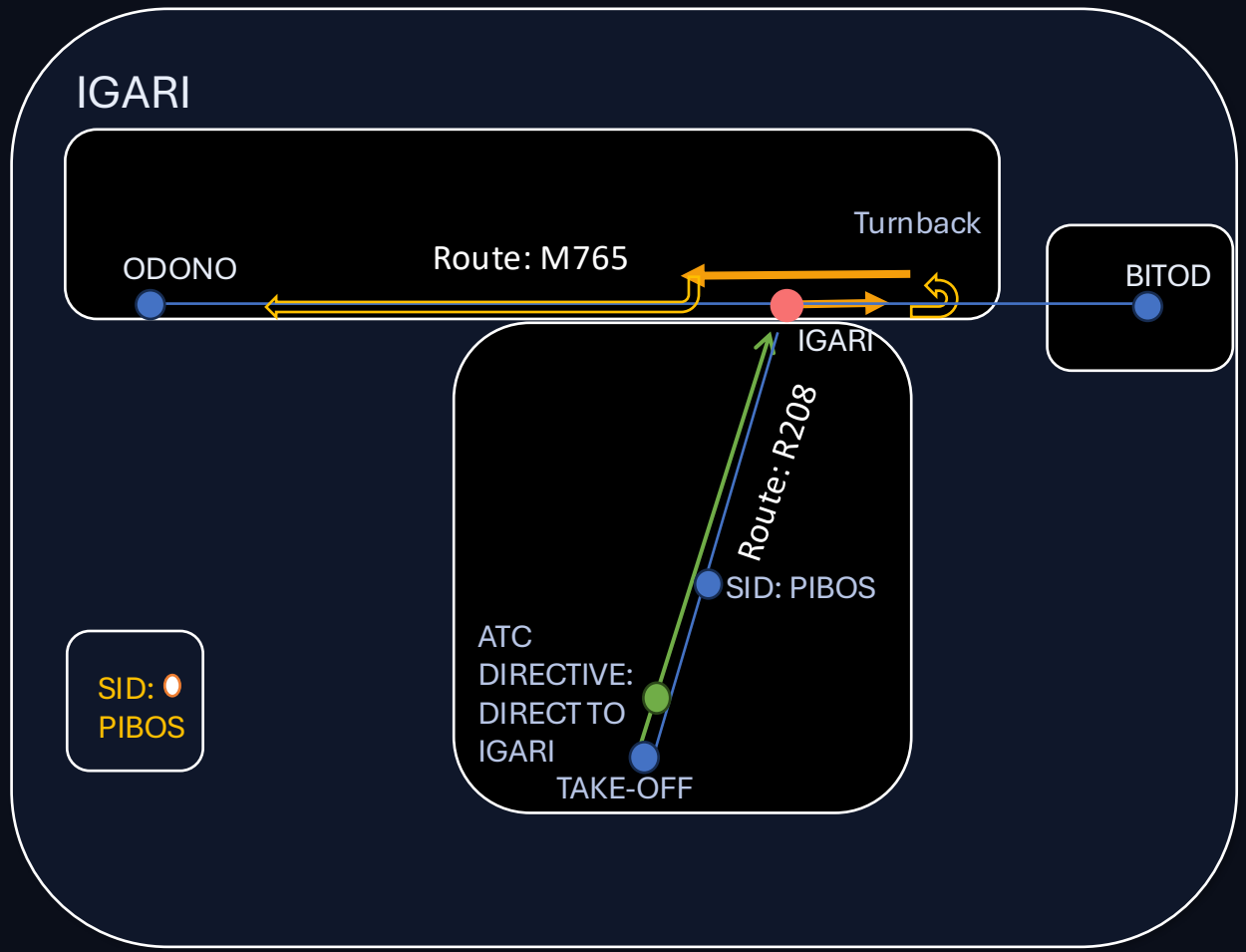
Navigation continuity

- Should proceed to next waypoint
- Instead: turn back

Route deviates

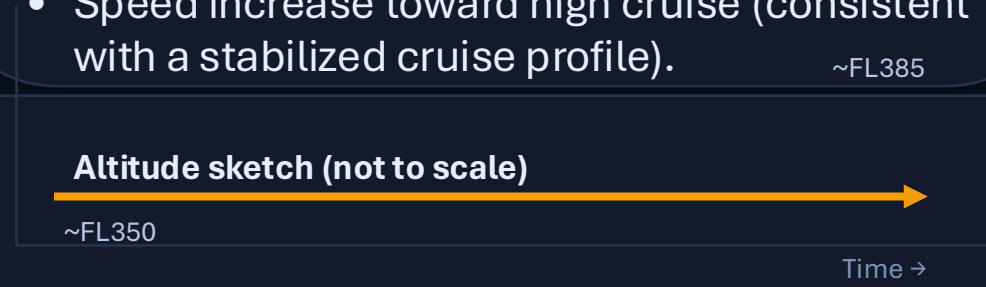
Segment 5 — What happens immediately after: turnback + climb

Primary radar continues; the aircraft reverses course and climbs above cruise level.



Primary radar continues; altitude becomes inferred (not directly measured

- Turnback across the Malay peninsula.
- Altitude after SSR loss is not directly measured; reconstructions assume a high-altitude cruise level.
- Some reconstructions used ~FL385 as a representative cruise level (model assumption).
- Speed increase toward high cruise (consistent with a stabilized cruise profile).



Segment 6 — What the IGARI transition tells us

We don’t need motives here — we need control signatures.

Aviation logic: “control signatures”

- Coordinated changes across systems suggest deliberate control.
- Accidents tend to create inconsistent, cascading failures.
- Here we see clean, staged changes — then purposeful navigation.

What we can say with confidence

- The transition is a sequence, not a single event.
- It starts at IGARI and persists through the Malacca Strait.
- That sequence sets up the later “southbound” phase.

Our framing for listeners

“We treat IGARI as the hinge: a clean before-and-after.

Before: routine flight plan + expected handoff.
After: identity removed, silence, turnback, climb — and a new track.”

Keep it simple for the audience

Segment 7 — Malacca Strait: the last radar anchor

This phase is the bridge: it’s the last independently observed track before SATCOM-only inference.

What we anchor (and why)

- Track continues northwest along the Malacca Strait after Penang.
- Route aligns with airway N571 toward VAMPI / MEKAR (radar-consistent geometry).
- Last reported military radar capture: 18:22:12 UTC (≈10 NM after MEKAR on N571).

Why it matters

- This is the last place we can point to a “hard” track.
- Anything after 18:22 must reconcile back to this anchor — not replace it.

Radar phase

Segment 8 — Bridge to SATCOM: what must connect back to radar

If we anchor the IGARI-to-radar phase, the satellite phase becomes constrained.

Our close

- IGARI gives us a clean before/after boundary.
- After that, radar takes us to the last military capture at 18:22:12 UTC.
- From there, the “satellite era” (BTO/BFO arcs) has to connect back to this anchor.

Next segment

From last radar → first SATCOM handshake: what must be true (and what can’t be hand-waved).

We’ll bring in BFO residuals and “ditch” logic only after this anchor is solid.