

# Oman Transport Safety Bureau (OTSB)

## Preliminary Report

### TCAS Resolution between Etihad Airways - Airbus 320-232 and Boeing 787-9 Dreamline in Muscat FIR

**OTSB Case File No: AIFN001.02.2026**

Operator: Etihad Airways

Make and Model of The Aircraft: Airbus 320-232

Nationality and Registration Marks: United Arab Emirates, A6 - EIM

Operator: Etihad Airways

Make and Model of The Aircraft: Boeing 787-9 Dreamline

Nationality and Registration Marks: United Arab Emirates, A6 - BLX

Location of the Occurrence: Muscat FIR, in the vicinity of TOLDA

(22°40'14.75" N) (058°37'11.03"E) and (22°40 '01.85" N) (058°36'54.18"E)

State of Occurrence: Sultanate of Oman

Date and Time of Occurrence: 06<sup>th</sup> February 2026, 18:47:55 UTC

Date of Publication: 08<sup>th</sup> March 2026

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## Purpose of the Investigation

The investigation was conducted by the Air Accident Investigation Section of the Oman Transport Safety Bureau (OTSB) pursuant to Civil Aviation Law 76/2019 Chapter 10, and in compliance with the Civil Aviation Regulation CAR-13.011 - Aircraft Accident & Incident Investigation & Reporting Procedures. The investigation was in conformance with the standards and recommended practices in Annex 13 - Aircraft Accident and Incident Investigation to the Convention on International Civil Aviation Organization (ICAO).

The sole objective of the investigation of an accident and incident is to prevent future aircraft accidents and incidents and not to apportion blame or liability.

Oman Transport Safety Bureau issue the Preliminary Report in accordance with the national and international standards and industry best practice.

The Preliminary Report is publicly made available at:

<http://www.mtcit.gov.om>

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## Abbreviations

Abbreviation	Description
°	Degree
AAI	Air Accident Investigations
AAIS	Air Accident Investigation Section
ALT	Altitude
ANSIC	Air Navigation Service Incident Coordination
ATC	Air Traffic Control
ATCO	Air Traffic Controller
AWY	Airway
BEA	Bureau d'enquêtes et d'analyses pour la sécurité de l'aviation civile
CAA	Civil Aviation Authority
CAL	Civil Aviation Law
CSN	Cycles Since New
CVR	Cockpit Voice Recorder
FCU	Flight Control Unit
FIR	Flight information Region
FL	Flight level
FO	First Officer
FPL	Flight Plan
FPM	Feet Per Minute
FT	Feet
GCAA	General Civil Aviation Authority
ICAO	International Civil Aviation Organization
IIC	Investigator-in-Charge
Knots	KTS
LB	Level Bust
LPC	License Proficiency Check
MCT	Muscat
MODE S	Selective / Mode Select
NM	Nautical Mile
OPC	Operator Proficiency Check
OTSB	Oman Transport Safety Bureau
PF	Pilot Flying

<b>PM</b>	Pilot Monitoring
<b>RA</b>	Resolution Advisory
<b>RDR</b>	Radar
<b>ROC</b>	Rate of Climb
<b>ROD</b>	Rate of Descent
<b>TCAS</b>	Traffic Collision Avoidance System
<b>UTC</b>	Universal Time Coordinate
<b>VLD</b>	Valid only with correction for defective distant vision
<b>WPT</b>	Waypoint

Indra System Safety net Alert Abbreviation		
STCA	Short Term Conflict Alert	"Yellow" Prediction "Red" Violation
AW	Minimum Safe Altitude Warning (MSAW)	
W	RVSM	
LB	Level Burst	"Yellow" CFL not matching AFL "Red" CFL not matching Mode-S flight level
HG	Heading conformance	
MC	Medium Term Conflict Detection	
RO	Route off	
SQ	SSR Code Conformance alert	

## Synopsis

Oman Transport Safety Bureau (OTSB) was notified of the serious incident by Directorate General of Air Navigation (DGAN) through OTSB email on 8<sup>th</sup> February 2026 at 07:36 PM Local Time (LT). The incident occurred on 06<sup>th</sup> February 2026 at 18:47:55 UTC over Muscat FIR in the vicinity of TOLDA.

The Air Traffic Control Officer (ATCO) providing air navigational services in Bravo sector instructed the Flight Crew of ETD7AN to descend from FL360 to FL340 and to expedite reaching due to converging faster traffic over TULBU aircraft VOZ001 at FL360 coming from Middle Sector EMURU and the Flight Crew readback, but the readback was not clear.

The ATCO reported that while aircraft ETD476 was at FL330 from Central Sector and aircraft ETD7AN was on descent, a yellow Short-Term Conflict Alert (STCA) and Level Burst (LB) indication warning were activated and MODE S showed that aircraft ETD7AN was descending to FL320. The ATCO instructed the Flight Crew of ETD7AN to stop descending and level off at FL340 and turn 50 degrees to the right but there was no response from Flight Crew of ETD7AN.

Due to no response from the Flight Crew of ETD7AN, the ATCO repeated the transmission and after 20 seconds the Flight Crew of ETD7AN replied by stating "7AN go ahead". The ATCO instructed the Flight Crew of ETD7AN to maintain FL 340 and turn right 50 degrees and there was no response. At this time, aircraft ETD7AN was on descent passing through FL332 and the flight crew of ETD476 reported TCAS RA. Later the Flight Crew of ETD7AN called the ATCO by stating "ETD7AN we had TCAS RA resume navigation toward?" Then ATCO instructed aircraft ETD7AN to proceed direct to TULBU.

Both aircraft continued to their destinations and landed safely with no further incidents.

Following the review of the occurrence, OTSB classified the occurrence as a serious incident requiring investigation and the Director of OTSB appointed Investigator In Charge (IIC) and investigation team to institute and conduct investigation. The following parties were notified:

- State of Design and Manufacturer of Airbus France-Bureau d'enquêtes et d'analyses pour la sécurité de l'aviation civile French Safety Investigation Authority (BEA), France.
- State of Design and Manufacturer, Boeing, National Transportation Safety Board (NTSB); United States of America (USA)
- International Civil Aviation Organization (ICAO)
- State of Operator and Registry United Arab Emirates (UAE) General Civil Aviation Authority- Air Accident Investigations (GCAA-AAI), U.A.E
- Sultanate of Oman Civil Aviation Authority (CAA)

An investigation team was appointed and investigation was conducted in conformance with the ICAO Annex13, CAR 13 and OTSB Investigation procedures. The Sultanate of Oman is the State of Occurrence. The following parties were involved in the investigation through their appointed accredited representatives and advisers:

- State of Design and Manufacturer of Airbus France-Bureau d'enquêtes et d'analyses pour la sécurité de l'aviation civile (BEA), France
- State of Design and Manufacturer, Boeing, National Transportation Safety Board (NTSB); United States of America (USA)
- State of Operator and Registry United Arab Emirates (UAE) General Civil Aviation Authority- Air Accident Investigations (GCAA-AAI)

The Preliminary Report issued on (08<sup>th</sup> March 2025) and it will be made public at the below link:

[www.mtcit.gov.om](http://www.mtcit.gov.om)

After the investigation is completed, OTSB will release and publish the Final Report. The Final Report will be made public at the below link:

<http://www.mtcit.gov.om>.

Unless otherwise mentioned, all times in this report are UTC. Local Time in The Sultanate of Oman is UTC plus +4 hours. Photos and figures used in this report were obtained from Directorate General of Air Navigation (DGAN) and adjusted from the original for the sole purpose of improving the clarity of the report. Modifications to images used in this report are limited to cropping, magnification, file compression, or enhancement of colour, brightness, contrast or insertion of text boxes, arrows or lines.

## 1. FACTUAL INFORMATION

### 1.1 History of Flight

1.1.1 On the 6<sup>th</sup> of February 2026, Etihad Airways aircraft ETD7AN with registration marks A6-EIM, an Airbus 320-232 departed from Jaipur International Airport (VIJP), India on an international scheduled flight with intended destination Zayed International Airport (OMAA), United Arab Emirates. While aircraft ETD476 with registration marks A6- BLX Boeing 787-9 Dreamline was at FL330 from central sector departed from Zayed International Airport (OMAA) on an international scheduled flight with intended destination Soekarno Hatta Intl Airport (WIII).

1.1.2 According to the radar playback, there were 17 aircraft under the ATCO control. ETD7AN was coming from Air Way (AWY) L444 maintaining FL360 and ETD476 was coming from Airway (AWY) N318 maintaining FL330, both aircraft were approaching Way Point (WP) TOLDA.

1.1.3 At 18:46:12, ATCO instructed the flight crew of ETD7AN to descend from FL360 to FL340. At 18:46:18, there was unclear read back from the flight crew of ETD7AN.

1.1.4 At 18:47:19, Level Burst (LB) alert was activated on the ATCO Indra radar display screen as aircraft ETD7AN was on descent passing through FL345 with a Rate of Descend (ROD) 2900 Feet Per Minute (FPM) and aircraft ETD476 was maintaining FL330 as indicated in figure 1 below.



Figure1 shows Level Burst (LB) on aircraft ETD7AN while on descent passing through FL345 for FL340 with ROD 2900 FPM.

1.1.5 The Yellow STCA was activated on the radar display at 18:47:23 as aircraft ETD7AN descent passing through FL343 with a Rate of Descend (ROD) 3100 Feet Per Minute (FPM) and aircraft ETD476 was maintaining FL330 as indicated in figure 2.

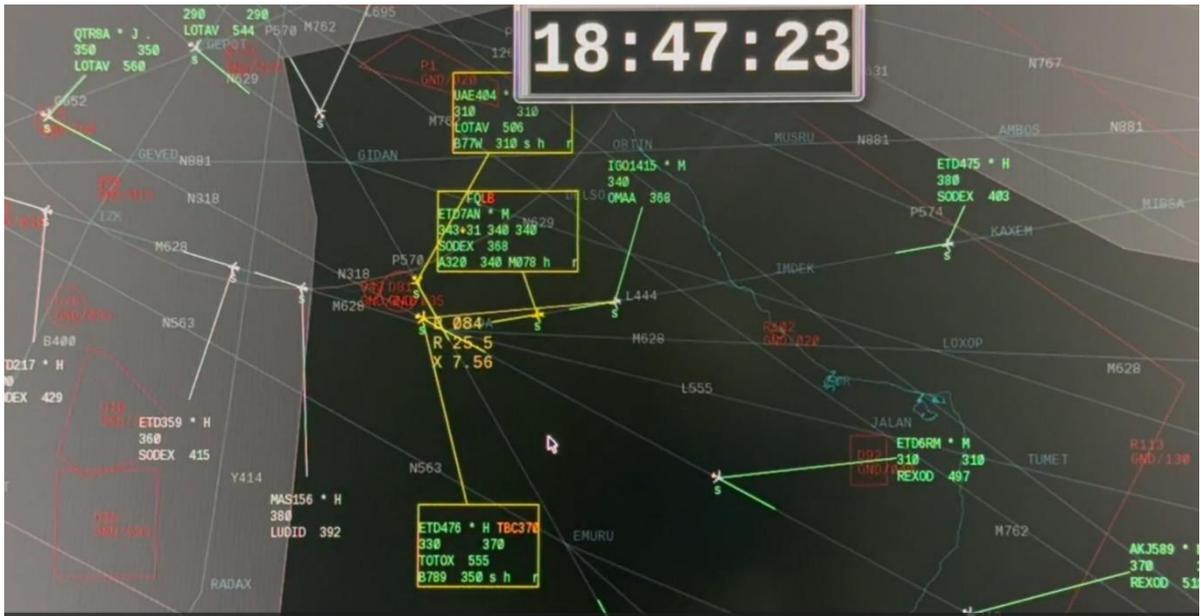


Figure2 shows yellow STCA on aircraft ETD7AN while on descent passing through FL343 for FL340 with ROD 3100 FPM

- 1.1.6 At 18:47:27, ATCO called the flight crew of ETD7AN to maintain FL340. At 18:47:33, Bravo ATCO repeated again instructing the flight crew of ETD7AN turn right 50 degrees, turn right 50 degrees and maintain level 340 but there was no response from flight crew of ETD7AN.
- 1.1.7 At 18:47:43, ATCO again called the flight crew of ETD7AN and at 18:47:46, the flight crew of ETD7AN responded by stating 7AN go ahead". At 18:47:48, ATCO instructed the flight crew of ETD7AN to maintain FL340 and to turn right 50° and there was no response. At 18:47:55, the flight crew of ETD476 reported to ATCO TCAS RA and the ATCO acknowledged as indicated in figure 3 below.

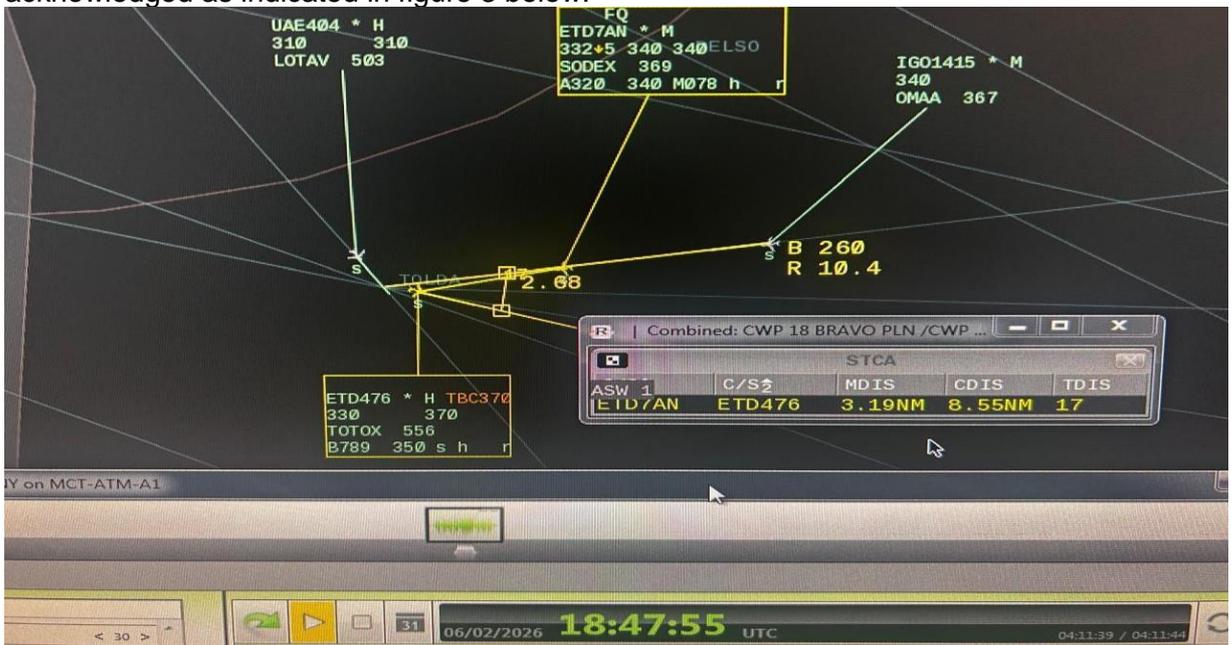


Figure3. shows ETD476 maintaining FL330 with Indicated Air Speed (IAS) 556 Knots (KTS) and ETD7AN descending through FL332 with ROD of 500FPM and IAS of 369KTS

- 1.1.8 At 18:48:10, Medium Term Conflict Detection (MC) and a red STCA warnings were activated on the radar screen on both aircraft ETD7AN and ETD476 while aircraft ETD7AN was climbing passing through FL335 for FL340 with ROC 1600 FPM and aircraft ETD476 was descending passing through FL329 with ROD 1600 FPM as indicated in Figure 4 below.

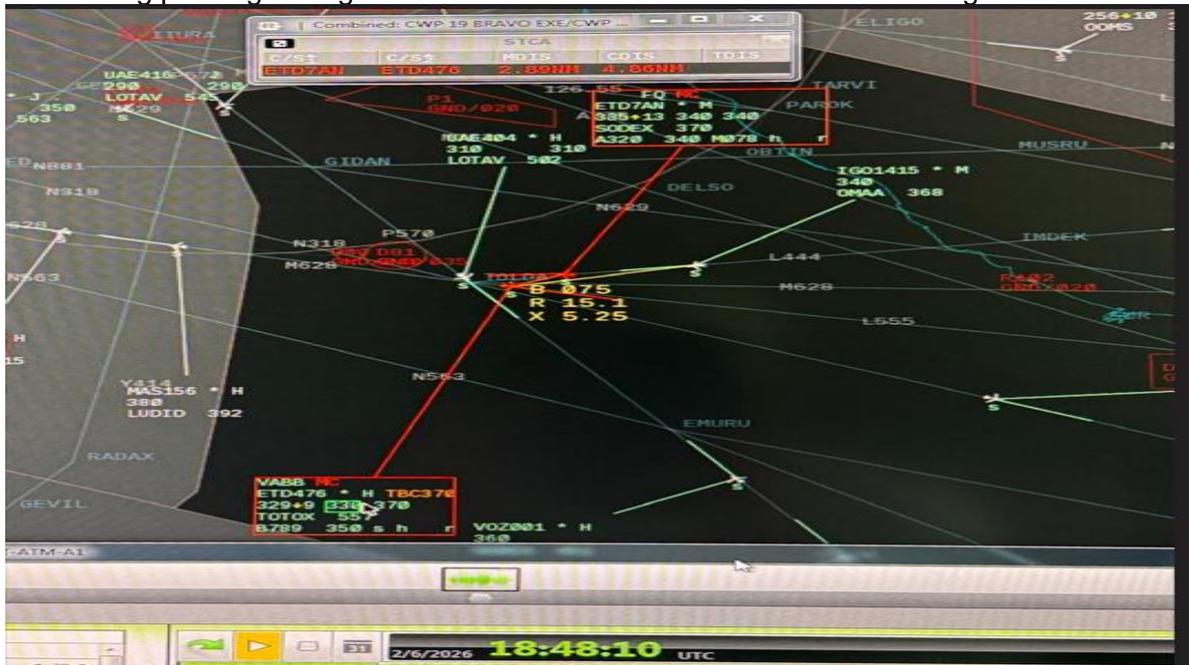


Figure 4. shows MC and red STCA warning was displayed on the radar screen for both aircraft ETD7AN and ETD476

- 1.1.9 At 18:48:11, the flight crew of ETD476 reported to ATCO that they are descending due to traffic RA. At 18:48:26, ATCO acknowledged by stating “ETD476 Roger”.
- 1.1.10 At 18:48:29, the flight crew of ETD476 reported to ATCO that they were clear of traffic and resuming FL330 and ATCO acknowledged the communication from the flight crew of ETD476.
- 1.1.11 At 18:48:43, the flight crew of ETD7AN reported to ATCO that they had TCAS RA by stating “ETD7AN we had TCAS RA resume navigation toward?” and the ATCO responded to the flight crew of ETD7AN that the instruction was to descend to FL340 and not FL320.
- 1.1.12 The Captain who was the Pilot Flying (PF), stated that during cruise at FL360 the aircraft control and communications of aircraft ETD7AN was handed over to the First Officer (FO) who was the Pilot Monitoring (PM) before the PF left the cockpit for a restroom break. The operators “absence in the cockpit procedure” was applied. The FO was briefed by the Captain accordingly and resumed the role of both the PF and PM whilst the Captain was away. According to the FO, the ATCO instructed the flight crew of ETD7AN to descend from FL360 to FL320 due to the traffic and further was requested to expedite the descent. The FO acknowledged the clearance, set FL320 on the Flight Control Unit (FCU), and initiated the descent in OPEN DESCENT MODE in compliance with ATCO instructions. Also, the Captain indicated that the Cabin Director (CD) was in the cockpit during the occurrence due to serving food that was ordered by the FO before the occurrence and this was confirmed by the FO.
- 1.1.13 The FO of ETD7AN stated that, while passing through FL340, Bravo ATCO called and advised that the cleared level was FL340, not FL320. As the aircraft was already descending, a TCAS TA occurred at FL340, which subsequently escalated to a TCAS RA commanding a

CLIMB at FL335. The TCAS RA was followed, once clear of conflict. ATCO then instructed aircraft ETD7AN to climb and maintain FL340 and the Captain, who just came back to the cockpit took over control and completed the memory item manoeuvre, while climbing to FL340.

1.1.13 According to the planner, the ATCO was advised to instruct the flight crew of ETD7AN to expedite the descent from FL360 to FL340 due to traffic. The planner didn't hear the read-back from the flight crew of ETD7AN.

1.1.14 The planner further stated that when both the planner and the ATCO noticed aircraft ETD7AN on the radar screen passing FL340 and continuing its descent, the ATCO attempted to achieve vertical or horizontal separation by instructing the traffic to stop at FL340 and turn 50° to the right. Meanwhile, aircraft ETD7AN was encountering TCAS RA due to conflicting aircraft ETD476 at FL330.

1.1.15 ATCO stated that the frequency in use 126.55 MHz was serviceable but sometimes unclear Transmitting / Receiving (Tx/Rx). The flight crew of ETD7AN was given instruction to descend from FL360 to FL340 in order to avoid conflict with the faster traffic VOZ001 coming from AWY P570 Middle sector at the same FL360. The readback from the flight crew of ETD7AN was received which was believed by the ATCO to be FL340.

1.1.16 ATCO stated that both ATCO and Planner noticed the yellow and red STCA, MC and LB warning indications on the radar screen observing aircraft ETD7AN descending to FL320. ATCO immediately instructed the flight crew of ETD7AN to level off at FL340 and turn right 50°, no acknowledgment was received from Flight Crew of ETD7AN and the ATCO repeated the transmission again. At the time the aircraft ETD7AN was on descent passing through FL340 with a high rate of descent, Red STCA was observed. The flight crew of ETD7AN acknowledged and reported TCAS RA.

## 1.2 Injuries to Persons

### 1.2.1 Aircraft A6-EIM (ETD7AN)

Injuries	Pilot	Crew	Pass.	Total on Board	Other
Fatal	-	-	-	-	-
Serious	-	-	-	-	-
Minor	-	-	-	-	-
None	2	4	160	166	-
Total	2	4	160	166	-

Note: Other means people on the ground.

### Aircraft A6-BLX (ETD476)

Injuries	Pilot	Crew	Pass.	Total on Board	Other
Fatal	-	-	-	-	-
Serious	-	-	-	-	-
Minor	-	-	-	-	-
None	3	9	289	301	-
Total	3	9	289	301	-

Note: Other means people on the ground.



### 1.3 Damage to Aircraft

1.3.1 Not applicable.

### 1.4 Other Damage

1.4.1 Not applicable.

### 1.5 Personnel Information

#### 1.5.1 Aircraft A6-EIM (ETD7AN) Pilot-in-command (Pilot Flying)

Nationality	Indian		
Medical Validity	26 <sup>th</sup> July 2026	Licence Type	ATPL-A
Licence Validity	27 <sup>th</sup> July 2033	Type Endorsed	A320
Ratings	A320		
English Language Proficiency	Level	5	
	Issue Date	28 <sup>th</sup> September 2023	
	Expiry Date	27 <sup>th</sup> September 2029	
LPC Issue Date	15 <sup>th</sup> January 2026	OPC Issue Date	15 <sup>th</sup> January 2026
LPC Expiry Date	31 <sup>st</sup> January 2027	OPC Expiry Date	31 <sup>st</sup> July 2026
Restrictions	TBA		

#### Flying Experience:

Total Hours	12511:12
Total Flying Hours on Type	388:44
Total Flying Hours as Captain	TBA
Total Past 24 Hours	3:11
Total Past 7 Days	19:57
Total Past 30 Days	75:37
Total Past 90 Days	172:14

1.5.1.1 The Captain was issued an Airline Transport Pilot license - (ATPL- A) by the UAE-GCAA and rated for A320. The license was valid at the time of the serious incident. The Captain has level 5 English Language proficiency with an expiry date of 27<sup>th</sup> September 2029.

1.5.1.2 The Captain was issued a Class (one) 1 medical certificate with an expiry date of 26<sup>th</sup> July 2026.

### 1.5.2 First officer (Pilot Monitoring)

Nationality	Spanish		
Medical Validity	26 <sup>th</sup> March 2026	Licence type	ATPL-A
Licence Validity	25 <sup>th</sup> June 2032	Type Endorsed	A320
Ratings	A320		
English Language Proficiency	Level	5	
	Issue Date	01 <sup>st</sup> June 2023	
	Expiry Date	31 <sup>st</sup> May 2029	
LPC Issue Date	16 <sup>th</sup> November 2025	OPC Issue Date	16 <sup>th</sup> November 2025
LPC Expiry Date	30 <sup>th</sup> November 2026	OPC Expiry Date	30 <sup>th</sup> June 2026
Restrictions	TBA		

### Flying Experience:

Total Hours	6600:43
Total Flying Hours on Type	1152:40
Total Flying Hours as First Officer	TBA
Total Past 24 Hours	3:11
Total Past 7 Days	23:22
Total Past 30 Days	76:26
Total Past 90 Days	179:02

1.5.2.1 The FO was issued an Airline Transport Pilot License A (ATPL-A) by the UAE-GCAA and rated for A320. The license was valid at the time of the serious incident. The FO has level 5 English Language proficiency with an expiry date of 31<sup>st</sup> May 2029.

1.5.2.2 The FO was issued a Class (one) 1 medical certificate with an expiry date of 26<sup>th</sup> March 2026.

### 1.5.3 A6-BLX-(ETD476) Pilot-in-command (Pilot Flying)

Nationality	Greek		
Medical Validity	06 <sup>th</sup> October 2026	Licence Type	ATPL-A
Licence Validity	08 <sup>th</sup> October 2032	Type Endorsed	B777-B787
Ratings	A320-A330-B777-B787		
English Language Proficiency	Level	5	
	Issue Date	15 <sup>th</sup> September 2022	
	Expiry Date	14 <sup>th</sup> September 2028	
LPC Issue Date	29 <sup>th</sup> November 2025	OPC Issue Date	29 <sup>th</sup> November 2025
LPC Expiry Date	30 <sup>th</sup> November 2026	OPC Expiry Date	30 <sup>th</sup> June 2026
Restrictions	TBA		



### Flying Experience:

Total Hours	12064:43
Total Flying Hours on Type	3342:38
Total Flying Hours as Captain	TBA
Total Past 24 Hours	none
Total Past 7 Days	08:38
Total Past 30 Days	69:58
Total Past 90 Days	195:45

1.5.3.1 The Captain was issued an Airline Transport Pilot License A- (ATPL- A) by the UAE-DGCAA and rated for A320-A330 -B777-B787. The license was valid at the time of the serious incident. The Captain has level 5 English Language proficiency with an expiry date of 14<sup>th</sup> September 2028.

1.5.3.2 The Captain was issued a Class (one) 1 medical certificate with an expiry date of 6<sup>th</sup> October 2026.

### 1.5.4 A6-BLX-ETD476 - First officer (Pilot Monitoring)

Nationality	Emirati		
Medical Validity	29 <sup>th</sup> August 2026	Licence type	ATPL-A
Licence Validity	11 <sup>th</sup> January 2034	Type Endorsed	B777-B787
Ratings	A320-B777-B787		
English Language Proficiency Level, Issue and Expiry Date	Level	5	
	Issue Date	14 <sup>th</sup> January 2025	
	Expiry Date	03 <sup>rd</sup> January 2031	
LPC Issue Date	08 <sup>th</sup> September 2025	OPC Issue Date	08 <sup>th</sup> September 2025
LPC Expiry Date	30 <sup>th</sup> September 2026	OPC Expiry Date	31 <sup>st</sup> March 2026
Restrictions	TBA		

### Flying Experience:

Total Hours	7045:06:00
Total Flying Hours on Type	3461:55
Total Flying Hours as First Officer	TBA
Total Past 24 Hours	none
Total Past 7 Days	none
Total Past 30 Days	55:18
Total Past 90 Days	161:01

1.5.4.1 The FO was issued an Airline Transport Pilot License A (ATPL-A) by the UAE - DGCAA and rated for A320 - B777-B787. The license was valid at the time of the serious incident. The FO has level 5 English Language proficiency with an expiry date of 3<sup>rd</sup> January 2031.

1.5.4.2 The FO was issued a Class (one) 1 medical certificate with an expiry date of 29<sup>th</sup> August 2026.

#### 1.5.5 Cabin Director of ETD7AN

Nationality	Moroccan		
Medical validity	10 <sup>th</sup> May 2026	Licence type	Cabin Crew
Licence validity	13 <sup>th</sup> June 2032	Type endorsed	Yes
Ratings	A320, A330, A340, A380, B777, B787		

#### 1.5.6 Air Traffic Controller (ATCO)

Nationality	Malaysian		
Medical valid	15 <sup>th</sup> February 2027	Licence type	Air Traffic Controller
Licence valid	31 <sup>st</sup> July 2030	Type endorsed	Yes
English Language Proficiency (ELP)	Level	4	
	Expiry Date	01 <sup>st</sup> July 2028	
Ratings	ACP, ACS		
Restrictions	VDL		

1.5.6.1 The ATCO license was initially issued on 2<sup>nd</sup> July 2025 and will expire on 31<sup>st</sup> July 2030.

1.5.6.2 The ATCO was issued with English language proficiency with level 4 and will expire on 1<sup>st</sup> July 2028.

1.5.6.3 The ATCO has a valid Class three (3) medical certificate with expiry date of 15<sup>th</sup> February 2027 with "Correction for defective distant vision and carry a spare set of spectacles (VDL) limitation.

## 1.6 Aircraft Information

### 1.6.1 Airframe

#### A6-EIM (ETD7AN)

Manufacturer/Model	A320	
Serial Number	04077	
Year of Manufacture	12 <sup>th</sup> October 2009	
Total Airframe Hours (At Time of Serious Incidents)	55271:08	
Last Inspection (Date & Hours)	06 <sup>th</sup> February 26	55267:42
Last Inspection Airframe Cycles (CSN)	22648	
Airframe Hours Since Last Inspection	55267:42	
Type of inspection performed	Aircraft Transit Check	
CRS Issue Date	06 <sup>th</sup> February 26	
C of A (Issue Date & Expiry Date)	04 <sup>th</sup> November 2009	24 <sup>th</sup> October 2026
C of R (Issue Date)	04 <sup>th</sup> November 2009	
Operating Category	Passenger Aircraft	
Type of Fuel Used	JET A-1	



### Engine 1:

Manufacturer/Model	IAE V2500
Serial Number	V17831
Part Number	V2527A5
Hours Since New	32202:32
Hours Since Overhaul	6120:53
Hours since last shop visit	6120:53
Cycles Available Before Next Shop Visit	N/A
Oil type	BPT02197

### Engine 2:

Manufacturer/Model	IAE V2500
Serial Number	V17359
Part Number	V2527A5
Hours Since New	34803:26
Hours Since Overhaul	8011:14
Hours since last shop visit	8011:14
Cycles Available Before Next Shop Visit	N/A
Oil type	BPT02197

## 1.6.2 Airframe:

### A6-BLX (ETD476):

Manufacturer/Model	B787 – 9	
Serial Number	39665	
Year of Manufacture	31 <sup>st</sup> January 2019	
Total Airframe Hours (At Time of Serious Incidents)	31708:05	
Last Inspection (Date & Hours)	06 <sup>th</sup> February 2026	31699:23
Last Inspection Airframe Cycles (CSN)	4729	
Airframe Hours Since Last Inspection	31699:23	
Type of inspection performed	Daily	
CRS Issue Date	06 <sup>th</sup> February 2026	
C of A (Issue Date & Expiry Date)	11 <sup>th</sup> February 2019	10 <sup>th</sup> February 2027
C of R (Issue Date)	11 <sup>th</sup> February 2019	
Operating Category	Passenger Aircraft	
Type of Fuel Used	JET A-1	

### Engine 1:

Manufacturer/Model	GENX
Serial Number	956798
Part Number	GENX1B74-75P2G01
Hours Since New	41818:54
Hours Since Overhaul	19230:25
Hours since last shop visit	19230:25
Cycles Available Before Next Shop Visit	TBA
Oil type	BPT02197

## Engine 2:

Manufacturer/Model	GENX
Serial Number	956661
Part Number	GENX1B74-75P2G01
Hours Since New	38277:24
Hours Since Overhaul	13721:17
Hours since last shop visit	13721:17
Cycles Available Before Next Shop Visit	TBA
Oil type	BPT02197

## 1.7 Meteorological Information

1.7.1 According to Oman Directorate General of Meteorology (DGMET) office, satellite image was observed with no Significant weather condition over MCT FIR. A medium and high clouds was observed during the time (1645UTC), close to the time of the serious incident. Strong wind was expected southwest to west (25055kt to 27065kt) from FL320 to FL360 in the upper air, maybe Jetstream was associated. Also, forecasting, no weather condition as shown in the Muscat TAF and no pilot reports were received. Therefore, no warning was issued over the area of the serious incident. Figure.5 shows weather image at the location of serious incident location.



Figure 5. shows weather image at the location of the serious incident.

## 1.8 Aids to Navigation

1.8.1 Both aircraft were equipped with standard navigational equipment as approved by the CAA - UAE. There were no defects reported or records indicating that the navigation system was unserviceable prior to the serious incident.

## 1.9 Communication

1.9.1 Both aircraft were equipped with a standard communication system as approved by the GCAA - UAE. There were no defects reported or records indicating that the communications system was unserviceable prior to the serious incident. The communication between the ATCO and the flight crew was normal.

## 1.10 Airport Information

1.17.1 Not Applicable to this serious incident as it occurred during cruise.

## 1.11 Flight Recorders

1.11.1 Both aircraft were fitted with the Digital Flight Data Recording (DFDR), Flight Data Monitoring (FDM) and the Cockpit Voice Recording (CVR). OTSB will be relying on the ATC records in this investigation and therefore there was no need to download DFDR and CVR.

## 1.12 Wreckage and Impact Information

1.12.1 Not relevant to the serious incident.

## 1.13 Medical and Pathological Information

1.13.1 Not relevant to the serious incident

## 1.14 Fire

1.14.1 Not relevant to the serious incident.

## 1.15 Survival Aspects

1.15.1 Not relevant to the serious incident.

## 1.16 Tests and Research

1.16.1 Not relevant to the serious incident.

## 1.17 Organizational and Management Information

### 1.17.1 Etihad Airways

1.17.1.1 Both aircraft ETD7AN and ETD476 were scheduled for international passenger flight. The operator, Etihad Airways was issued an Air Operating Certificate (AOC) by the State of Registry and State of Operator, UAE-GCAA, issued on 25<sup>th</sup> June 2025 with an expiry date of 31<sup>st</sup> October 2027. The certificate authorized the operator to perform Air carrier operations as specified in the operator's operations specifications, in accordance with the operations manual and UAE Civil Aviation Regulations.

1.17.1.2 The operator Etihad Airways, aircraft ETD7AN bearing registration A6-EIM was operating under lease agreement with the aircraft owner WNG II AIRCRAFT LEASING 17 LIMITED.

1.17.1.3 The operator Etihad Airways, aircraft ETD476 bearing registration A6-BLX was operating under lease agreement with the aircraft owner AP Leasing 39665 Designated Activity Company.

## 1.18 Additional Information

1.18.1 To be discussed in the final report.

## 1.19 Useful or Effective Investigation Techniques

1.19.1 To be discussed in the final report.

## 2. Safety Recommendation

2.1 OTSB will look into other aspect of the investigation and should there be any safety issues identified during the investigation, necessary safety recommendations will be issued.

## 3. APPENDICES

3.1 Not applicable.

### This report is issued by:

Director of Oman Transport Safety Bureau (DOTSB)