

INTERIM STATEMENT

Subject: -Investigation into the Serious Incident of Air India Express - Muscat International Airport, Sultanate of Oman.

OTSB Investigation File No.: - AIFN-002/09/2022

Type of Aircraft: -Boeing 737-800NG

Registration Marks: VT-AXZ

Date & Time: - 14/09/2022 at 11:45UTC

Date of Issue: -13/09/2023

The aforementioned investigation into serious incident is being conducted by Air Accident Investigation Section of the Oman Transport Safety Bureau (OTSB) pursuant to Civil Aviation Law (CAL) 76/2019 Chapter 10, and in compliance with the Civil Aviation Regulation CAR-13 - Aircraft Accident & Incident Investigation & Reporting Procedures.

The investigation is conducted in line with the International Civil Aviation Organisation (ICAO) Annex 13 - Aircraft Accident and Incident Investigation standards and recommended practices. The Investigation is conducted independently and without prejudice. The sole objective of the investigation is to prevent future aircraft accidents and serious incidents. It is not the purpose of this activity to apportion blame or liability.

Oman Transport Safety Bureau issues this Interim Statement in accordance with CAL, CAR 13 and Air Accident & Incident Investigation Manual (AAI Manual). The Interim Statement is being published in accordance with the Standard 6.6 of Annex 13 to the convention on the International Civil Aviation Organisation, which states, "If the Final Report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised". The information contained herein is derived from the factual information gathered during the ongoing investigation of the occurrence. Later, the Draft Final Report may contain altered information in case new evidence appears during the ongoing investigation that requires changes to the information depicted in this statement.

Pursuant to ICAO standard 6.6 of Annex 13, OTSB here by provides the following information regarding the investigation:



1. Progress of the Investigation:

The ongoing investigation is at an advanced stage in determining the circumstances and causes of the serious incident on CFM56-7 Engine Serial No: 894850, hereby referred as Engine No:2 that caught fire as detailed below: -

1. The Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) were removed, secured and received by OTSB for data analysis and thereafter were taken to the United Kingdom - Air Accident Investigation Branch (AAIB) for lab analysis under the supervision of OTSB.
2. The affected engine No:2 that caught fire, was removed and sent to India to be examined and analysed during the teardown process by AI Engineering Services Limited- Mumbai under the supervision of OTSB.
3. The report received by OTSB, recommended further analysis on relevant engine components.
4. Components were sent to Parker Aerospace Group in the United States of America and Safran Aircraft Engines (SAE) in France for further testing and examination.
5. As part of the ongoing investigation process, other areas of interest but not limited to Operations, Maintenance, Aircraft, Human factors will be assessed for any safety implication.

2. Safety Issues raised:

At this stage of the investigation, OTSB has not raised any safety issues, nor issued any safety recommendations to any concerned parties or states.

Once all the outstanding information is received and analyzed, OTSB will compile the Draft Final Report which will be sent to all concerned states and parties for their significant comments, and once all comments are received, OTSB will complete the Final Report and send it to all concerned States, parties including ICAO. The Final Report will also be published on <http://www.mtcit.gov.om>.

Capt. Majid Saif Al-Barhi

Director of Oman Transport Safety Bureau

