



Preliminary Report:

Serious incident involving M/s Air India Limited, type- A320-251N bearing registration VT-TYA at Mumbai Airport, India on 21 July 2025.

1. General information:

1.	Aircraft		Airbus
		Type	A320-251N
		Nationality	Indian
		Registration	VT-TYA (callsign-AI2744)
2.	Operator		Air India Limited
3.	Pilot – In - Command		Airline Transport Pilot License (ATPL)
	Extent of Injuries		Nil
4.	Co-pilot		Commercial Pilot License (CPL)
	Extent of Injuries		Nil
5.	Extent of Injuries to passengers & Cabin Crew		Nil
6.	Last point of Departure		Cochin International Airport (CIAL)
7.	Intended landing place		Chhatrapati Shivaji Maharaj International Airport (CSMI) Airport, Mumbai
8.	Phase of operation		Landing
9.	Date & Time of Incident		21.07.2025, 03:57 UTC
10.	Place of Incident		CSMI Airport, Mumbai (19.0890 N, 72.8742 E)
11.	Type of Operation		Commercial Scheduled
12.	Type of Occurrence		Runway Excursion

2. Aircraft Information:

Sr. No.	Description	Details
1.	Aircraft Model	A320-251N
2.	Aircraft Registration No.	VT-TYA
3.	Manufacturer's SL No.	10277
4.	Year of Manufacture	2021

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

5.	Certificate of Registration (C of R)	5305/3 valid up to 28.02.2033
6.	Certificate of Airworthiness (C of A) No	7408
7.	Airworthiness Review Certificate (ARC)	Valid up to 07.03.2026
8.	Name of Owner / Operator	M/S Air India Limited
9.	Actual Aircraft Take-off weight	67.7 Ton
10.	Actual landing weight	64.1 Ton
11.	Fuel on board at departure	8500 Kg
12.	Engine Type	CFM LEAP-1A26

3. Crew information

The occurrence flight was the second sector of the day for both Pilot in Command (PIC) and First Officer (FO). They operated AI2743 (Mumbai- Cochin) on 21.07.2025 on VT-TYA before operating the occurrence flight. Before operating AI2743, PIC and FO were subjected to pre-flight BA test at Mumbai at 04:06hrs IST and 03:45hrs IST respectively and found negative. PIC was Pilot Flying (PF) and FO was Pilot Monitoring (PM).

Both crew members held valid licenses at the time of occurrence flight. Medical fitness & FDTL was valid. PIC and FO were subjected to post flight BA test after occurrence flight at Mumbai at 11:20hrs IST and 11:21hrs IST on 21.07.2025 respectively and found negative.

Sr. No.	Pilot in Command (PIC)	Details
1.	Age	63Y/Male
2.	License	ATPL
3.	Date of issue	26.12.1994
4.	Valid up to	18.01.2026
5.	Category	Aeroplane (IR-open rated))
6.	Date of last Med. Exam	23.01.2025
7.	Medical exam Valid up to	25.07.2025
8.	FRTOL License Date of issue	10.12.1986
9.	FRTOL Valid up to	09.11.2026
10.	Total Flying Experience	24813:35 hrs
11.	Total Flying Experience on type	22373:15 hrs
12.	Total Flying Experience in last 1 year	796:37 hrs
13.	Total Flying Experience in last 6 months	349:30 hrs
14.	Total Flying Experience in last 30 days	76:04 hrs
15.	Total Flying Experience in last 7 days	12:35 hrs
16.	Total Flying Experience in last 24 Hours	NIL

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

Sr. No.	First officer (FO)	Details
1.	Age	30Y/ Female
2.	License	CPL
3.	Date of issue	25.04.2022
4.	Valid up to	24.04.2027
5.	Category	Aeroplane
6.	Date of last Med. Exam	04.07.2025
7.	Medical exam Valid up to	03.10.2025
8.	FRTOL License Date of issue	24.08.2021
9.	FRTOL Valid up to	23.08.2026
10.	Total Flying Experience	1211 hrs
11.	Total Flying Experience on type	888 hrs
12.	Total Flying Experience in last 1 year	421:27 hrs
13.	Total Flying Experience in last 6 months	206:37 hrs
14.	Total Flying Experience in last 30 days	10:39 hrs
15.	Total Flying Experience in last 7 days	04:04 hrs
16.	Total Flying Experience in last 24 Hours	04:04 hrs

4. Aerodrome Information

Aerodrome Code : VABB (Mumbai)
Elevation : 40 feet
Runway : 09/27
Runway Dimensions : 3448M × 60M
PCN 12L : 100/F/A/W/T Asphalt
ARFF Category : CAT-10
Declared Distances :

RWY Designation	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
27	3448	3448	3448	2965

- Subsequent to the occurrence, Runway was cleaned to clear mud, grass, and FOD.
- Rectification work on damaged fixtures of edge lights and TWY lights was done.
- NOTAM was raised for non-availability of Runway exit signboards.
- During inspection of the Runway by Follow Me Jeep, subsequent to the occurrence, PAPI and AGL were reported to be glowing normally.
- The last friction test was undertaken at 03:00 IST dated 21 July 2025, before the occurrence and values were within limits.
- All runway lights of RWY 09/27 were at maximum intensities prior to landing of AI2744.

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

- Subsequent to the occurrence, friction test was again carried out before the runway was made operational which were under limits.

5. Weather Information

Time UTC	Wind (deg/Kts)	Visibility (m)	RVR Rwy 27 (m)	Temp/Dew point (°C)	QNH (hPa)	Weather	Cloud
03:30	350/05	1000	1200	25/25	1004	TSRA	SCT 008 SCT 018 FEW 030CB OVC 080
04:00	180/04	1000	1200	25/25	1004	TSRA	SCT 006 SCT 018 FEW 030CB OVC 080
04:26	250/05	1400	1600	25/25	1004	TSRA	SCT 008 SCT 018 FEW 030CB OVC 080

Weather reported by Approach- ARR to aircraft at 03:45:42UTC was ‘VISIBILITY 1000M RVR RWY 27 1200 MTR RAINING OVER THE AIRFIELD’. While issuing landing clearance, surface wind reported by ATC to aircraft at 03:55:40UTC was 240°/04 kts. The incident occurred in the daytime at 03:57 UTC (09:27hrs IST) and rain was prevailing at the aerodrome.

6. Damage Information

6.1 Aircraft Damage

Initial damage assessment on arrival at occurrence site revealed the following findings:

- Main wheels #2, #3, and #4 were found deflated. Tyre pressure of Main wheel# 1 was 205psi. Cut marks were noticed on Main wheels #2, #3, and #4.
- Engine #2 inlet cowl was damaged: FOD ingested into bypass section. Both forward and aft acoustic liners were damaged.
- Engine #2 fan cowl damage observed on both Left Hand and Right-Hand sides.
- Grass ingestion found in Right-Hand and Left-Hand Main Landing Gear (MLG) and Nose Landing Gear (NLG) area.
- Grass ingestion noted in the belly area.
- Aft cargo panel fairing was damaged.

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

- RH MLG door puncture observed.



Fig 1: Damage to Engine# 2 cowling outboard side



Fig 2: FOD ingested into bypass section of Engine# 2



Fig 3: Cut mark on main wheel# 2



Fig 4: Grass ingestion at RH MLG



Fig 5: Cut marks on main wheel# 3 and 4 (front looking backward)



Fig 6: Damage to aft cargo 198BB panel fairing

6.2 Other Damages

Damage was reported to RWY edge lights, TWY edge lights and exit sign boards. Damage details are as follows:

- Total 03 Runway Edge Lights found damaged.
- Total 02 Taxiway lights were found damaged (at shoulders of Taxiway 'N4' and 'E').
- Total 02 Exit Signboards found damaged.



Fig 7: Damage to Aerodrome facilities

7. Brief description of incident flight

On July 21st, 2025, M/s Air India Limited Airbus A320-251N aircraft VT-TYA was scheduled to operate flight No. AI-2744 (COK-BOM) at 02:20hrs UTC. Aircraft chocked off from Cochin airport at 02:00hrs UTC with a total of 182 persons on board including 02 cockpit crew and 05 cabin crew. The aircraft was under the command of an ATPL holder with Copilot holding CPL. Aircraft's Take-off weight was 67.7T and fuel on board before departure was 8500 kg.

While landing at Mumbai Runway 27, the aircraft made touchdown on the right edge and subsequently its Right-Hand Main Wheels and Nose Wheel entered grassy area on right side of runway. The aircraft continued its landing roll on the grassy area until the intersection of the runway whereby the aircraft was brought back to the centreline of the runway. The aircraft later taxied on its own power to the bay K5L and parked normally.

As per the Automatic Terminal Information Service (ATIS) information recorded on flight plan, the visibility of the aerodrome reported was 1200m Runway Visual Range (RVR) and Runway surface reported was WET, Wind reported was 120°/07 kts with scattered clouds at

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

1800ft and few CB clouds at 2500ft. While issuing landing clearance, surface wind reported by ATC to aircraft at 03:55:40UTC was 240°/04 kts.

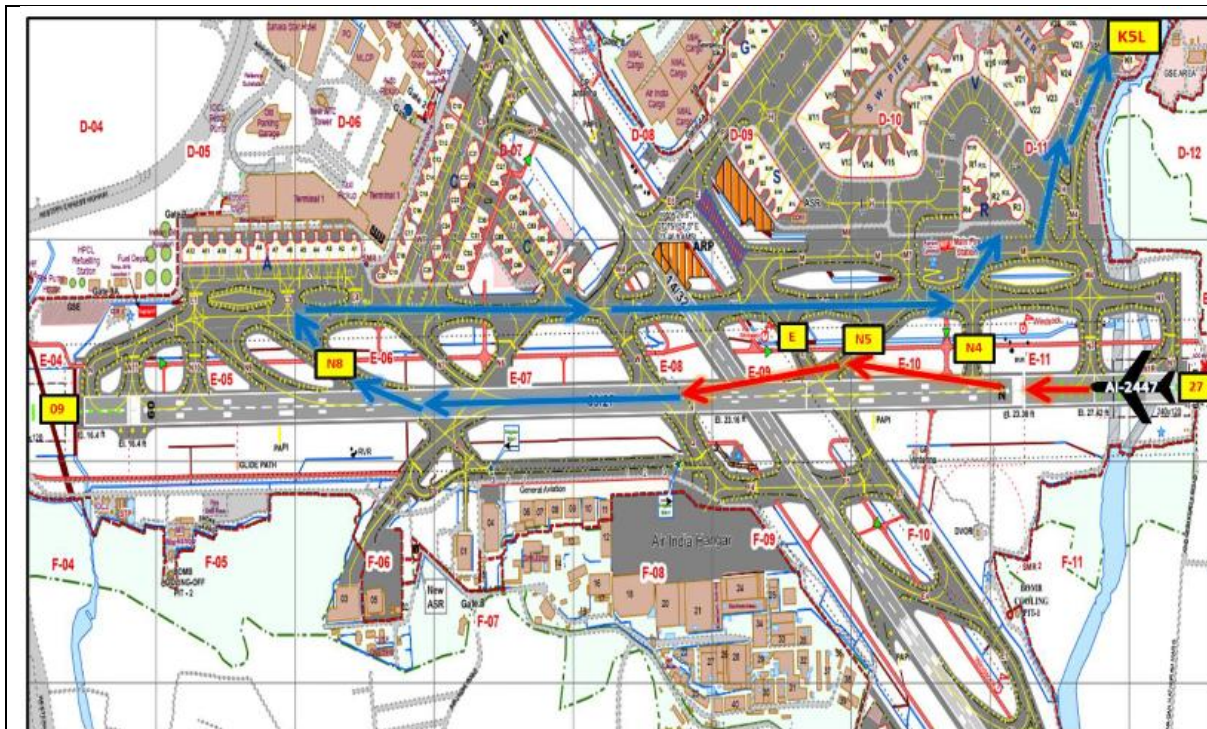


Fig 8: Approximate path followed by AI2744 (not to scale). The aircraft AI2744 drifted towards the right side of RWY 27 as seen in the red arrow. Later it had aligned with RWY centreline and taxied to Bay K5L as indicated in blue arrow.

8. Progress of the Investigation

1. Photography of the aircraft and the incident site were carried out.
2. Visual inspection for Landing gear, Cargo area, Engines, wheel marking on grassy area, and damaged Runway lights etc. was done.
3. The statement of the crew involved, and controller was taken.
4. The documents which included Tech Log, PDR, weather reports and damage reports were collected and are being analysed.
5. Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) data were collected and being analysed.

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.