

SERIOUS INCIDENT INVOLVING M/S GO AIRLINES (INDIA) LIMITED

AIRBUS A320 (NEO) AIRCRAFT VT-WGC ON

07 JANUARY 2020.

1.	Aircraft	Type	Airbus A320(NEO)
		Nationality	Indian
		Registration	VT-WGC
2.	Owner & Operator	Go Airlines (India) Limited	
3.	Pilot	ATPL Holder	
	Extent of Injuries	Nil	
4.	Co- Pilot	CPL Holder	
	Extent of Injuries	Nil	
5.	No. of Passengers on board	48	
6.	Date & Time of Serious Incident	7 th Jan 2020 at 1345 UTC	
7.	Place of Serious Incident	Delhi Airport	
8.	Co-ordinates of Serious Incident Site, AMSL	Lat: 28° 34' 07" N Long: 77° 06' 44" E	
9.	Last point of Departure	Delhi Airport	
10.	Intended landing place	Varanasi Airport	
11.	Type of Operation	Scheduled Operation	
12.	Phase of operation	Climb	
13.	Type of Serious Incident	IFSD due to Engine LPT 3 rd Stage failure.	

INTERIM STATEMENT

On 07th January 2020, M/s Go Airlines' A320 aircraft VT-WGC while operating a scheduled flight from Delhi to Varanasi was involved in a Serious Incident where Air Turn Back was carried out due to IFSD.

The aircraft was under the command of an ATPL holder who was Pilot Flying (PF) and co-pilot, a CPL holder, was Pilot Monitoring (PM). There were 48 passengers on board the aircraft with 04 cabin crew.

The aircraft took-off from Delhi airport and had an uneventful flight until climb phase at FL340. While passing FL340, "Engine Stall" followed by "High Engine Vibration" warning triggered on ECAM. The crew carried out the ECAM and QRH procedures and Engine# 2 was shut down. All parameters for Engine#1 were normal.

The crew decided to return to Delhi. Single engine landing was carried out at Delhi. The aircraft landed safely. On visual inspection from the rear side of the engine, almost all Low-Pressure Turbine (LPT) blades were found broken. Baroscopic examination revealed that turbine stator intermediate outer rear air seal shiplap was broken.

The occurrence was classified as Serious Incident and an investigation to investigate into the probable cause(s) of the serious incident, was instituted under Rule 11 (1) of Aircraft (Investigation of Accidents and Incidents), Rules 2017.

The damaged engine has been shipped to the OEM's facility in consultation with Accredited Representative appointed by NTSB, USA and Manufacturer. Due to very severe COVID outbreak in India as well as USA, there is a delay in the induction of this engine, for 'Tear Down' at OEM facilities.

AAIB, India has undertaken 16 similar investigations on P&W Engines, out of which 12 investigations have been completed and accepted by DG, AAIB. As the OEM has instituted remedial measures, in all probability any new / additional findings are unlikely to emerge.