

**SERIOUS INCIDENT OF M/S GO AIRLINES (INDIA) LIMITED AIRBUS
A320(NEO) AIRCRAFT VT-WGL
ON 23rd DECEMBER 2019.**

1.	Aircraft	Type	Airbus A320(NEO)
		Nationality	Indian
		Registration	VT-WGL
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		134
6.	Date & Time of Serious Incident		23 rd December 2019 at 0550 UTC
7.	Place of Serious Incident		Guwahati Airport
8.	Co-ordinates of Serious Incident Site,AMSL		Lat: 26°06'22" N Long: 91°35'09" E.
9.	Last point of Departure		Guwahati Airport
10.	Intended landing place		Kolkata 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 23rd December 2019, M/s Go Airlines' A320 NEO aircraft VT-WGL while operating a scheduled flight from Guwahati to Kolkata 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 134 passengers on board the aircraft with 04 cabin crew.

The aircraft took-off from Guwahati airport and the en-route flight was uneventful till climbing passing 1500ft altitude when a loud bang was heard by the crew along with "Engine stall" followed by "High Engine Vibration" warning triggered on ECAM. ENG #1 high vibration was up to 10 units and more. All other engine parameters were also fluctuating. High engine vibration was continuous and tail pipe fire was also observed by the crew and passengers. The crew carried out the ECAM and QRH procedures.

As the engine vibration was continuous and parameters were fluctuating, the crew decided to return back to Guwahati. The aircraft landed safely at Guwahati. On visual inspection from the rear side of the engine almost all Low-Pressure Turbine (LPT) blades were found burnt and broken from the tip. Baroscopic examination revealed that turbine stator intermediate outer rear air seal shiplap was intact.

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, the Engine is planned to be inducted at OEMs facility for investigation in September 2021.

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.