

**SERIOUS INCIDENT OF M/S GO AIRLINES (INDIA) LIMITED AIRBUS
A320 (NEO) AIRCRAFT VT-WJE ON 22nd DECEMBER 2019.**

1.	Aircraft	Type	Airbus A320(NEO)
		Nationality	Indian
		Registration	VT-WJE
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		172
6.	Date & Time of Serious Incident		22 nd December 2020 at 1233 UTC
7.	Place of Serious Incident		Mumbai Airport
8.	Co-ordinates of Serious Incident Site, AMSL		Lat: 19°05'19" N Long: 74°52'05" E.
9.	Last point of Departure		Mumbai Airport
10.	Intended landing place		Chandigarh Airport
11.	Type of Operation		Scheduled Operation
12.	Phase of operation		Climb
13.	Type of Serious Incident		High Engine Vibration due to Engine LPT 3 rd Stage failure.

INTERIM STATEMENT

On 22nd December 2019, M/s Go Airlines' A320 NEO aircraft VT-WJE while operating a scheduled flight from Mumbai to Chandigarh was involved in a Serious Incident where Air Turn Back was carried out due to engine # 1 high engine vibration caused by LPT 3rd stage failure.

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 172 passengers on board the aircraft with 04 cabin crew.

The aircraft took-off from Mumbai airport. During climb phase, while passing FL200 aircraft experienced high Engine N1 vibration on Engine number 1. Vibration was more than 10 units and EGT exceeded beyond limit on Engine no. 1. The crew carried out the ECAM and QRH procedures and brought throttle lever back to idle. N1 and EGT dropped within limit. Engine no. 1 kept at idle.

The crew decided to return to Mumbai. Aircraft landed back at Mumbai at 1250hrs UTC. 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 missing that could've contributed to the LPT Stage 3 Blade damage.

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.