

## **INTERIM STATEMENT**

### **SERIOUS INCIDENT INVESTIGATION AIRBUS A321 REGISTRATION VN-A653 FLIGHT NUMBER VJ356 ON 29<sup>th</sup> NOV, 2018**

On November 29<sup>th</sup> 2018, at 23:03, Vietjet aircraft VN-A653 conducted flight number VJ356 from Ho Chi Minh City to Buon Me Thuot. During landing, the two nose wheels had been dropped. The aircraft stopped safely on the runway. The flight crew implemented emergency and passenger evacuation procedures. All 207 passengers evacuated safely and there was 06 injured passengers who were taken to the hospital for health check. 04 of them were discharged from the hospital on the same day of the event (29/11/2018). The other 02 were discharged from the hospital on the next day (30/11/2018) with normal health condition.

The emergency rescue was deployed right after the incident to ensure safety for passengers under the direction of CAAV and the coordinated implementation of relevant organizations including Vietjet Air, Vietnam Air Traffic Management Corporation, Southern Airport Authority, Airport Corporation of Vietnam (ACV) and Buon Ma Thuot Airport facility.

Based on the occurrence, CAAV has classified this event as serious incident (class B). Moreover, CAAV's General Director established an incident investigation team according to decision number 2265/QĐ-CHK on 30/11/2018 and decision number 2307/QĐ-CHK on 05/12/2018. The investigation team implemented as follow:

- Suspended pilot license of VJ356's flight crews according to item 1.015 (d) of Vietnam Aviation Regulation;
- Initially notified of the serious incident - flight VJ356 on 29/11/2018 to International Civil Aviation Organization (ICAO) and BEA as state of manufacture according to Annex 13 of Chicago Convention;
- Collected and analyzed related information including: flight documents, training documents of flight crews, aircraft documents, communication between flight crews and ATC, and flight crews interview;
- Analyzed the data downloaded from CVR and FDR;
- Component expertise of nose wheels, tyres and tie bolts at Collins Aerospace.
- Analysis result as below:
  - At 9ft RA, because the pilot flying applied maximum forward input on the sidestick, resulting in an increase rapid nose down pitch rate. Consequently, the NLG touched down on the ground first.
  - The pitch down effectively command doubled the descent rate of NLG vs the descent rate of aircraft at its CG point, resulting in an increase of load on NLG at touch down moment.
  - The analysis result of NLG loads indicated that the NLG shock absorber bore a

overlimit load, resulting in a decrease of the shock absorber's damping capability during touch down.

- The examination result of nose gear axle and tiebolts indicated that the components were affected by a very high impact load leading to fast failure. As a result, consequential damages to the wheels and aircraft fuselage were formed.

- Captain did not comply with the Flight Crew Training Manual (FCTM) during touch down stage, as follows:

- + At 110ft RA, pitch up inputs were applied to the captain sidestick caused aircraft pitch increased to  $3.8^{\circ}$  at 40ft. Consequently, the aircraft descent rate reduced and aircraft speed reduced below its approach speed target.

- + The captain applied maximum forward input on the sidestick at 9ft RA although this act should be avoided once flare is initiated according to FCOM.

- Some activities need to be carried out for analysis, CAAV cannot release the final report within 12th months, the final report will be public later