

2nd INTERIM STATEMENT
SERIOUS INCIDENT INVESTIGATION
AIRBUS A321 REGISTRATION VN-A392
FLIGHT NUMBER VN920
ON MARCH 18th 2020

At 16:05 on March 18th, 2020 (09:05 UTC), Vietnam Airlines Aircraft A321, registration number VN-A392, performed flight number VN920 from Ho Chi Minh City to Phnom Penh. When the aircraft speed was about 100 knots to 120 knots (about 185 to 222 km/h), the flight crew heard a loud explosion on the right side of the aircraft and noticed that the aircraft tended to deviate to the right of the runway. The Captain carried out the procedure for aborting take-off (Reject Take Off) according to the Aircraft Operation Manual and controlled the aircraft to stop on the runway. After stopping, the flight crew immediately notified to Air Traffic Control and carried out troubleshooting procedures according to the instructions on the ECAM (Electronic Centralized Aircraft Monitoring), turned off ENG #2, discharged No 1 fire extinguisher of ENG #2.

Upon receiving the information, the Southern Airport Authority and Tan Son Nhat International Airport immediately implemented safety emergency work, collected and marked debris, and secured the aircraft according to regulations.

At 16:33, all passengers left the aircraft by ladder truck and were brought back to the terminal safely, with no injured passengers or crew members.

Initial inspection results: ENG#2 was damaged.

CAAV investigators came to incident site immediately to collect informations to serve the investigation. Flight Data Recorder and Cockpit Voice Recorder had been secured and took them to CAAV to do data analysis.

CAAV had notified the ICAO and NTSB (USA) – Representative country of the Engine manufacture, Aviation Accident Investigation Agency of USA, France (BEA) - National representative of aircraft manufacturer, P&W engine Manufacture. CAAV shared initial information about the incident, FDR and CVR data to NTSB and BEA.

As soon as the FAA issued the Emergency AD, the CAAV deployed this AD to all aircraft operators using the V2500 engine series.

- The CAAV had sent 02 fragments of the HPT 1st stage disc to the engine manufacturer P&W for metallurgical examination and investigation to determine the root cause of the incident.

- The BEA performed an initial assessment of the incident and analyzed the data from FDR and CVR;

- NTSB and Pratt & Whitney suspected that there was a manufacturing anomaly in the HPT 1st stage disc and on March 21, 2020 (3 days after the incident).

- Immediately after receiving 02 fragments of the HPT 1st stage disc from the CAAV (April 2020), the manufacturer Pratt & Whitney carried out metallurgical

examination 02 fragments and continuously worked with the CAAV, NTSB, BEA to update progress, assessment results and analysis .

- On May 11, 2021, the engine manufacturer Pratt & Whitney finished the process of evaluating, analyzing and completing the Metallurgical Investigation Final Report for 02 fragments of the HPT 1st stage disc of VN-A392.

- CAAV, NTSB and BEA was continuing analys data to find the root causes and drafted the final report.