

INTERIM STATEMENT

ACCIDENT OF PIA FLIGHT PK8303 AIRBUS A320-214 REG NO AP-BLD CRASHED NEAR KARACHI AIRPORT ON 22-05-2020

1. On 22 May 2020 at 13:05 hrs PST, the Pakistan International Airlines (PIA) aircraft Airbus A320-214, crashed in a populated area, short of runway 25L Jinnah International Airport (JIAP) Karachi. Out of 99 souls on-board, 97 were fatally injured.
2. This interim statement is issued in accordance with the requirements of International Civil Aviation Organization (ICAO) Annex-13 to provide an overview of the progress of safety investigation and is not meant for any legal / administrative proceedings. Therefore, contents of this interim statement are not to be used without context, and for any other purpose.
3. Aircraft Accident Investigation Board (AAIB) of Pakistan acknowledges with profound gratitude the continuous and dedicated involvement of Bureau of Enquiries and Analysis (BEA) of France, National Transport Safety Board (NTSB) of USA, their respective advisors, i.e. European Aviation Safety Agency (EASA), Airbus, Safran Engines, and General Electric (GE), in the investigation process.
4. The safety investigation proceedings involved contribution of various participants, collaboration sessions, teleconferences, joint meetings / discussion sessions, physical visits and numerous emails. In addition to exchange of relevant documents, member state Accredited Representatives (ACCREPs) and their technical advisors have generated various contribution reports attached as **Appendix 'A'**. AAIB team has also visited Pakistan Civil Aviation Authority (CAA) and PIA to investigate into various domains and gathered further evidence. Detail of activities undertaken during the visit is attached as **Appendix 'B'**.
5. Further analysis of gathered information in combination with contribution reports generated so far is under progress at AAIB for formulation of conclusions and safety recommendations.
6. AAIB has planned supplementary field visits, and continues to exchange information / data, teleconferences and emails with all stakeholders to evaluate all possible aspects related to the accident. Additionally flight simulation session(s) at Original Equipment Manufacturer (OEM) facility is being considered in coordination with ACCREPs (subject to COVID-19 traveling restrictions) to evaluate the crew actions.
7. Subsequent to the conclusion of investigation and preparation of draft final report, as per pre-finalization requirement of ICAO Annex-13, member states will have the opportunity to review and comment on draft final report. After necessary reconciliation / addressing of the comments received from the member states, the final report shall be forwarded to the Government of Pakistan for approval and public release.

CONTRIBUTION REPORTS BY ACCREPs AND TECHNICAL ADVISORS

1. On Site observations by Airbus.
2. On Site investigation report on aircraft engines.
3. Flight path trajectory of complete flight.
4. Visual Transcription of Closed Circuit Television (CCTV) Videos.
5. Crash site and wreckage analysis.
6. Preliminary sound and warnings chronology.
7. Preliminary Cockpit Voice Recorder (CVR) transcription.
8. Technical Report on CVR and Flight Data Recorder (FDR) examination / analysis.
9. Airbus answers to Pakistan AAIB and BEA questions.
10. Operational performance analysis.

ACTIVITIES UNDERTAKEN BY AAIB DURING FIELD VISIT

1. Analysis of Flight Data Monitoring (FDM) mechanism of PIA.
2. Review of Safety Management System (SMS) of PIA.
3. Interactive sessions with Corporate Safety and Flight Operations of PIA.
4. Visit of simulator training facility of PIA.
5. Participation in an on-going Crew Resource Management (CRM) training session and interaction with CRM facilitators of PIA.
6. Visit of PIA maintenance facility and engine shop.
7. Visit of CAA Airworthiness to evaluate the regulatory oversight with respect to PIA maintenance.
8. Visit of ATC Tower and interaction with the Air Traffic Controllers (ATCOs).
9. Visit of Area Control Centre (ACC) Karachi and detailed session with Chief Operations Officer (COO) Karachi.
10. Detailed session with concerned ATCOs on the actions taken during the event flight.
11. Session with Airport Manager (APM) and Chief Fire and Rescue Officer (CFRO) JIAP Karachi regarding emergency response plan.
12. Session with Officer In-charge Aero Medical CAA on medical regulations and mechanism of regulatory oversight.