



OFFICE OF THE AIRCRAFT ACCIDENT AND SERIOUS INCIDENT INVESTIGATION  
COMMITTEE OF BANGLADESH  
MINISTRY OF CIVIL AVIATION & TOURISM  
3<sup>RD</sup> FLOOR CAAB HEADQUARTERS (OLD BUILDING) KURMITOLA DHAKA-1229

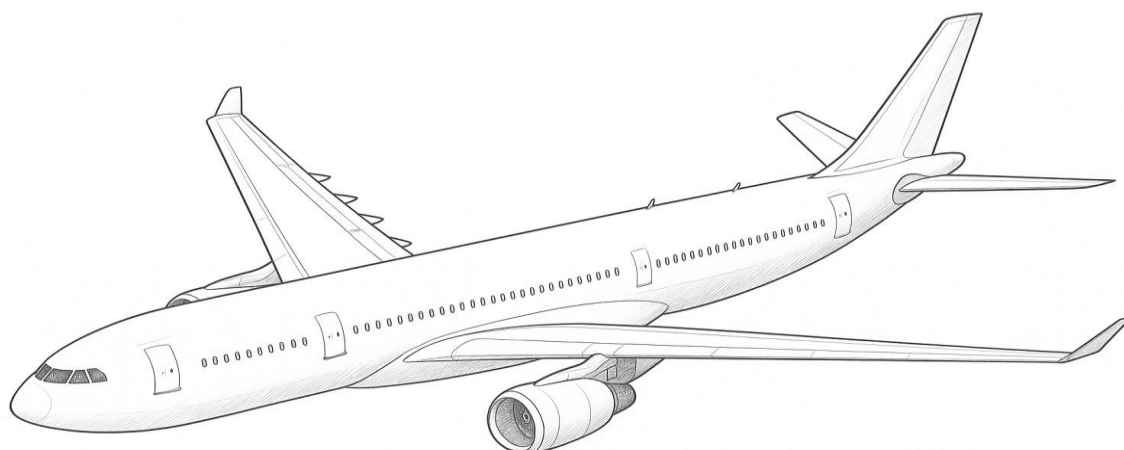


REF. NO. 30.00.0000.013.33.001.25/27 (Airbus A330-300 Reg HS-TEW / 29 Oct 2025)

DATE OF RELEASE: 20 November 2025

## PRELIMINARY REPORT

### INVESTIGATION INTO SERIOUS INCIDENT OF AIRBUS A330-300 AIRCRAFT, REG NO HS-TEW OF THAI AIRWAYS INTERNATIONAL OCCURRED ON 29 OCTOBER 2025 AT VGHS, DHAKA, BANGLADESH



## AIRBUS A330-300

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## INTRODUCTION

### Preliminary Report of Investigation into Serious Incident of Airbus A330-300 Aircraft, Reg No HS-TEW of Thai Airways International occurred on 29 October 2025 at VGHS, Dhaka, Bangladesh

This Serious Incident investigation is being conducted by the Aircraft Accident and Serious Incident Investigation Committee of Bangladesh (AASIIC-BD), in accordance with Rule 6 (c) of AASIIR-2023 and in conformity with Annex 13 to the Chicago Convention on International Civil Aviation.

This Preliminary Investigation Report has been issued to project an updated status of the 'Notification' on the aforementioned occurrence.

On 29 October 2025, at 0730 UTC, the Head of the AASIIC-BD received a telephone call from Executive Director, HSIA that at around 0613 UTC, while approaching runway-14, one Airbus A330-300, Reg Number HS-TEW of Thai Airways struck with a section of the Precision Approach Lights and its supporting poles. The aircraft immediately executed go around. At 0656 UTC, the aircraft approached on runway-32 (reciprocal) and landed safely.

During post-flight, it was revealed that the aircraft's (Airbus A330-300 of Thai Airways), No. 4 tyre (Rear inner tyre) of the left main landing gear was damaged. The tyre surface exhibited damage in two distinct areas. On the other hand, the struck of aircraft on final approach runway-14 (Airbus A330-300 of Thai Airways), resulted damage/ breaking of several Precision Approach lights and poles.

The Head of AASIIC-BD advised the Aerodrome Controller of VGHS (Dhaka) for ensuring adequate protection of all the evidences without disturbing the aircraft until the arrival of the 'GO-TEAM'.

A two-member 'Go-team, led by the Head went to inspect and protect the necessary evidences at the site of occurrence. This has been in pursuance to Rule 21 (1) of AASIIR-2023 and Standard 3.3 of Annex 13.

The Go-team took all reasonable measures to protect the evidences and maintain safe custody of the aircraft and its contents for such a period as was necessary for the purposes of investigation.

Pursuant to Rule 33 of the AASIIR-2023, the Office of the AASIIC-BD issued a 'Notification' and 'updated Notification' on 30 October 2025 and 05 November 2025 respectively for the information of all concerned (National and International). The Head of AASIIC-BD designated himself as the IIC and the Member of Air Traffic Controller of AASIIC-BD as the member Aircraft Accident Investigation Team (AAIT) which was issued through a 'Memorandum' to conduct the investigation.

The information contained in this preliminary report has been derived from the factual information and evidences gathered so far during the ongoing investigation of the occurrence and is being published pursuant to Rule 27 of AASIIR-2023 and Standard 7.4 of Annex 13.

The AASIIC-BD conceives that any Aircraft Accident Investigation and analysis thereof should focus on identifying the true underlying causes and/or contributing factors rather than indicating on some human omissions for the occurrence.

As per Rule 16 (1) of AASIIR-2023 and ICAO Annex 13, the sole objective of this investigation shall be to prevent aircraft accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

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Pursuant to Rule 29 of AASIIR-2023 and Standard 6.5 of ICAO Annex 13, in the interest of accident prevention, the AASIIC-BD shall make the 'Final Report' publicly available as soon as practicable and, if possible, within twelve months from the date of the occurrence.

**Head**  
**Aircraft Accident and Serious Incident**  
**Investigation Committee of Bangladesh**

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## List of Acronyms

AASIIC	Aircraft Accident and Serious Incident Investigation Committee
AASIIC-BD	Aircraft Accident and Serious Incident Investigation Committee of Bangladesh
AAIT	Aircraft Accident Investigation Team
ACCREP	Accredited Representative
AASIIR	Aircraft Accident and Serious Incident Investigation Rules
AME	Aircraft Maintenance Engineer
ATC	Air Traffic Control
ATPL	Airline Transport Pilots License
CAA	Civil Aviation Authority
CEO	Chief Executive Officer
CAAB	Civil Aviation Authority of Bangladesh
CPL	Commercial Pilot License
CVR	Cockpit Voice Recorder
DME	Distance Measuring Equipment
FDR	Flight Data Recorder
ICAO	International Civil Aviation Organization
IF	Instrument Flying
IFR	Instrument Flight Rules
IRO	In Respect of
IT	Instructional Technique
LH	Left hand
LT	Local Time
Ltd	Limited
MB	Millibar
N/A	Not Applicable
NDB	Non-Directional Beacon
N NE	North, North East
NM	Nautical mile
NSC	No Significant Cloud
NDT	Non-Destructive Test
OPS	Operations
PPL	Private Pilot License
REG	Registration
RWY	Runway
SOP	Standard Operating Procedure
UTC	Coordinated Universal Time
VFR	Visual Flight Rules
VGHS	Hazrat Shahjalal International Airport, Dhaka
VOR	VHF Omnidirectional Radio Range

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	<b>OFFICE OF THE AIRCRAFT ACCIDENT AND SERIOUS INCIDENT INVESTIGATION COMMITTEE OF BANGLADESH</b> <b>MINISTRY OF CIVIL AVIATION &amp; TOURISM</b> <b>3<sup>RD</sup> FLOOR CAAB HEADQUARTERS (OLD BUILDING) KURMITOLA DHAKA-1229</b>	
REF. NO. 30.00.0000.013.33.001.25/27 (Airbus A330-300 Reg HS-TEW / 29 Oct 2025)		DATE OF RELEASE: 20 November 2025

1. TITLE

1.1 Composition of Title

1.1.1 Name of the Operator	Thai Airways International
1.1.2 Name of the Manufacturer	Airbus
1.1.3 Aircraft Model	Airbus A330-300
1.1.4 Aircraft Nationality	Thailand
1.1.5 Aircraft Registration Marks	HS TEW
1.1.6 Place of Occurrence	VGHS, Hazrat Shahjalal International Airport, Dhaka, Bangladesh.
1.1.7 Date of Occurrence	29 October 2025

2. SYNOPSIS

2.1 Details of Synopsis

2.1.1 Notification of accident to national and foreign authorities	Office of the Aircraft Accident and Serious Incident Investigation Committee of Bangladesh notified to all relevant Authorities and Agencies as per Rule 33 of AASIIR-2023 and Standard 4.1 and 4.4 of ICAO Annex 13.
2.1.2 Identification of the Accident Investigation Authority	Aircraft Accident and Serious Incident Investigation Committee of Bangladesh (AASIIC-BD)
2.1.3 Accredited Representative	Having received the Notification from the AASIIC-BD, Aviation Safety Inspector from AAIC of Thailand responded immediately and detailed three (03) ACCREP, Adviser and Technical expert to serve as the Accredited Representative and confirmed that they would remain standby for any kind of assistance, should AASIIC-BD require.
2.1.4 Organization of the Investigation?	Aircraft Accident Investigation Team (AAIT), designated by the Head of the AASIIC-BD through a 'Memorandum'.
2.1.5 Authority releasing the report	Aircraft Accident and Serious Incident Investigation Committee of Bangladesh (AASIIC-BD)
2.1.6 Date of publication or dispatch of report	The date of dispatch is 20 November 2025. This Preliminary Report is being sent to 'Specific Addressees' conforming the requirements of Rule 27 of AASIIR- 2023 and Standard 7.4 of ICAO Annex 13.
2.1.7 Brief resume of the circumstances leading to the accident	<p>On 29 October 2025 at 0730 UTC, the Head of the AASIIC-BD received a telephone call from Executive Director, HSIA that at around 0613 UTC, while approaching runway-14, one Airbus A330-300, Reg Number HS-TEW of Thai Airways international struck with a section of the Precision Approach Lights and its supporting poles. The aircraft immediately executed go around. At 0656 UTC, the aircraft approached on runway-32 (reciprocal) and landed safely.</p> <p>During post-flight, it was revealed that the aircraft's (Airbus A330-300 of Thai Airways), No. 4 tyre (Rear inner tyre) of the left main landing gear was damaged. The tyre surface exhibited damage in two distinct areas.</p> <p>On the other hand, the struck of aircraft on final approach runway-14 (Airbus A330-300 of Thai Airways), resulted damage/ breaking of several Precision Approach lights and poles. The broken lights travelled along the flight direction.</p>

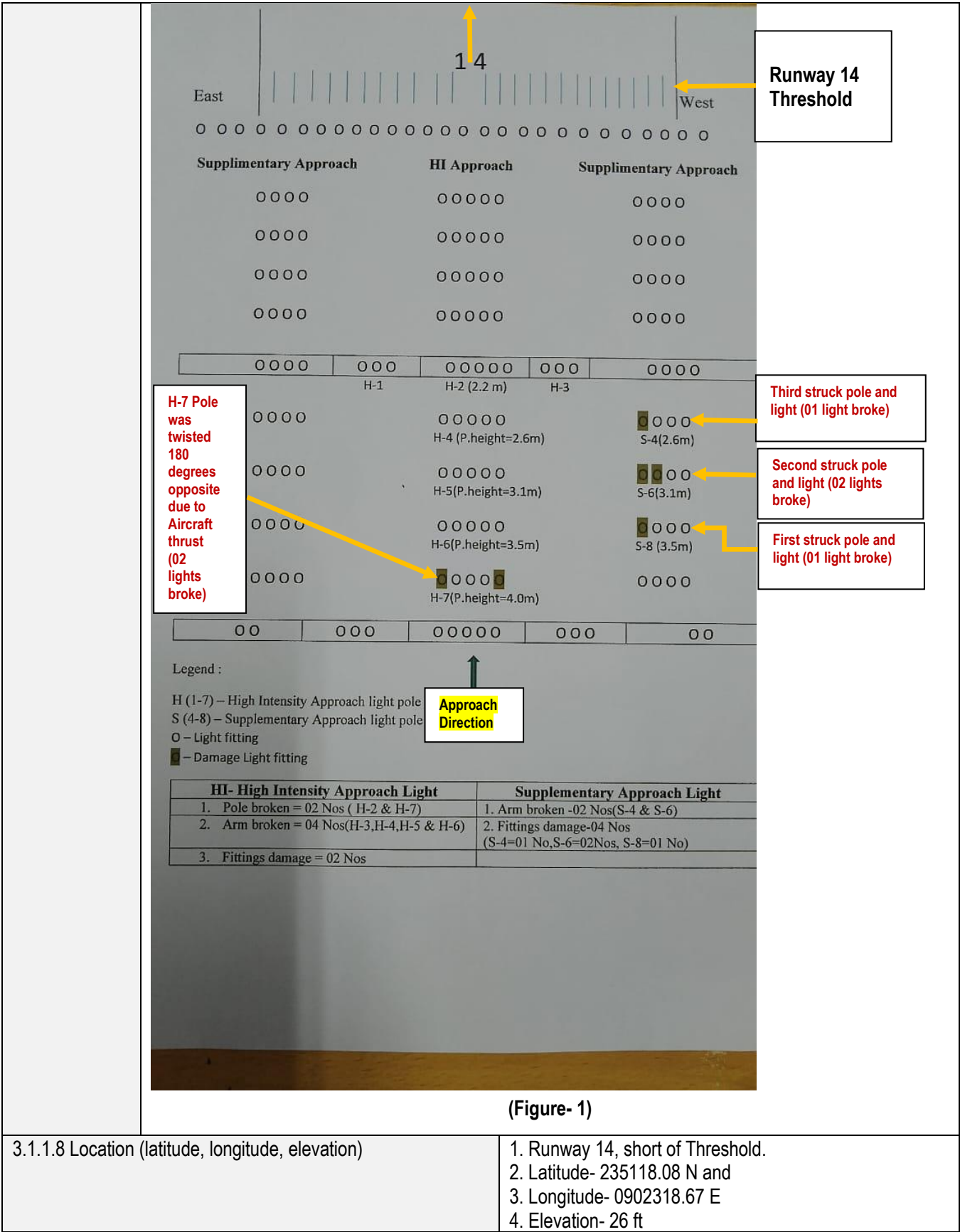
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### 3. BODY

#### 3.1 FACTUAL INFORMATION

##### 3.1.1 History of the flight:

3.1.1.1 Flight number	TG 321
3.1.1.2 Type of operation	Commercial
3.1.1.3 Last point of departure	VTBS
3.1.1.4 Time of departure (Local time or UTC)	2108 UTC
3.1.1.5 Point of intended landing	VGHS (Dhaka)
3.1.1.6 'Flight preparation'	Flight preparation was satisfactory.
3.1.1.7 Description of the flight and events leading to the accident, including reconstruction of the significant portion of the flight path, if appropriate.	<p>On 29 October 2025, at 0730 UTC, the Head of the AASIIC-BD received a telephone call from Executive Director, HSIA that at around 0613 UTC, while approaching runway-14, one Airbus A330-300, Reg Number HS-TEW of Thai Airways struck with a section of the Precision Approach Lights and its supporting poles. The aircraft immediately executed go around. At 0656 UTC, the aircraft approached on runway-32 (reciprocal) and landed safely.</p> <p>During post-flight, it was revealed that the aircraft's (Airbus A330-300 of Thai Airways), No. 4 tyre (Rear inner tyre) of the left main landing gear was damaged. The tyre surface exhibited damage in two distinct areas.</p> <p>On the other hand, the struck of aircraft on final approach runway-14 (Airbus A330-300 of Thai Airways), resulted damage/ breaking of several Precision Approach lights and poles. The <b>Supplementary</b> Approach poles and lights <b>S-8</b> struck first, subsequently <b>S-6</b> and <b>S-4</b> poles and lights were struck (as of now total six lights). All the broken lights travelled along the flight direction towards the threshold. Total 09 poles and 06 lights were damaged/ broken. (<b>Figure- 1</b>)</p>



3.1.1.9 Time of the accident/serious incident (Local or UTC)	0613 UTC.
3.1.1.10 Whether day or night	Day

### 3.1.2 Injuries to Persons

Injuries	Crew	Passengers	Others
3.1.2.1 Fatal	No	No	No
3.1.2.2 Serious	No	No	No
3.1.2.3 Minor	No	No	No

### 3.1.3 Damage to Aircraft (Brief description)



3.1.3.1 Destroyed	No
3.1.3.2 Substantially damaged	<p>Aircraft's (Airbus A330-300 of Thai Airways), No. 4 tyre (Rear inner tyre) of the left main landing gear was substantially damaged. The tyre surface exhibited damage in two distinct areas. <b>Figure - 2, 3, 4 and 5</b></p> <div style="text-align: center;">  <p><b>Figure - 2</b></p>  <p><b>Figure - 3</b></p> </div>





Figure - 4



Figure - 5

<b>3.1.3.3 Slightly damaged</b>	<b>NIL</b>
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### 3.1.4 Other Damage:

3.1.4.1 Other Damage	<b>HI- High Intensity Approach Light</b> <ol style="list-style-type: none"> <li>Pole broken = 02 No (H-2 &amp; H-7)</li> <li>Arm broken = 04 No (H-3, H-4, H-5 &amp; H-6)</li> <li>Fittings damage = 02 Nos</li> </ol>	<b>Supplementary Approach Light</b> <ol style="list-style-type: none"> <li>Arm broken -02 No (S-4 &amp; S-6)</li> <li>Fittings damage-04 Nos (S-4=01 No,S-6=02Nos, S-8=01 No)</li> </ol>
	Figure - 1	



### 3.1.5 Personnel information

3.1.5.1 Pertinent information concerning each of the flight crew members regarding age, validity of licenses, ratings, mandatory checks, flying experience (total and on type) and relevant information on duty time	<b>Pilot</b> <ol style="list-style-type: none"> <li>Age: 51 years</li> <li>Nationality: Bangladeshi</li> <li>License: TH.FCL.0001212 Valid till 22 September 2028</li> <li>Ratings: ATPL license holder</li> <li>Mandatory Checks: 22 October 2025</li> <li>Flying Experience: <table> <tr> <th>POSITION</th><th>EFF.DATE</th><th>A/C</th></tr> <tr><td>FCI</td><td>21-May-2024</td><td>330</td></tr> <tr><td>FCR</td><td>27-Jul-2016</td><td>330</td></tr> <tr><td>FCS</td><td>4-Jun-2014</td><td>330</td></tr> <tr><td>FC</td><td>11-Aug-2011</td><td>330</td></tr> <tr><td>FPIR</td><td>14-May-2004</td><td>330</td></tr> <tr><td>FPI</td><td>13-May-2002</td><td>330</td></tr> <tr><td>FP</td><td>4-Mar-2001</td><td>330</td></tr> <tr><td>FP</td><td>7-Jul-2000</td><td>734</td></tr> <tr><td>FS</td><td>4-Jan-1999</td><td>747</td></tr> <tr><td>FST</td><td>13-Jan-1998</td><td>747</td></tr> </table> </li> <li>(Grand Total): 14942:44 hrs</li> <li>On type: 11302:44 hrs</li> <li>License Validity: 22 September 2028</li> </ol>	POSITION	EFF.DATE	A/C	FCI	21-May-2024	330	FCR	27-Jul-2016	330	FCS	4-Jun-2014	330	FC	11-Aug-2011	330	FPIR	14-May-2004	330	FPI	13-May-2002	330	FP	4-Mar-2001	330	FP	7-Jul-2000	734	FS	4-Jan-1999	747	FST	13-Jan-1998	747	<b>First Officer</b> <ol style="list-style-type: none"> <li>Age: 44 years</li> <li>Nationality: BANGLADESHI</li> <li>License: TH.FCL.0002427</li> <li>Ratings: ATPL license holder</li> <li>Mandatory Checks: 02 September 2025</li> <li>Flying Experience: <table> <tr> <th>POSITION</th><th>EFF.DATE</th><th>A/C</th></tr> <tr><td>FCT</td><td>1-Nov-2024</td><td>330</td></tr> <tr><td>FPR</td><td>2-May-2023</td><td>350</td></tr> <tr><td>FPRX</td><td>1-Sep-2022</td><td>350</td></tr> <tr><td>FPIR</td><td>2-Aug-2016</td><td>380</td></tr> <tr><td>FPR</td><td>22-Nov-2014</td><td>380</td></tr> <tr><td>FP</td><td>7-May-2013</td><td>380</td></tr> <tr><td>FP</td><td>6-Sep-2010</td><td>330</td></tr> <tr><td>FTR</td><td>19-Feb-2009</td><td>330</td></tr> </table> </li> <li>Grand total: 9827:58</li> <li>On-type: 1721:58</li> <li>License Validity:26 August 2026</li> </ol>	POSITION	EFF.DATE	A/C	FCT	1-Nov-2024	330	FPR	2-May-2023	350	FPRX	1-Sep-2022	350	FPIR	2-Aug-2016	380	FPR	22-Nov-2014	380	FP	7-May-2013	380	FP	6-Sep-2010	330	FTR	19-Feb-2009	330
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3.1.5.2 Brief statement of qualifications and experience of other crew members	N/A																																																													
3.1.5.3 Pertinent information regarding other personnel, such as air traffic services, maintenance, etc., when relevant	Normal																																																													

### 3.1.6 Aircraft information

3.1.6.1 Brief statement on airworthiness and maintenance of the aircraft (indication of deficiencies known prior to and during the flight to be included, if having any bearing on the accident)	The aircraft was airworthy, and no significant technical defects were identified prior to its release for the flight from Bangkok.
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3.1.6.2 Brief statement on performance, if relevant, and whether the mass and centre of gravity were within the prescribed limits during the phase of operation related to the accident. (If not and if of any bearing on the accident give details.)	Performance status in all phases of flight was satisfactory. Mass & Centre of Gravity during take-off and landing were within limit.
3.1.6.3 Type of fuel used	Aviation fuel JET A-1

### 3.1.7 Meteorological information of VGSD

3.1.7.1 Brief statement on the meteorological conditions appropriate to the circumstances including both forecast and actual conditions, and the availability of meteorological information to the crew	(a) Surface wind (Direction and Speed KT): 240/ 03 kts (b) Surface Visibility: 3200 meters (c) Weather: Rain (d) Cloud cover: BKN012OV090
3.1.7.2 Natural light conditions at the time of the accident (sunlight, moonlight, twilight, etc.)?	During sunlight.

### 3.1.8 Aids to Navigation of VGHS

3.1.8.1 Pertinent information on navigation aids available, including landing aids such as ILS, MLS, NDB, PAR, VOR, visual ground aids, etc., and their effectiveness at the time	On 29 October 2025 from 1200- 1230LT, as per NAV AID all Radio & Nav Aids performance was normal. As per NOTAM (NOTAM Number A0440/25) dated 27/10/2025 ILS RWY 14 remain on air Test Basis. After 1220LT RWY 14.
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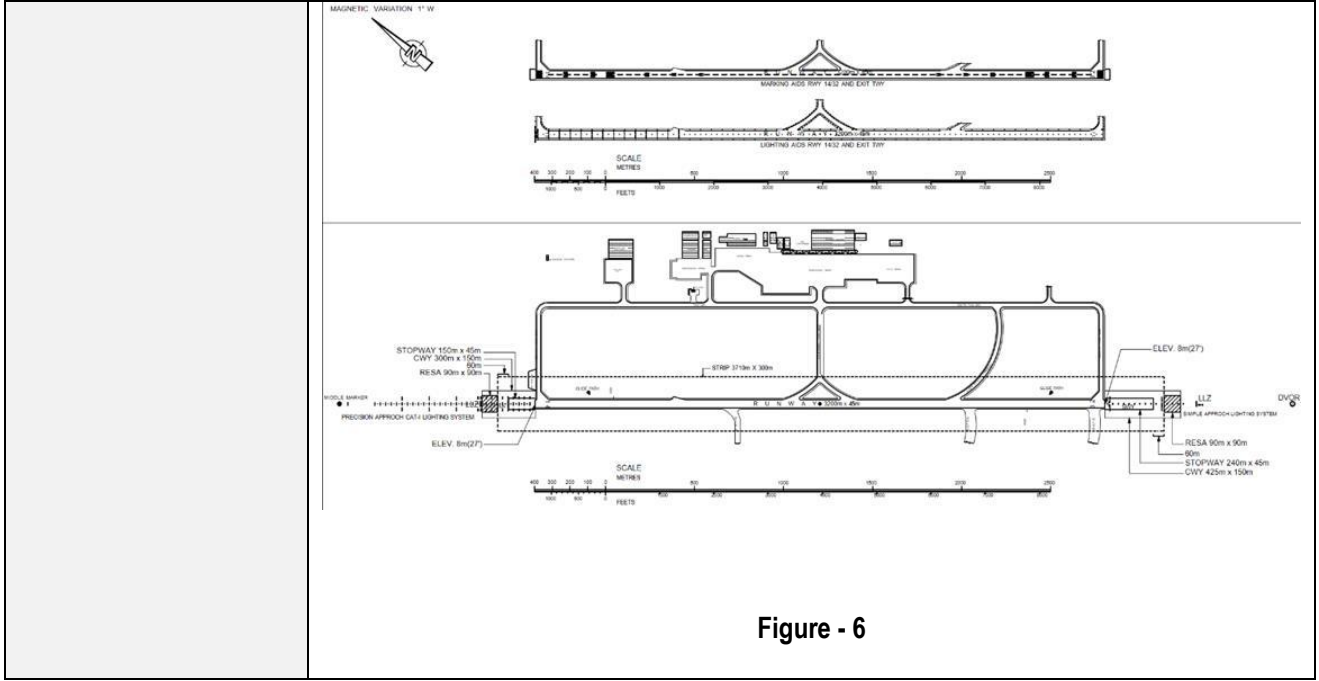
### 3.1.9 Communications.

3.1.9.1 Pertinent information on aeronautical mobile and fixed service communications and their effectiveness	VHF1, VHF2
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### 3.1.10 Aerodrome information

3.1.10.1 Pertinent information associated with the aerodrome, facilities and condition, or with the take-off or landing area if other than an aerodrome	<b>General:</b>  Aerodrome facilities and associated conditions were normal. However, the runway surface was wet due to medium to heavy rain.  Hazrat Shahjalal International Airport (VGHS) coordinates Latitude- 235118.08 N and Longitude- 0902318.67 E is located. The airport has an elevation of 26 ft.
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3.1.11 Flight recorders

<p>3.1.11.1 Location of the flight recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom</p>	<p>The Digital Flight Data Recorder (DFDR) is installed in the aft section of the aircraft. The recorder was found to be in good condition, and the data was successfully downloaded. In addition, the downloaded data was sent to IIC of AAIT of this investigation.</p> <p>The Cockpit Voice Recorder (CVR) is installed in the aft section of the aircraft. The recorder was found to be in good condition, and the data was successfully downloaded. In addition, the downloaded data was sent to IIC of AAIT of this investigation.</p>
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3.1.12 Wreckage and impact information

<p>3.1.12.1 General information on the site of the accident and the distribution pattern of the wreckage, detected material failures or component malfunctions. Details concerning the location and state of the different pieces of the wreckage are not normally required unless it is necessary to indicate a break-up of the aircraft prior to impact. Diagrams, charts and photographs may be included in this section or attached in the</p>	 <p style="text-align: center;"><b>Figure - 7</b></p>
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appendices



Figure - 8



Figure - 9



Figure - 10





Figure - 11



Figure - 12



Figure - 13

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3.1.13 Medical and pathological information

3.1.13.1 Brief description of the results of the investigation undertaken and pertinent data available therefrom	N/A
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3.1.14 Fire

3.1.14.1 If fire occurred, information on the nature of the occurrence, and of the firefighting equipment used and its effectiveness	N/A
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3.1.15 Survival aspects

3.1.15.1 Brief description of search, evacuation and rescue, location of crew and passengers in relation to injuries sustained, and failure of structures such as seats and seat-belt attachments	All the passengers including flight crew were unhurt and disembarked safely.
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3.1.16 Tests and research

3.1.16.1 Brief statements regarding the results of tests and research	To be provided in the Final Report
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3.1.17 Organizational and Management Information

3.1.17.1 Pertinent information concerning the organizations and their management involved in influencing the operation of the aircraft. The organizations include, for example: the operator; the air traffic services; airway, aerodrome and weather service agencies; and the regulatory authority. The information could include, but not be limited to, organizational structure and functions, resources, economic status, management policies and practices, and regulatory framework?	<p>THAI Airways maintains a comprehensive flight crew training program, which includes Pilot Proficiency Checks (PPC) every six months to ensure continuous pilot competency. In addition, both initial and recurrent training programs, including Human Factors/CRM, are conducted in accordance with CAAT regulatory requirements.</p> <p>THAI Airways also conducts Pilot Line Checks every 12 months, performed by Supervisory Pilots assigned by the Pilot Administrative Department.</p> <p>Furthermore, all pilots receive SMS training and Safety Promotion provided by the Flight Safety and Quality Assurance Department, enabling them to identify hazards and effectively mitigate operational risks throughout flight operations.</p>
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3.1.18 Additional information

3.1.18.1 Relevant information not already included in 3.1.1 to 3.17.1	To be provided in the Final Report
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3.1.19 Useful or effective investigation techniques

3.1.19.1 When useful or effective investigation techniques have been used during the investigation, briefly indicate the reason for using these techniques and refer here to the main features as well as describing the results under the appropriate subheadings 3.1.1 to 3.18.1?	<p>(a) This investigation has been carried out following the format of Annex 13 as far as possible.</p> <p>(b) All estimated sizes are quoted.</p>
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## 3.2 ANALYSIS

3.2.1 Investigation Analysis	To be provided in the Final Report
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## 3.3 CONCLUSIONS

Appended below are the **Findings, Causes and/or Contributing factors** established in the investigation.

### 3.3.1 Findings,

3.3.1.1 Findings	<p><b>Findings</b> During the final of approach on runway 14, the Airbus 330-300 of Thai Airways struck the lights of Precision approach Lighting System breaking total of 06 Precision approach Lights.</p> <ol style="list-style-type: none"> <li>1. The first struck was at the S-8 (Supplementary pole-8) extreme left one light broke. The broken light moved along the flight path/ direction by 100 meters approximately towards the threshold. (The whole assembly of the light was found along the flight path/ direction by 100 Meters approximately)</li> <li>2. Second hit was at the S-6 extreme two left light (Supplementary pole Light-6) of the Precision approach and two lights broke. The broken lights moved along the flight path/ direction by 70-80 meters approximately towards the threshold. (The whole assembly of the lights were found along the flight path/ direction by 70-80 Meters approximately)</li> <li>3. The third hit was at the S-4 extreme left one light (Supplementary pole Light-4) of the Precision approach light broke. The broken light moved along the flight path/ direction by 50 -60 meter approximately towards the threshold. (The whole assembly of the light was found along the flight path/ direction by 50-60 Meters approximately)</li> <li>4. About more two lights which were installed at H-7 (High intensity light pole -7). This pole was twisted 180 degrees opposite and broke because of the jet blast (ac opened power and went round). These two lights broke with the fall of the pole on the ground.</li> </ol> <p>As regards to the poles, total 09 poles damaged/ broke where 02 poles (H-2 and H-7) totally broken with jet blast.</p> <ol style="list-style-type: none"> <li>1. H-2 (High intensity Light Pole, height is 7 ft) which is installed at 150 meter short of the threshold and twisted 180 degrees opposite with the Jet Blast.</li> <li>2. H-7 (High intensity Light Pole-7, Pole height is 13 ft) which is within 300 meter short of the threshold and twisted 180 degrees opposite with the Jet Blast.</li> </ol> <p>Aircraft's (Airbus A330-300 of Thai Airways), No. 4 tyre (Rear inner tyre) of the left main landing gear was substantially damaged. The tyre surface exhibited damage in two distinct areas.</p>
3.3.1.2 Causes	Will be provided in the Final Report
3.3.1.3 Contributing Factors	Will be provided in the Final Report.

## 3.4 SAFETY RECOMMENDATIONS

3.4.1 Intermediary Safety Recommendations	N/A
3.4.2 Safety Recommendations	Will be provided in the Final Report.

## 4. APPENDICES

4.1 All statements, evidences, documents, photographs etc., will be preserved in the 'File'.
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END

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