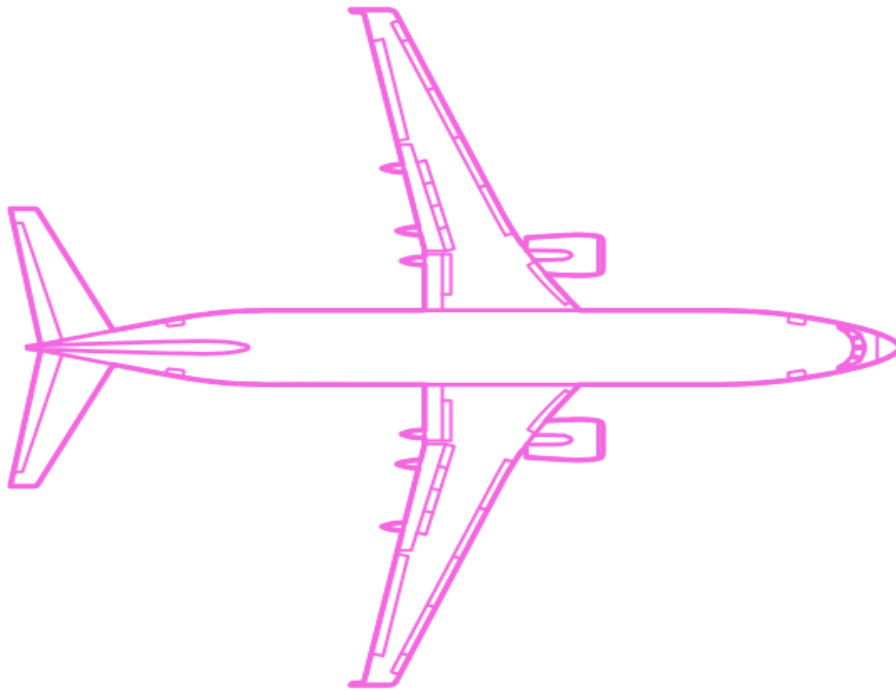




**PRELIMINARY REPORT**

**INVESTIGATION INTO INCIDENT OF BOEING 737-800 AIRCRAFT REG NO S2-AJA  
 OF US BANGLA AIRLINES LTD OCCURRED ON 02 JANUARY 2024  
 AT VGSY AIRPORT, SYLHET, BANGLADESH.**



**BOEING 737-800**

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**INTRODUCTION**

**Preliminary Report of Investigation into Incident of Boeing 737-800 Aircraft,  
 Reg No S2-AJA of US Bangla Airlines Ltd that occurred on 02 January 2024 at VGSY Airport, Sylhet,  
 Bangladesh**

This incident investigation is being conducted by the Aircraft Accident Investigation Committee of Bangladesh (AAIC-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 incident.

On 02 January 2024, at 0419 hrs UTC, the Head of AAIC-BD received a telephone call from Sylhet tower that at 0808 hrs UTC, while taxiing in to parking bay, one of the Boeing 737-800, Nationality and Registration Number S2-AJA of US Bangla Airlines Ltd had struck the right horizontal stabilizer tip of another parked B 737-800 aircraft. Immediately, the Head of AAIC-BD advised the Airport/Aerodrome Controller of VGSY (Sylhet) for ensuring adequate protection of all the evidences without disturbing the aircraft and its contents until the arrival of the 'GO-TEAM', designated by the Head of the AAIC-BD, at the site of occurrence. This has been in pursuance to Rule 21 (1) of AASIIR-2023 and Standard 3.3 of Annex 13.

A two-member 'Go-team, led by the Head, took the first available flight to Sylhet to inspect and protect the necessary evidences. 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 AAIC-BD issued a 'Notification' on 04 January 2024 for information of all concerned (National and International). The Head of AAIC-BD designated the Member of Operations of the AAIC-BD as the Investigator-in-Charge (IIC) one-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 AAIC-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.

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

Unless otherwise indicated, recommendations in this report will be addressed to the Regulatory Authorities of the States having responsibility for the matters with which the recommendations are concerned.

Head  
 Aircraft Accident Investigation Committee  
 Bangladesh

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## List of Acronyms

AAIC	Aircraft Accident Investigation Committee
AAIC-BD	Aircraft Accident 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
ISAGO	IATA Safety Audit for Ground Operations
FSR	Flight Standard & Regulations
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
NTSB	National Transportation Safety Board, USA
OPS	Operations
PPL	Private Pilot License
REG	Registration
RWY	Runway
SOP	Standard Operating Procedure
UBG	U S Bangla
US	United States
UTC	Coordinated Universal Time
VFR	Visual Flight Rules
VGSY	Sylhet Airport, Sylhet, Bangladesh
VOR	VHF Omnidirectional Radio Range

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## 1. TITLE

### 1.1 Composition of Title

1.1.1 Name of the Operator	US Bangla Airlines Limited
1.1.2 Name of the Manufacturer	Boeing
1.1.3 Aircraft Model	Boeing 737-800
1.1.4 Aircraft Nationality	Bangladesh
1.1.5 Aircraft Registration Marks	S2-AJA
1.1.6 Place of Occurrence	VGSY (Osmani International Airport, Sylhet, Bangladesh)
1.1.7 Date of Occurrence	02 January 2024

## 2. SYNOPSIS

### 2.1 Details of Synopsis

2.1.1 Notification of accident to national and foreign authorities	Office of the Aircraft Accident Investigation Committee-Bangladesh notified to all relevant Authorities and Agencies as per Rule 33 of AASIIR-2023 and Standard 4.1 of ICAO Annex 13.
2.1.2 Identification of the Accident Investigation Authority	Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD).
2.1.3 Accredited Representative	Having received the Notification from the AAIC-BD, NTSB responded immediately to serve as the U.S Accredited Representative and confirmed that they would remain standby for any kind of assistance, should AAIC-BD require.
2.1.4 Organization of the Investigation?	Aircraft Accident Investigation Team (AAIT), designated by the Head of the AAIC-BD through a 'Memorandum'.
2.1.5 Authority releasing the report	Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD)
2.1.6 Date of publication or dispatch of report	The date of dispatch is 31 January 2024. 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	The Flight Number Bangla Star 326 (BS-326) was on a scheduled flight from Guangzhou Baiyun International Airport (ZGGG), China to Hazrat Shahjalal International Airport (VGHS) Dhaka. Due to poor visibility at VGHS, the flight diverted to Osmani International Airport (VGSY), Sylhet. After landing at VGSY, as per the instruction of Air Traffic Controller, the aircraft was taxiing to an assigned parking stand at Bay-2 of Apron-A. During taxiing in to parking stand Bay-2, while the aircraft was turning 90 degrees to the left, its right outer surface of the winglet stroke another parked aircraft (B 737-800, Registration S2-AJG). whereby, the right-hand Horizontal stabilizer tip trailing edge corner of the parked aircraft tore, approximately 4 inches on the damaged area. The strike made a tear of approximately 15 inches long split on the outer surface of the winglet of S2-AJA.

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3. BODY

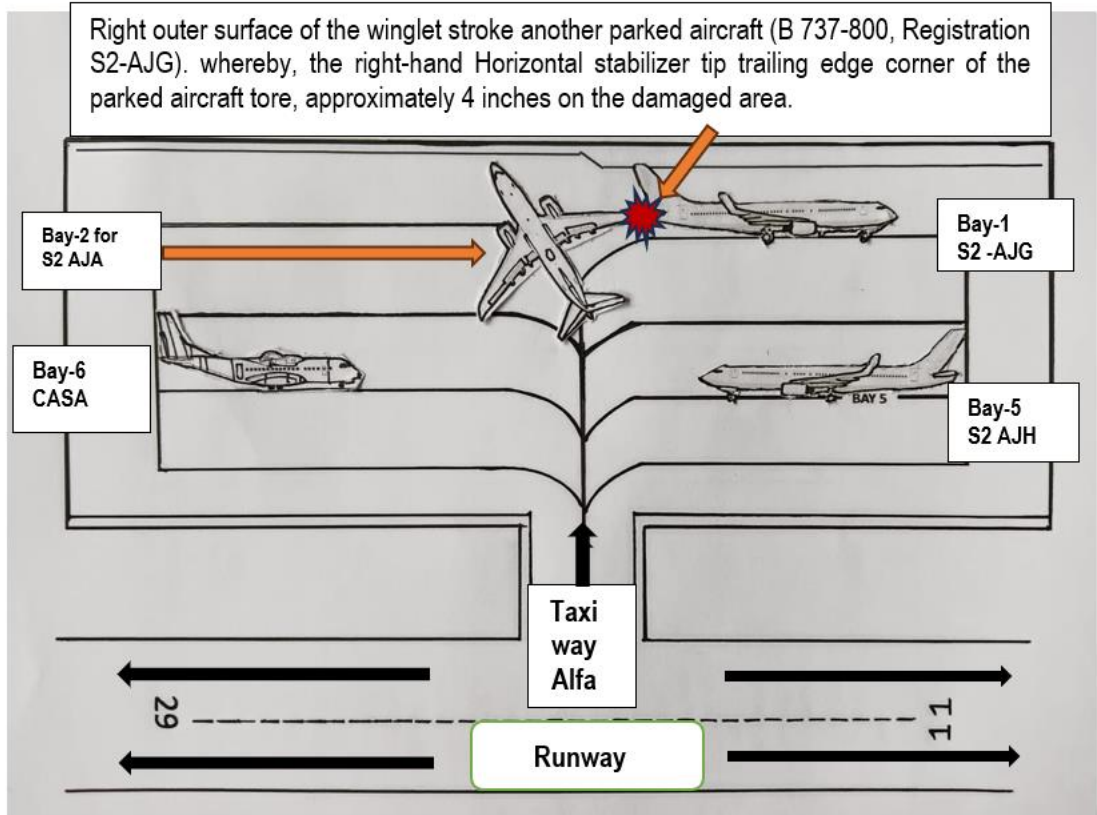
3.1 FACTUAL INFORMATION

3.1.1 History of the flight:

3.1.1.1 Flight number	BS-326
3.1.1.2 Type of operation	Commercial
3.1.1.3 Last point of departure	ZGGG
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 good.

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.

On 01 January 2024, the aircraft took off from Guangzhou Baiyun International Airport for VGHS. Due to poor visibility at VGHS, Dhaka, the aircraft diverted to Osmani International Airport, Sylhet and landed safely at 0207 hrs UTC. After landing, as per the instruction of the Air traffic controller, the pilot followed the Taxiway-A to Bay-2 parking area. In Bay-1 (West of Bay-2), another B 737 of US Bangla was parked. During taxiing in, as aircraft turned left for its parking area Bay-2, the right winglet hit the right at the edge of horizontal stabilizer of parked B 737 aircraft, Reg No- S2 AJG.



**Ground Incident (Collision) between Boeing 737, S2- AJA and S2- AJG**

3.1.1.8 Location (latitude, longitude, elevation)	05 NM N/NE of Sylhet Town (245740.83N 0915217.89E in the RWY, 50 FT)
3.1.1.9 Time of the accident/serious incident (Local or UTC)	0208 UTC approx.
3.1.1.10 Whether day or night	Day

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### 3.1.2 Injuries to Persons

Injuries	Crew	Passengers	Others
3.1.2.1 Fatal	No	N/A	N/A
3.1.2.2 Serious	No	N/A	N/A
3.1.2.3 Minor	No	N/A	N/A

### 3.1.3 Damage to Aircraft (Brief description)

3.1.3.1 Destroyed	No
3.1.3.2 Substantially damaged	(a) With regard to aircraft S2-AJA, the RH winglet outer surface was found torn with approximately 15 inches long split; and. (b) With Regard to S2-AJG, the RH Horizontal stabilizer trailing edge tip was damaged and torn off, approximately 4 inches on the damaged area.
3.1.3.3 Slightly damaged	NIL

### 3.1.4 Other Damage:

3.1.4.1 Other Damage	NIL
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### 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> (a) Date of Birth: 22-04-1975 (b) Age: 48 years (c) Nationality: Bangladeshi (d) License: ATPL # 378 (e) Ratings: B 737-800 NG (f) Mandatory Checks: N/A (g) Flying Experience: (h) (Grand Total): 7900:00 (i) License Validity: Valid, (non-expiry)	<b>First Officer</b> (a) Date of Birth: 26 <sup>th</sup> MAY 1994 (b) Age: 30 (c) Nationality: BANGLADESHI (d) License: ATPL-468 (e) Ratings: B738 (f) Mandatory Checks: N/A (g) Flying Experience: Grand total: 3823:29 (h) On-type: 273:59
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)	(a) Brief statement on airworthiness of Boeing 737-800, Reg S2-AJA:  (b) As per ATL records and Airworthiness documents available at Engineering production planning office, Boeing 737-800 aircraft, Reg S2-AJA - was serviceable before departure from Dhaka for respective flight on 1st of January 2024.  (c) Boeing 737-800 aircraft Reg S2-AJA was on transit certification at out station with 'NIL' defect and was duly certified for flight with full Airworthiness clearance.
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.)	N/A
3.1.6.3 Type of fuel used	JET-A1

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### 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): 090 / 05 (b) Surface Visibility: 1000 meter (c) Weather: Fog (d) Cloud cover: Clear
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 VGSY

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	(a) ARP co-ordinates- 245740.83N 0915217.89E in the RWY (b) MAG VAR- 1 degree W (c) Types of traffic permitted IFR/VFR- IFR/VFR
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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	VGSY - Runway 11
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### 3.1.11 Flight recorders

3.1.11.1 Location of the flight recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom	Flight Data Recorder is located above the ceiling in the rear of the cabin
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### 3.1.12 Wreckage and impact information

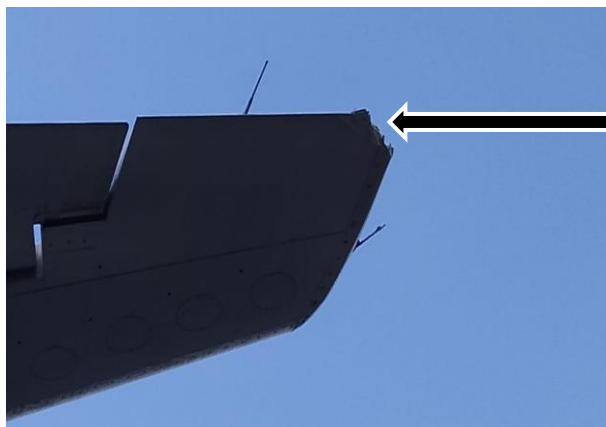
3.1.12.1 General information on the site of the accident and the distribution pattern of the wreckage, detected material failures or component malfunctions. Details concerning the location and state of the different pieces of the wreckage are not normally required unless it is necessary to indicate a break-up of the aircraft prior to impact. Diagrams, charts and photographs may be included in this section or attached in the appendices



Red arrow mark shows the 'Winglet' of aircraft



Damaged Right winglet of B 737 Reg - S2 AJA



Right aft edge corner of horizontal stabilizer of parked B 737 aircraft, Reg No- S2 AJG.

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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>US-Bangla Airlines is under the umbrella of the US-Bangla Group, established in 2010 to meet the growing demand for air travel. The Airline began its commercial flight operations on 17 July 2014. It is currently the largest private airline in Bangladesh with fleet size of 18 registered aircraft.</p> <p>Information below depicts pertinent details about organizational and management structure, resources, economic standing, policies, and regulatory framework.</p> <p><b>1. Organizational Structure and Functions.</b> US-Bangla Airlines operates under a defined hierarchical structure outlined in our Corporate Policy Manual. Key leadership roles include:</p> <ul style="list-style-type: none"> <li>(a) CEO is the accountable manager responsible for operational and management teams, strategy formulation.</li> <li>(b) Head of Department holds ultimate accountability for safety decisions and risk assessments to ensure implementation of risk mitigation steps within their respective department.</li> <li>(c) Line Managers and Supervisors implement safety programs, ensure safe work environments, investigate incidents, and enforce safety standards.</li> <li>(d) Non-Management Personnel are responsible for safe task</li> </ul>
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performance, reporting hazards and incidents, and adhering to regulations and procedures.

**2. Resources and Economic Status:**

(a) Fleet: The fleet is significantly expanded with most efficient and reliable aircrafts. It may be mentioned here that the only private airlines in Bangladesh who acquired brand new ATR 72-600 aircraft's straight from factory and operating those in the safest manner throughout. Since its inception, US-Bangla Airlines has focused on expanding its fleet to meet the demands of a diverse range of routes. The airline primarily operates a fleet of modern aircraft, including:

- 07 x Boeing 737-800
- 09 x ATR 72-600
- 02 x DHC 8-Q 400 and
- 02 x (upcoming) Airbus A330-343.

(b) Workforce: Flying can be a complex operation, and ensuring everyone reaches their destination safely involves a whole team of dedicated professionals & safe practices. Team comprises over 2600 professionals working across various departments, each playing a crucial role.

**3. Internal Systems and Processes:**

(a) Safety Management System (SMS) is established in a comprehensive manner. It identifies each and every hazard (and associated risks) anywhere if in existence in the airline, does risk assessment of all those identified hazards, promulgate appropriate and effective mitigation action of those along-with experts through SRM activities, implement those decided appropriate mitigation actions, and then finally keep under follow up to be sure that mitigation actions formulated are effective and no such or similar risks exists anymore.

(b) The US Bangla Airlines dedicatedly conducts regular Performance Engineering and Engineering Projects, Research and Development (R&D), Flight Data Monitoring (FDM) and many more.

(c) Training Management System has been established to highlight the high standard of Training System of USBA. It has implemented for its all level of employees including its Flight Crews, Engineers, Technicians, Cabin Crews, Operation Officers as well as all level of its employees,

**4. Regulatory Framework:**

(a) USBA is in Compliance with regulations, internal standards, and AOC conditions is ensured through Nominated Post Holders.

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	<p>(b) USB is proud recipient of the International Air Transport Association (IATA) Operational Safety Audit (IOSA) certification, proving the commitment and maintenance of international safety standards.</p> <p>(c) ISAGO Certification: US-Bangla Airlines is under process to become the first private airline in Bangladesh to achieve this certification.</p> <p>(d) USB consistently rank high in independent audits conducted by the International Civil Aviation Organization (ICAO) and the European Union Aviation Safety Agency (EASA), in collaboration with the Civil Aviation Authority of Bangladesh (CAAB).</p> <p>5. US-Bangla Airlines presents a well-defined organizational structure, dedicated resources, and strong commitment to safety, reflected in the policies, practices, and adherence to regulatory frameworks. All these factors combinedly shape the safe operation of USBA as well as contribute to the position as the leading and most reliable airline in Bangladesh.</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	Will be provided in the Final Report
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.

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### 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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