

SAFETY INVESTIGATION INTO THE ACCIDENT TO THE BOEING 737 REGISTERED ET-AVJ AND OPERATED BY ETHIOPIAN AIRLINES ON 10/03/2019 NEAR BISHOFTU. INVESTIGATION BY EAIB (ETHIOPIA)

- PUBLICATION OF THE FINAL REPORT BY THE ETHIOPIAN AUTHORITIES -

The Ethiopian Aircraft Accident Investigation Bureau (EAIB) published, on Friday, December 23, 2022, the final report of the investigation into this accident.

The Ethiopian authorities had requested the assistance of the BEA for the analysis of the FDR and CVR which were damaged. Following this request, in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation (Annex 13 of the ICAO), the BEA appointed an accredited representative investigator to participate in the investigation conducted by Ethiopia as State of Occurrence.

ICAO Annex 13 provides that the State conducting the investigation shall send a copy of the draft final report to the participating States (in this case to the accredited representative of the BEA for France and to that of the NTSB for the United States). These States are then invited to provide as soon as possible their significant and substantiated comments on the report. If the State conducting the investigation receives comments within 60 days, it shall either amend the draft final report to include the substance of the observations received or, in the event of disagreement on them, and if desired by the State that provided the comments, append the comments to the final report.

From January 2021, the NTSB and the BEA were consulted on a draft of the final report. The NTSB and the BEA requested in particular that the aspects related to the performance of the crew be better exposed and analysed. These exchanges did not result in satisfying amendments to the final report and led the NTSB and the BEA to request that their comments be appended to the final report.

On December 23, 2022, the EAIB published the final report on its website without directly including the BEA's comments in appendix. Instead, the EAIB report contains a link to a BEA document which does not contain the comments that the BEA had finally requested to be appended.

The BEA shares the analysis and conclusions of the EAIB report regarding the contribution of the MCAS system of the 737 Max to the accident. BEA's comments are mainly related to the analysis of the crew's performance and its contribution to the accident scenario, in particular during the first part of the flight (between the rupture of the angle of attack vane and the activation of the MCAS system). The BEA considers that this analysis would make it possible to draw safety lessons beyond those related to the MCAS system.

All of the observations on the final report that the BEA asked the EAIB to append are available on the BEA website: <https://bea.aero/en/investigation-reports/notified-events/detail/accident-to-the-boeing-737-registered-et-avj-and-operated-by-ethiopian-airlines-on-10-03-2019-near-bishoftu-investigation-led-by-eaib-ethiopia/>

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