

Appendix A

INVESTIGATION

The Government of Bahrain immediately invoked the High Supreme Council which appointed the Accident Investigation Board (AIB) on 24 August 2000 under the chairmanship of His Excellency Shaikh Ali bin Khalifa Al-Khalifa, the Minister of Transportation, to investigate into the accident. The National Transportation Safety Board (NTSB) of the USA, the Bureau Enquetes-Accidents (BEA) of France, Bahrain Civil Aviation Affairs (CAA), and the Directorate General of Civil Aviation & Meteorology (DGCAM) of the Sultanate of Oman designated an accredited representative each, in accordance with Annex 13 of the Convention on International Civil Aviation. The Chairman, AIB appointed a Technical Investigation Committee (TIC), consisting of the accredited representatives and chaired by the Undersecretary for CAA, Bahrain. The NTSB representative was designated as Investigator-in-Charge, who reported directly to the Chairman, TIC. Further, two representatives from Egyptian Civil Aviation Authority participated in the investigation as observers.

The TIC was assisted by the accredited representatives' technical advisers and specialists from the industry. The other participating agencies in the investigation were: the Federal Aviation Administration, USA; Airbus Industrie, France; Gulf Air, Bahrain; Gulf Aircraft Maintenance Company, Abu Dhabi; and the CFMI (the engine-manufacturer). Assistance was also provided by the emergency response personnel in Bahrain (including Bahrain International Airport, Bahrain Airport Services, the Ministry of Interior, the Coastguard, Bahrain Defence Force, the Fire and Rescue Services, Bahrain-based airlines, etc.) and the US Navy. Three investigative teams consisting of Operations, Airworthiness and Recorders groups were formed, along with their various sub-groups:

<u>Group</u>	<u>Sub-group</u>
1. Operations:	Human Performance and Survival factors, Search/Fire/Rescue/Recovery, Air Traffic Control, and Witnesses.
2. Airworthiness:	Aircraft Structures, Powerplants and Systems, Aircraft Performance and Maintenance Records.
3. Recorders:	Cockpit voice Recorder (CVR), and Flight Data Recorder (FDR).

The specialists from the TIC and technical advisers from the industry were assigned to conduct readouts of the FDR and transcribe the CVR at the laboratories of NTSB and BEA. The Recorders-group produced the detailed transcript in English.

A “Factual Information” report was published on 27 March 2001, and posted on the internet. Extensive tests, research and studies were conducted at the laboratories of the NTSB, the Naval Aerospace Research Laboratory of the USA, BEA of France, and at various facilities of Gulf air and Airbus Industrie. The Ministry of Interior of the Kingdom of Bahrain provided a helicopter to conduct the trial flight for the reconstruction study of the final flight path of the accident flight.

An independent investigator from Australia and the human factors specialists from the NTSB assisted the AIB, the TIC, and their advisers in conducting the Analysis phase of the investigation.

In accordance with Annex 13 of the Convention, the draft-Final Report was forwarded to the States participating in the investigation on 10 October 2001. Their comments were received within sixty days. The Sultanate of Oman requested for an extension of time to submit additional comments. This was agreed to. The significant and substantiated comments received from the States participating in the investigation have been incorporated in the Final Report.

The accident investigation report was concluded, and adopted by the Chairman of the Accident Investigation Board on 10 July 2002, and posted on the following websites:

www.bahrainairport.com/GF072investigationreport.htm
www.gulfairco.com
