

# **BELIZE DEPARTMENT OF CIVIL AVIATION**

## **Aircraft Accident Investigation Unit (AAIU)**



## **INTERIM STATEMENT**

<b>Date:</b>	<b>30 March 2023</b>
<b>Time:</b>	<b>0200 am local time</b>
<b>Location of the occurrence:</b>	<b>Approximately 25 minutes away of MZBZ</b>
<b>Latitude/longitude:</b>	<b>50 NM North of Belize</b>
<b>Aircraft (Make/Model):</b>	<b>Boeing 737-823 30598</b>
<b>Registration:</b>	<b>N940AN</b>
<b>Operator:</b>	<b>American Airlines</b>
<b>Category of the occurrence:</b>	<b>Serious Incident</b>
<b>Involved States:</b>	<b>Belize, USA</b>

**1. History of the flight**

At approximately 01:34 pm local time (1934 UTC), on 30 March, 2023, American Airlines, Flight # 700, B737-823 with registration N940AN, serial number 30598 departed the Philip SW Goldson International Airport with 06 crew and 159 passengers enroute for Miami International Airport. At cruise climb speed of 300 knots indicated and passing through 22,000 ft AGL the flight crew experience a hard jolt and loss thrust on the right engine at approximately 02: 00 pm local time (2000 UTC). American Airlines, Flight # 700 which was approximately 40 nautical miles North of Belize contacted Belize Approach about the situation, decision to return to Belize and to declare an emergency landing, requesting Crash Fire and Rescue Service. AA700 was handed over to Belize Air Traffic Control by Goldson Radar which cleared N940AN to land. After landing there was a rapid response from the CFR to ensure that all safety measures were enforced. N940AN was cleared to taxi by ATC where it deplaned its passengers and crew members safely

**2. Investigation activities conducted**

CVR and FDR were removed from the aircraft for analysis at approved facility. Unserviceable engine was removed and replaced by company engineers. Test and reports were sent to AIU for the testing facility. Engine runups were carried out satisfactorily prior to release of aircraft.

**3. Conclusion**

No.2 engine loss of thrust was due to No.4 bearing roller elements that skidded and the retainer that was disintegrated in the gearbox (IGB) housing assembly.

**4. Recommendations already issued.**

In draft final report

**5. Next steps**

- a) Review and approval of draft final report
- b) Send approval draft final report to relevant States
- c) Approval and completion of final report

**6. Additional comments**

None