



## The Civil Aviation Organization of the Islamic Republic of Iran

### Flight PS752 Accident

# Flight Recorder Read-out Report



**August 2020**

**In the Name of God**

The read-out and analysis of Flight Recorders are one of the stages of aircraft accident investigation, the results of which are used to serve the purpose of the investigation to enhance safety and prevent similar events.

Meanwhile, publishing an independent report on the flight recorder read-out prior to releasing the Final Report would not commonly occur. However, since the PS752 accident victims' families are enquiring about the related issues with such high sensitivity, and the accident investigation team has received numerous requests to publish the results from the read-out of the flight recorders, this report aims to publish some information of public interest on flight recorders information.

It should be noted that the accident investigation team and representatives of the involved States have access to the technical report of the flight recorders for their specialized studies and analysis.

1. The flight recorders of Boeing 737, UR-PSR, PS752 Flight, suffering an accident on January 08, 2020, in the vicinity of Tehran, were downloaded at Bureau d'Enquêtes et d'Analyses pour la Sécurité de l'Aviation Civile (BEA) laboratory from July 17-24, 2020.
2. The disassembling of the flight recorders and downloading the information was performed under the control and supervision of the accident investigator-in-charge using the BEA facilities and experts.
3. The representatives of the U.S. as the State of Design and Manufacture, Ukraine as the State of Registry and Operator, and France as the State providing service and technical advice participated in the process.
4. The representatives of Canada, U.K. and Sweden as the States having a special interest in the accident by virtue of fatalities to their citizens participated in the process in order to observe and stay informed of it. Apart from observing the process, the Canadian experts collaborated by providing technical advice about the flight data analysis.
5. A representative from the International Civil Aviation Organization (ICAO) participated at this stage to observe and facilitate collaboration among the States involved.
6. Considering the fact some of the crew members' conversations were made in Russian/Ukrainian, the representatives of Ukraine translated such conversations heard on the Cockpit Voice Recorders (CVR) into English.
7. The data on both aircraft flight recorders was retrieved without encountering any technical problems and was then converted into analyzable information.

8. The recording of the Flight Data Recorder ended at 02:44:56 UTC. According to recorded data, up until this time, all the aircraft systems had a normal performance and the aircraft had been on the predefined flight trajectory.
9. At 02:44:56 UTC, a sound similar to detonation outside of the aircraft striking it is heard on the CVR. This time corresponds to that of FDR failure and activation of the first missile radio fuse fired at the aircraft. (The missile-related information has been obtained through other sources as indicated in the previously published Factual Report)
10. Right after the detonation sound, the three flight crew members inside the cockpit noticed the unusual situation and immediately began taking actions required to control the aircraft accordingly.
11. The CVR recording ended at 02:45:15 UTC.
12. The post-detonation sounds show that all the three crew members inside the cockpit had been controlling the situation without any indication of injury/damage to their health.
13. Over the short time of post-detonation recording, according to the instructor pilot, the aircraft engines had still been running, and the flight crew had decided to use the APU<sup>1</sup>.
14. As yet, there exists no voice or sign revealing the passenger cabin's conditions in the recorded data and audios.
15. The information obtained from the flight recorders read-out substantiates the events stated on the Factual Report released by the accident investigation team in July 2020.

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<sup>1</sup> - Auxiliary Power Unit

16. The information extracted from the flight recorders and other available information indicate that the activation of the first missile fuse caused considerable damage to the aircraft. The detonation and impact of the objects thrown out from that led to the immediate failure of FDR and after 19 seconds, the CVR.
17. The accident investigation team confirms that the actions taken through the participation of the representatives of all the States involved and ICAO in the read-out process were according to the Standards of Annex 13 to the Chicago Convention.

**August 23, 2020**

**PS752 Investigator-in-charge**