

Scott B. Johnson
Air Safety Investigator
Western Pacific Region

Date: December 12, 2025

Subject: WPR24LA070 / BOV email summary

Contact: Michel Pitsikoulis, ENG Pratt & Whitney Canada Corp.

The following is a synopsis of the information provided by Michel Pitsikoulis in an email conversation.

I asked Michel, if he thought the engine power roll back was due to an engine surge? Michel stated that during the abbreviated test cell run, during slow acceleration, the test technician heard, a subtle noise.

I stated, if the BOV was stuck open it should be dumping air overboard after the valve closed at ~85% N1.

On this engine and environment conditions, the BOV closing point was closer to 90% Ng. The engine data for the abbreviated run showed the engine approached close to this value but never surpassed it.

Michel was not certain you could say it was an engine surge and that the technician pulled back on the throttle when he heard the noise.

This would mean it would be dumping compressed air "overboard", instead of flowing through the combustion chamber to provide power.

The BOV was malfunctioning, it remained open when it should be closed.