PRELIMINARY REPORT ON THE INCIDENT INVOLVING A BOEING 737-300 AIRCRAFT WITH NATIONALITY AND REGISTRATION MARKS 5N-DAB OPERATED BY MAX AIR LIMITED, WHICH OCCURRED DURING CLIMB OUT PASSING THROUGH FL080 EN-ROUTE UMARU MUSA YAR'ADUA AIRPORT (DNKT), KATSINA, KATSINA STATE, ON 11 MAY, 2026.

Operator:	Max Air Limited
Type and model:	Boeing 737-300
Manufacturer:	The Boeing Aircraft Company, USA
Year of manufacture:	1999
Nationality and registration marks:	5N-DAB
Serial number:	30335
Location:	During climb out passing through FL080 en-route Umaru Musa Yar'adua Airport (DNKT), Katsina, Katsina State
Date and Time:	11 May, 2026 at about 17:21 h
	(All times in this report are local time, equivalent to (UTC+1) unless otherwise stated)

INTRODUCTION

The Nigerian Safety Investigation Bureau (NSIB) was notified of the occurrence by Max Air Limited on 11 May 2026. Investigators were dispatched and commenced post-occurrence assessments under the provisions of the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2023 and Annex 13 to the Convention on International Civil Aviation (ICAO).

This Preliminary report aims to provide details of the initial facts gathered thus far. These include discussions and findings regarding the occurrence, information gathered from witness accounts and Flight Data Recorder (FDR) data, and post-occurrence inspection of the aircraft.

The information contained herein is preliminary in nature and subject to change as additional evidence becomes available. It does not necessarily bind or determine the conclusions to be published in the investigation's Final Report.

The investigation is ongoing.

1.0 FACTUAL INFORMATION

1.1 History of the flight

On 11 May 2026, a Boeing 737-300 aircraft with nationality and registration marks 5N-DAB, operated by Max Air Limited, was scheduled to conduct a passenger flight from Nnamdi Azikiwe International Airport (DNAA), Abuja, to Umaru Musa Yar' Adua Airport (DNKT), Katsina.

At 17:05:46 h, 5N-DAB contacted Abuja Tower with the following information: ABUJA TOWER, NGL1620 ON BRAVO APPROACHING ALPHA, TAXING TO HOLDING POINT RUNWAY 22.

At 17:05:52 h, Tower responded thus: CONTINUE TAXI HOLDING POINT RUNWAY 22 STANDBY ATC CLEARANCE.

At 17:07:11 h, Tower gave the following clearance: NGL1620 CLEARED TO KATSINA VIA FLIGHT PLAN ROUTE CLIMB TO FL 310, and the flight crew acknowledged.

At 17:17:02 h, Tower further gave the following information: NGL1620 SURFACE WIND 340/07KT DEPARTURE RUNWAY HEADING CLEAR TAKE OFF RUNWAY 22 AIRBORNE CONTACT RADAR 127.9MHz and the flight crew read this back.

At 17:17:24 h, NGL1620 departed DNAA on an instrument flight rule flight plan for DNKT. On board were 82 passengers and 6 crew members, comprising 2 flight crew and 4 cabin crew.

The First Officer was the Pilot Flying (PF), while the Captain was the Pilot Monitoring (PM).
At 17:17:43 h, Radar instructed as follows: NGL1620 IDENTIFY ON DEPARTURE UNDER RADAR CONTROL, TURN RIGHT HEADING 330 DUE HIGH GROUND, CLIMB TO FL310, and this was acknowledged.

At 17:19:27 h, Radar requested NGL1620 TO VERIFY PASSING FL061 and the flight crew responded in the affirmative.

At 17:19:34 h, Radar gave NGL1620 the following instructions: POSITION 6NM WEST OF THE FIELD CLEARED OF HIGH GROUND, FLY DIRECT OXORU, CLIMB FL310 and the flight crew read back the clearance.

At 17:21:16 h, while passing Flight Level 080, the crew reported hearing a loud bang from the left engine (Engine Number 1), followed by an uncommanded shutdown of the affected engine. NGL1620 contacted Radar and requested to return to land "DUE OPERATIONAL REASONS".

At 17:21:22 h, Radar responded as follows: ROGER, NGL1620 TURN RIGHT POKMO, DESCEND TO 5000 FEET QNH 1010, and NGL1620 acknowledged this clearance.

At 17:24:04 h, Radar gave the following clearance: NGL1620, POSITION 15NM NORTH OF THE FIELD DESCEND TO 3600 FEET QNH 1010, POKMO-OGBIS CLEAR FOR ILS APPROACH RUNWAY 22 and was read back.

At 17:26:37 h, Radar further gave the following clearance: POSITION 10 NM TOUCH DOWN RUNWAY 22 CONTACT TOWER 118.6MHz and NGL1620 acknowledged the clearance.

At 17:28:18 h, Tower gave the following information: NGL1620 SURFACE WIND 340/07KT RUNWAY 22 CLEAR TO LAND and the clearance was acknowledged.

At 17:30:32 h, NGL1620 landed and was instructed by the Tower to continue taxi and to "REPORT NATURE OF OPERATIONAL", and NGL1620 responded "PASSENGER ISSUE".
No emergency was declared.

All passengers disembarked unhurt.

The incident occurred at 17:21:16 h, in visual meteorological conditions.

Figure 1: Flight track for 5N-DAB showing return to DNAA

1.2 Injuries to persons

Injuries	Crew	Passengers	Total in the Aircraft	Others
Fatal	Nil	Nil	Nil	Nil
Serious	Nil	Nil	Nil	Nil
Minor	Nil	Nil	Nil	Nil
None	6	82	88	Nil
TOTAL	6	82	88	Nil

1.3 Damage to Aircraft

There was no damage to the aircraft.

1.4 Other damage

Nil

1.5 Personnel information

1.5.1 Captain

Nationality:	Nigerian
Age:	62
Licence type:	Airline Transport Pilot License (ATPL), Aeroplane
Licence:	Valid until 15 August 2029
Aircraft ratings:	B707, B737-300/500, DASH-8, DORNIER 228
Medical certificate:	Valid until 07 July 2026
Instrument rating:	Valid till 25 February 2027

Total flying time:	21,324:15 h
Total on type:	17,016:10 h
Total on type (PIC):	7,500:00 h
Last 90 days:	196:00 h
Last 28 days:	56:00 h
Last 7 days:	22:55 h
Last 24 hours:	03:32 h

1.5.2 First officer

Nationality:	Nigerian
Age:	32
Licence type:	Airline Transport Pilot Licence (ATPL), Aeroplane
Licence:	Valid until 09 December 2029
Aircraft ratings:	Boeing 737-300/500
Medical certificate:	Valid till 26 October 2026
Instrument rating:	Valid until 27 November 2026
Total flying time:	2,700:00 h
Total on type:	2,540:00 h
Total on type (PIC):	Nil
Last 90 days:	178:00 h
Last 28 days:	34:10 h
Last 7 days:	20:00 h
Last 24 hours:	03:32 h

1.5.3 Engineer

Nationality:	Nigerian
Age:	53
Licence type:	Aircraft Maintenance Engineer's License (AMEL)
Licence:	Valid until 31 March 2031
Aircraft ratings:	Boeing 737-300/400/500, B737-600/700/800/900, B747-400, TB-9, EMB. 135/145, LEGACY/600/650.

1.6 Aircraft information

1.6.1 General information

Type:	Boeing 737-300
Manufacturer:	The Boeing Aircraft Company, USA
Year of manufacture:	1999
Serial number:	30335
Registered operator:	Max Air Limited
Registration marks:	5N-DAB
Certificate of Airworthiness:	Valid until 13 March 2027
Certificate of Insurance:	Valid till 20 June 2026
Certificate of Registration:	Issued on 13 December 2024
Noise certificate:	Issued on 17 December 2020
Airframe time:	57129:08 h
Cycle since new (CSN):	44,584

1.6.2 Engines

Engine	Number 1	Number 2
Manufacturer	CFM International, USA	CFM International, USA
Type/Model	CFM56-3C-1	CFM56-3C-1
Serial number	726128	720704
Time since new	59,175:08 h	52,239:07 h
Cycle since new	31289	41579

Fuel Used: Jet A-1

1.7 Meteorological information

The meteorological conditions for DNAA were as follows:

TIME	15:00	16:00	17:00
Wind:	280°/08 kt	340°/07 kt	320°/07 kt
Visibility:	10 km	10 km	10 km
Weather:	Nil	Nil	Nil
Cloud:	NOSIG	NOSIG	BKN010 FEW019CB
Temp/Dew:	33°C/23°C	34°C/23°C	33°C/22°C
QNH:	1010 hPa	1010 hPa	1010 hPa

1.8 Aids to navigation

The status of the navigational aids at DNAA on the day of the occurrence was as follows:

116.3 MHz	"ABC" VOR/DME	-Serviceable-
109.3 MHz	"IAB" ILS/DME	-Serviceable-
119.9 MHz	"IAC" ILS/DME	-Serviceable-
	Aerodrome Beacon	-Serviceable-
	ALDIS Lamp	-Serviceable-
	Ground Control Surface Movement Monitor	-Serviceable-
	Nav Heading Remote System Monitor	-Serviceable-
	Binocular	-Serviceable-
	ICOM Transceiver	-Serviceable-

1.9 Communication

There was two-way communication between the flight crew and the Air Traffic Controller on the day of the incident.

The status of the communication equipment at DNAA on the day of occurrence was as follows:

VHF 118.6 MHz	Tower Main Frequency	-Serviceable-
VHF 118.9 MHz	Tower Secondary Frequency	-Serviceable-
VHF 127.9 MHz	App/Radar Main Frequency	-Serviceable-
VHF 119.8 MHz	App/Radar Secondary Frequency	-Serviceable-
VHF 121.9 MHz	Ground Control Frequency	-Serviceable-
VHF 121.7 MHz	Domestic Frequency	-Serviceable-
VHF 121.05 MHz	ATIS Frequency	-Serviceable-
VHF 121.5 MHz	Emergency Frequency	-Serviceable-

1.10 Aerodrome information

Nnamdi Azikiwe International Airport, Abuja (DNAA), is located at aerodrome reference point 09°00'25"N, 07°15'47"E, with an elevation of 1,123 ft (342 m) above mean sea level. The aerodrome is equipped with a single runway oriented 04/22. The runway has an asphalt/concrete surface, measuring 3,610 m in length and 60 m in width, with a 65 m blast pad provided at both ends.

1.11 Flight recorders

The Aircraft is fitted with a solid-state memory Flight Data Recorder and Cockpit Voice Recorder.

Recorders	Flight Data Recorder (FDR)	Cockpit Voice Recorder (CVR)
Manufacturer	Honeywell	Honeywell
Model	SSFDR	SSCVR
Part number	980-4700-042	980-6022-001
Serial number	SSFDR-12626	CVR120-7007

The recorders were retrieved and downloaded at the Transport Safety Laboratory (TSL) of the Nigerian Safety Investigation Bureau (NSIB) in Abuja on 13 May 2026. However, the CVR was overwritten.

Parameters for the flight obtained from the Flight Data Recorder.

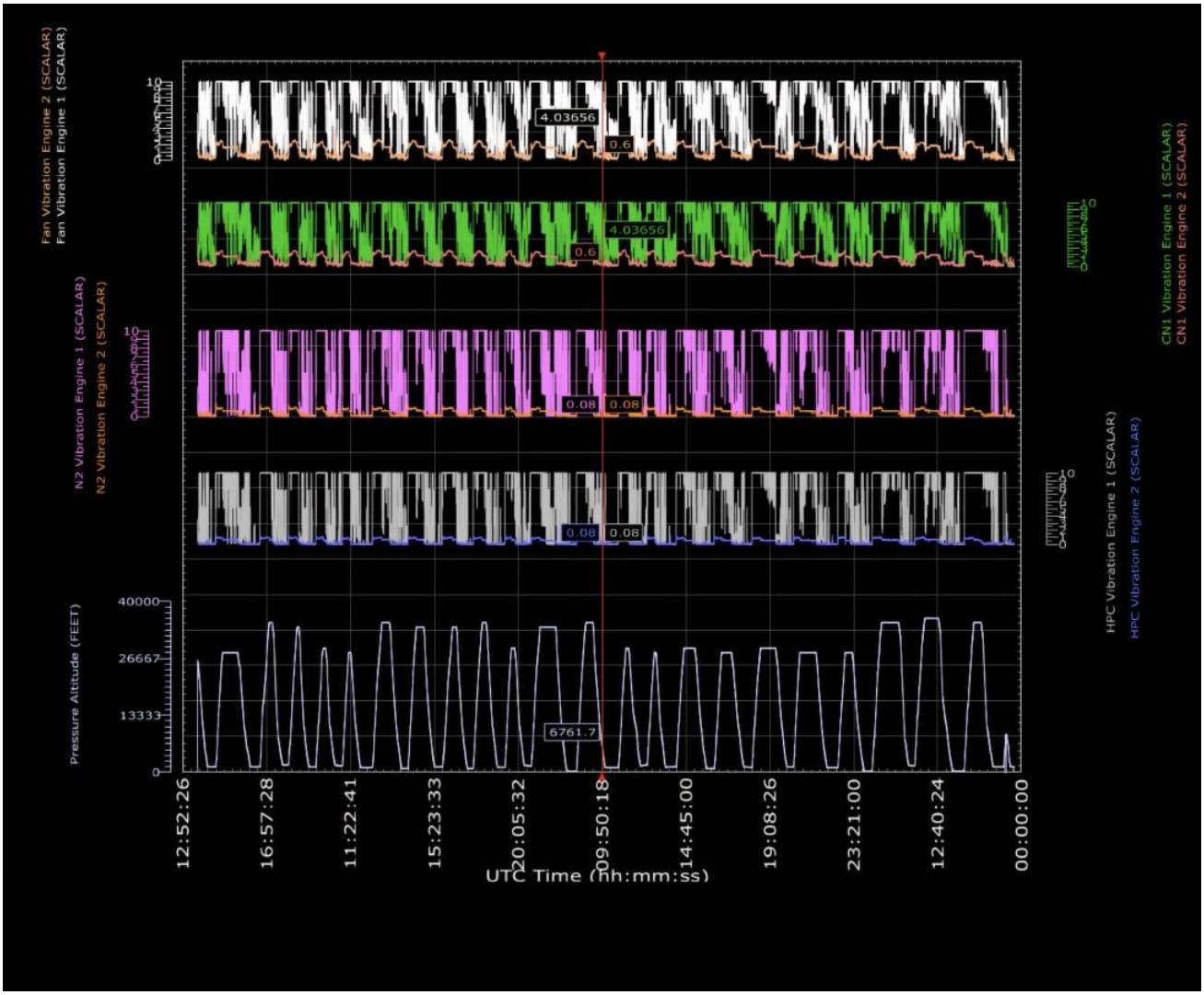

Figure 2: Flight and Engine parameters for the flight

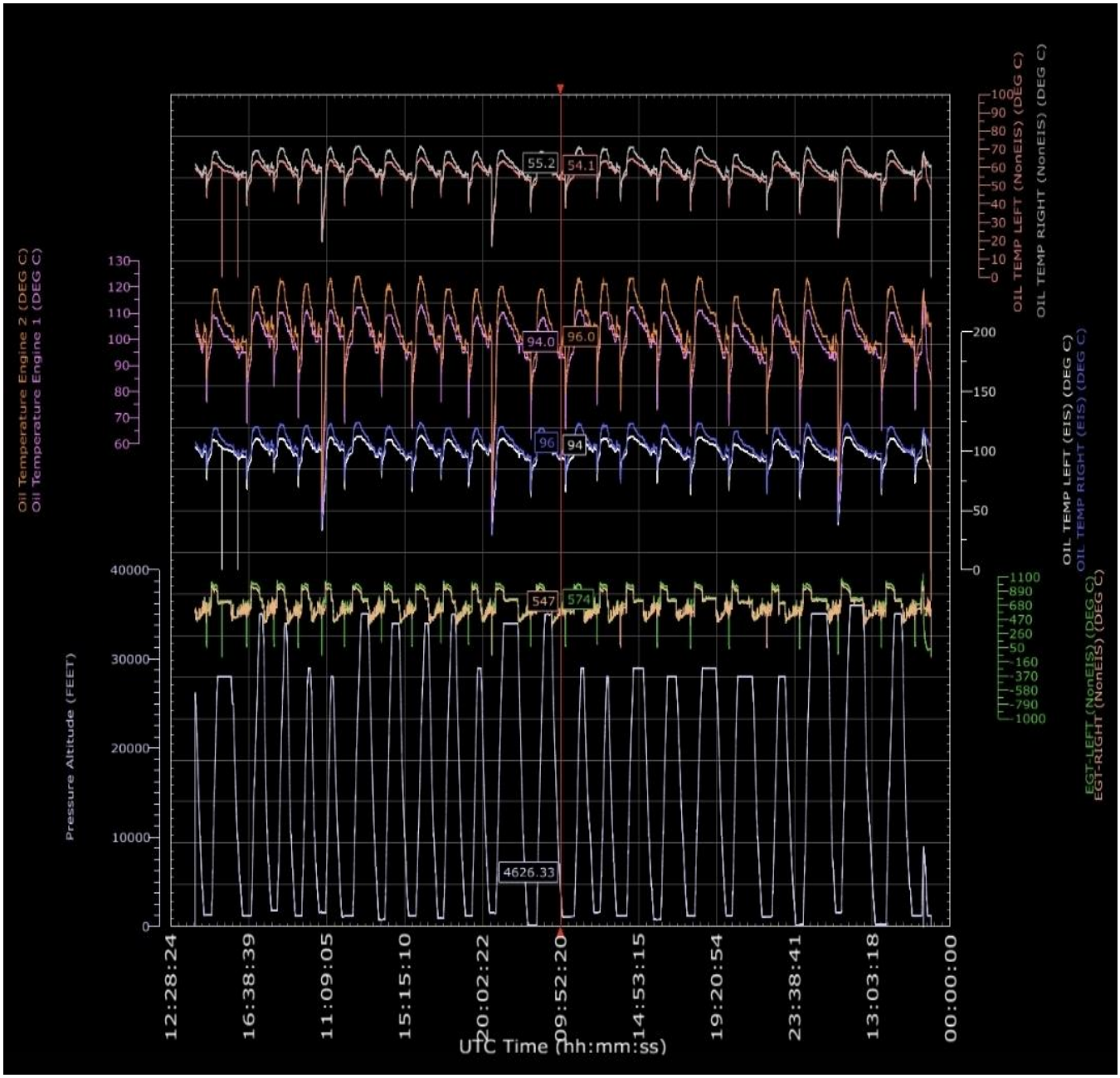

Figure 3: Flight and Engine parameters for the flight (cont'd)

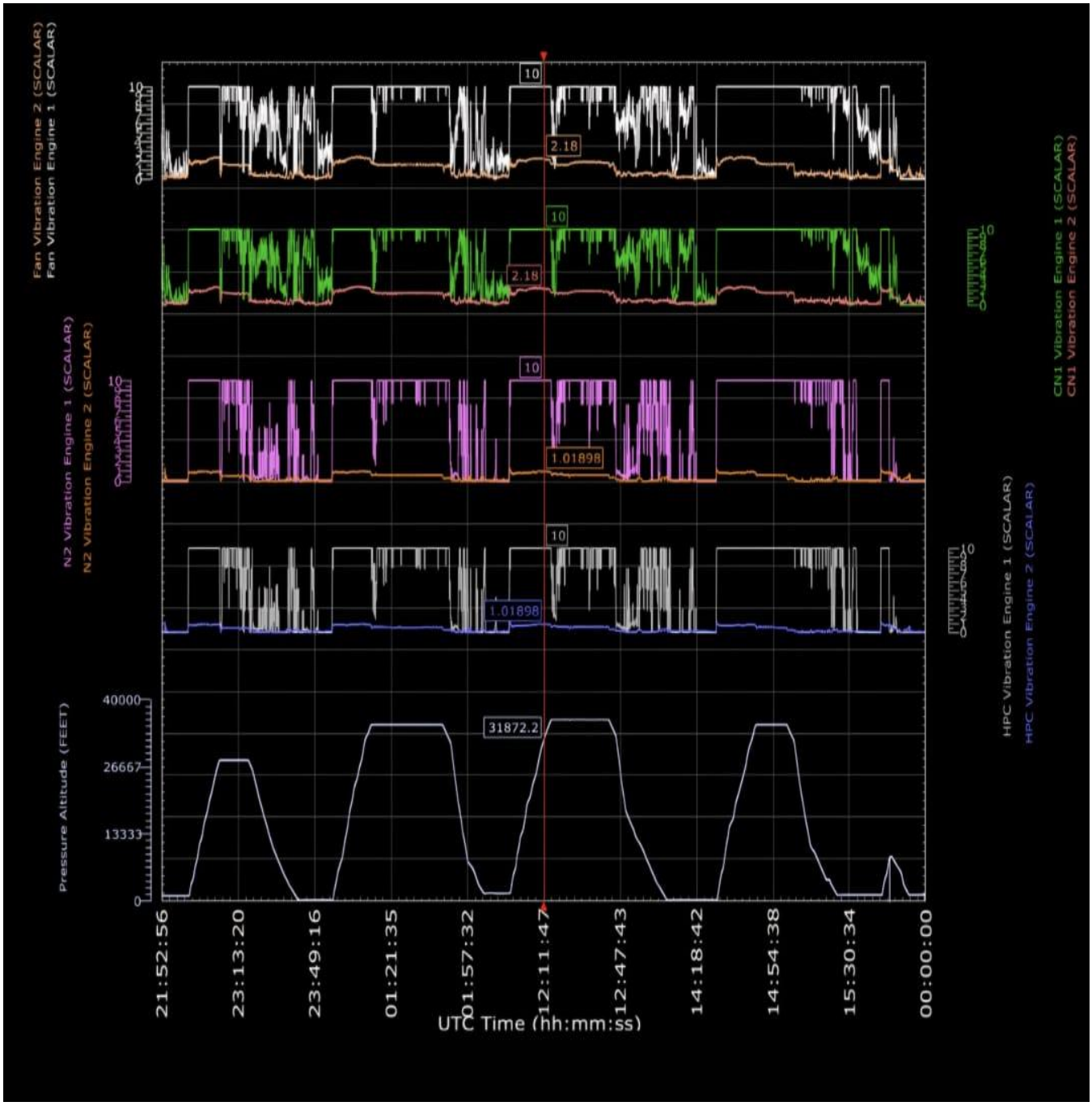

Figure 4: Flight and Engine parameters for the flight (cont'd)

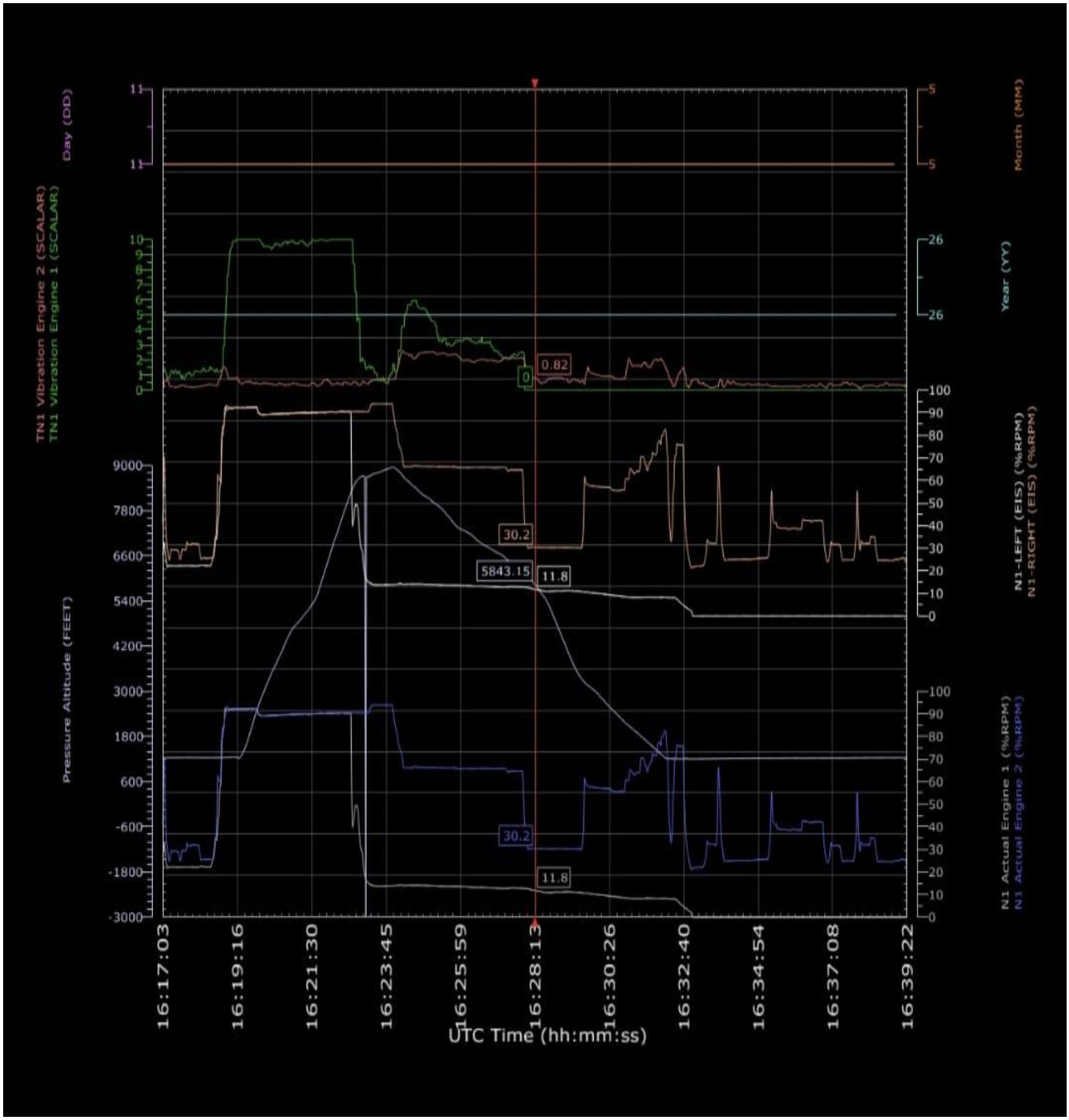

Figure 5: Flight and Engine parameters for the flight (cont'd)

1.12 Wreckage and impact information

Nil

1.13 Medical and pathological information

No medical examination was conducted on the crew post occurrence.

1.14 Fire

There was no fire

1.15 Survival aspect

The aircraft restraint system was effective. The airframe was intact, and there was sufficient habitable volume. The Crew and the passengers disembarked unhurt.

1.16 Test and research

Nil

1.17 Organisational and management information

1.17.1 Max Air Limited

Max Air Limited was established in 2003 as a registered airline, with its head office and main operational base at Mallam Aminu Kano International Airport, Kano, Kano State. The airline holds an Air Operator Certificate (AOC) with number MAX/AOC/06-13/01, issued in accordance with the requirements of the Nigeria Civil Aviation Regulations (Nig. CARs). It operates scheduled domestic, regional and international flights including cargo operations. The airline has a fleet of Boeing 747, Boeing 737, and Boeing 777 aircraft.

2.0 INITIAL FINDINGS

1. The flight crew were qualified to conduct the flight.
2. The aircraft had a valid Certificate of Airworthiness.
3. The flight crew heard a loud bang from Engine Number 1 while passing FL 080.
4. Engine Number 1 subsequently shut down in flight.
5. The flight crew requested an air return to Nnamdi Azikiwe International Airport (DNAA) from the Air Traffic Control (ATC).
6. NGL1620 landed safely at DNAA at 17:30:32 h.
7. The aircraft taxied to Domestic Terminal Apron without further incident.
8. All occupants disembarked from the aircraft unhurt.
9. After landing, a preliminary maintenance inspection conducted by the operator's maintenance personnel indicated that Engine Number 1 rotated freely when turned by hand.
10. Vibration was reportedly noted during motoring of Engine Number 1.

Further Investigative Actions

1. Analysis of fuel samples collected from the aircraft.
2. Detailed examination of Engine Number 1 and associated components as required.