



INTERIM STATEMENT

MAL/2023/05/07/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the Serious Incident involving a Boeing 737-400 aircraft operated by Max Air Limited with nationality and registration marks 5N-MBD which occurred at Nnamdi Azikiwe International Airport, Abuja Nigeria on 7th May, 2023.

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On 7th May, 2023, a Boeing 737- 400 aircraft with nationality and registration marks 5N-MBD, operated by Max Air Limited was on a scheduled passenger operation involving six sectors from Malam Aminu Kano International Airport (DNKN). The first three sectors (Kano-Lagos, Lagos-Abuja, Abuja-Yola) were uneventful. The incident flight (Yola-Abuja) was the fourth sector of the day. 5N-MBD departed Kano for Lagos at 07:45 h and arrived Lagos at 09:15 h. The aircraft departed Lagos at 10:20 h and arrived Abuja at 11:35 h.

At 12:10 h 5N-MBD departed Nnamdi Azikiwe International Airport (DNAA) for Yola (DNYO) as NGL1648 and arrived Yola at 13:25 h.

On ground Yola, the Pilot carried out a post flight inspection of the aircraft and reported nothing was abnormal.

At 13:55 h NGL1649 requested clearance for engine start to DNAA and startup was approved.

At 14:05 h NGL1649 departed Yola from Runway 17 for Abuja, onboard were 150 persons inclusive of 6 crew and fuel endurance of 03 hours 30 minutes on an Instrument Flight Rules (IFR) flight plan. The Pilot was the Pilot Monitoring (PM) and the Co-Pilot was the Pilot Flying (PF).

According to the flight crew statement, after takeoff the landing gear was left extended for 3 minutes because of the high temperature on ground.

At 14:08 h, Nigerian Air Force personnel from the Air Force Hanger close to runway 35, reported to Yola Control Tower that an object appearing like a tyre fell off from the departing NGL1649. The DATCO promptly informed the Pilot of NGL1649 as well as Kano Area Control (ACC) and Abuja Tower.

According to cabin crew account, the flight purser (L1) and another cabin crew (L2) informed the Pilot that a passenger at seat row 24 informed them about seeing a wheel fall off from the airplane.

According to the Pilot, Yola tower said they would carry out runway inspection and report findings. The instruments and landing gear indications were normal.

At 14:18 h, NGL1649 reported contact with Kano ACC and was asked to continue with the ACC.

At 14:27 h, NGL1649 contacted Abuja Radar and was given clearance as "NGL1649 clear to ABC FL240 expect Radar vectoring ILS Approach Runway 22 QNH 1011 contact time 1327, report release by Kano". NGL1649 acknowledged.

At 14:51 h Yola ATC informed Abuja Tower about the earlier report and to inform NGL1649 that nothing was found on the ground.

At 14:52 h, NGL1649 contacted Abuja Tower and was cleared to continue approach and to report 4 miles.

At 14:53 h, Tower cleared NGL1649 to land with "Surface-wind calm runway 22".

According to the Pilot, the landing was normal but after the airplane started decelerating he noticed the wing port side was dropping lower than normal, he applied full aileron control to keep the wing from dropping until the lift decayed. Thrust reverser and minimal braking was used to stop the aircraft on the runway.

At 14:57 h, Abuja ATC informed NGL1649 "be advised, it appears you have smoke around your aircraft. We have called fire watch room."

The aircraft came to a stop between Link A5 and A6 about 2900 m from the threshold of runway 22. There was no injury to passengers and crew.

The incident occurred at 14:57 h in daylight Visual Meteorological Condition (VMC).

ACTION

The draft final report is ongoing. After completion, technical review will be conducted and subsequently, it will be sent to stakeholders for substantial comments.

This interim report is being issued on the 1st anniversary of the serious incident in accordance with the provisions of ICAO Annex 13.

In accordance with Annex 13 to the Convention on International Civil Aviation, Nigerian Safety Investigation (Establishment) Act 2022, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2023, the sole purpose of this Investigation is to prevent Aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated Investigation report to apportion blame or liability.