



INTERIM STATEMENT

AAL/2024/12/11/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the Accident involving a Boeing 737-400 Freighter aircraft with nationality and registration marks 5N-JRT operated by Allied Air Limited, which occurred at Nnamdi Azikiwe International Airport (DNAA) Abuja, Nigeria on 11 December 2024.



Report number: **AAL/2024/12/11/INTR/01**

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On 11 December 2024, a Boeing 737-400F aircraft with nationality and registration marks 5N-JRT, operated by Allied Air Limited was on a positioning flight to pick up cargo for the Central Bank of Nigeria (CBN). The aircraft had arrived from Douala earlier in the morning. The aircraft was scheduled for six sectors: Lagos-Abuja, Abuja-Sokoto, Sokoto-Abuja, Abuja-Yola, Yola-Abuja and Abuja-Lagos, with the same flight crew.

At 09:11:44 h, 5N-JRT departed Murtala Muhammed International Airport (DNMM) Lagos for Nnamdi Azikiwe International Airport (DNAA) Abuja on the first sector as flight AJK 206 on an Instrument Flight Rule (IFR) flight plan. Six persons were onboard, including two flight crew, two engineers, and two CBN personnel, with five hours and 30 minutes of fuel endurance. The First Officer was the Pilot Flying (PF), while the Captain was the Pilot Monitoring (PM).

At 09:29:48 h, AJK 206 attained its top of climb and continued cruise at Flight Level 350. Descent commenced at 09:44:07 h.

At 09:52:12.1 h, Abuja Radar cleared AJK 206 to fly, heading 070° "FOR SEQUENCING", and instructed the aircraft to descend to 5,000 feet. During this time, the flight crew commented on the preceding traffic, maintaining a speed of 210 knots. Observing this, they remarked that flying at 250 knots could allow them to overtake the preceding traffic.

At 09:56:37.0 h, Abuja Radar issued a new clearance for AJK 206 to fly heading 090° "FOR POSITIONING" and instructed a descent to 3,600 ft with an altimeter setting of QNH 1014 hPa. The Captain then called for the Approach Checklist.

At 09:58:18.3 h, with the aircraft positioned 17 nm north of the airfield, Abuja Radar cleared AJK 206 for a right turn to heading 180° to establish a right base for Runway 22.



At 10:00:49.1 h, the Captain instructed the First Officer (FO) to standby for localizer capture before deploying the flaps.

At 10:01:32.3 h, Abuja Radar advised AJK 206 that it was 10 nm to touchdown on Runway 22 and instructed the aircraft to contact Abuja Tower on frequency 118.6 MHz. at 10:01:44.3 h, the FO subsequently called for Flaps One and at about 8 nm.

At 10:01:54.6 h, the flight crew established contact with Abuja Tower. Abuja Tower instructed AJK 206 to continue the approach, advising that a preceding aircraft was on short finals while another aircraft was lining up for departure. AJK 206 was instructed to reduce speed and report when 4 nm to touchdown.

At 10:03:23.0 h, the FO called out, "THREE NAUTICAL MILES," AJK 206 requested clearance to land after the landing traffic. Abuja Tower instructed AJK 206 to continue the approach and cleared it to land.

At 10:03:59.6 h, the FO reported that Flaps 30 could not be deployed, a situation acknowledged by the Captain. During the post-occurrence interview, the Flight Crew reported that Vref 15+5 knots was determined to be 145+5 kt and elected to continue with Flaps 15 until landing as the aircraft's weight was within limits.

At 10:04:05.7 h, AJK 206 confirmed its position as 0.6 nautical miles to touchdown. Abuja Tower then issued the clearance: "LAND AFTER... CLEARED TO LAND RUNWAY TWO TWO." AJK 206 sought confirmation of this clearance, and Abuja Tower reiterated, "AFTER... CLEARED TO LAND RUNWAY TWO TWO."

The Flight Data Recorder indicated that AJK 206 touched down at 10:04:24 h with a speed of 157 Kt CAS. The Cockpit Voice Recorder captured the Captain saying, "PUSH IT DOWN," followed by a thump. The fire warning aural annunciation sounded, followed by the landing gear horn. The Flight Crew's post-occurrence statement indicated that the touchdown was smooth and speed brakes and reversers were deployed automatically. Shortly after, a bang was heard from the aircraft's right side, and then the aircraft collapsed to its right while the Flight Crew attempted to maintain directional control. The aircraft proceeded the landing roll as its Number 1 engine nacelle dragged on the runway for 1172 m before it veered off to the right of the runway centerline. The aircraft came



to a final stop in the grass verge and made a 170° turn to the right. The flight crew then shut down the engines and secured the aircraft. All the occupants exited the aircraft through the forward main door without injuries.

The accident occurred at 10:04 h, during daytime hours, under Visual Meteorological Conditions (VMC).

ACTION

The preliminary report has been published and the final report is being compile. The report awaits the result of the detailed inspection and examination of the Right Main Landing Gear Assembly by Boeing.

This interim report is being issued on the 1st anniversary of the accident in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation.

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.