



INTERIM STATEMENT

DAL/2024/04/23/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the serious incident involving MD-82 aircraft operated by Dana Airlines Limited with nationality and registration marks 5N-BKI, which occurred on runway 18L Murtala Muhammad International Airport Lagos, On 23 April 2024

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On 23 April 2024 at 08:20 h, an MD-82 aircraft with nationality and registration marks 5N-BKI, operated by Dana Airlines Limited as DAN0352, departed Nnamdi Azikiwe International Airport, Abuja (DNAA), for Murtala Muhammed International Airport, Lagos (DNMM). On board were 89 persons, including six crew members, with a fuel endurance of about 2 hours and 50 minutes. The Captain was the Pilot Monitoring (PM), while the First Officer was the Pilot Flying (PF).

At about 08:37 h, DAN0352 was airborne and climbed to FL300, its cruising level as cleared from DNAA.

At about 09:20 h, after Descent Out of FL300, DAN0352 was handed over to Lagos Tower, reported its position as 13 miles on the Localizer runway (RWY) 18L and was instructed by the Tower to continue its Approach. The Crew stated that the flight from DNAA was routine until during Approach when DAN0352 was in contact with Tower and was cleared for ILS on RWY 18L.

On the Final Approach to RWY 18L, the PF called for "GEAR DOWN", and the PM selected landing gears "DOWN". According to the First Officer, "We got two green lights and one red light, the red being the Nose Landing Gear (NLG) Indication." The crew stated that they recycled the Landing Gears by selecting UP and then DOWN, but the NLG Indication Light remained RED. The crew then proceeded with the EMERGENCY GEAR EXTENSION Checklist, but again, the NLG indication RED Light remained.

At 09:23 h, DAN0352 informed Tower of its intention to execute a Go-Around. At 09:24 h, while executing the Go-Around, DAN0352 did a LOW PASS over the station and

requested the Duty Air Traffic Controller (DATCO) to check if the NLG was down. The DATCO responded, "It appears down."

At 09:25 h, DAN0352 contacted Approach Control requesting to be vectored for another Approach. Approach Control then enquired about the reason for the Go-Around, to which the crew responded, "We just had an indication here, so we just want to verify everything is okay, but at this moment, we look good, and we are going to try another Approach to RWY 18L." The crew stated in the post-occurrence interview that they consulted the MD82 Quick Reference Handbook (QRH) and carried out the QRH items.

At 09:30 h, Approach Control cleared DAN0352 for an ILS Approach RWY 18L. At 09:33 h, DAN0352 contacted Tower, reporting 9 miles Touchdown RWY 18L, and was given weather information: DNMM 0800UTC; Wind 350°/05 kt runway 18L, cleared to land caution runway surface damp. As the crew selected the Landing Flap position, the Landing Gear Configuration Warning came ON and continued until the aircraft touched down.

At about 09:38 h, DAN0352 touched down runway 18L. According to the Captain, the landing was smooth, and the speed brakes did not deploy during the landing roll, so the Captain lowered the nose landing gear on to the runway, then selected the spoilers – ON, followed by thrust reversers. At this point, the crew stated that severe vibration was accompanied by a loud noise from the NLG area. On reaching 80 knots, the Captain noticed the collapse of the NLG, followed by a loss of directional control, as the aircraft veered off to the left and exited the runway at about 2,094 m from the threshold. It continued in the grass verge, crossed the paved Link 6 and stopped at about 2,343 m from the threshold, about 36 m from the runway centerline.

Upon the final stop of the aircraft, the Captain selected both "Thrust levers - OFF" and Emergency Power - ON" then commanded evacuation. Main Entry Door did not open, so the Cabin Crew opened the Forward Service Door, and the Escape Slide was deployed. All occupants evacuated without injury.

At about 09:41 h, the Tower contacted Ground Control, which activated the Aerodrome Rescue and Fire Fighting Services (ARFFS). According to the crew, ARFFS vehicles were sighted taking positions around the aircraft during evacuation.

The event occurred in daylight, and Visual Meteorological Conditions (VMC) prevailed.

ACTION

The draft final report has been completed and is currently under review. It will be send to the stakeholders for their comments, in accordance with the requirements of Section 6.3 of ICAO Annex 13 to the Convention on International Civil Aviation. This interim report is being issued on the 1st anniversary of the serious incident 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 objective 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.