



INTERIM STATEMENT

MAL/2019/09/07/INTR/01

Accident Investigation Bureau

**Interim Statement on the serious incident involving
Boeing 747-400 aircraft with nationality and
registration marks 5N-DBK operated by Max Air
Limited which occurred at Minna Airport, Nigeria on
7th September, 2019**

AIB REPORT NUMBER: MAL/2019/09/07/INTR/01

REPORT FORMAT: INTERIM STATEMENT

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On 6th September, 2019 at 23:34 h a Boeing 747-400 aircraft with nationality and registration marks 5N-DBK operated by Max Air Limited as flight NGL2092 departed King Abdul Aziz International Airport (OEJN), Jeddah; Kingdom of Saudi Arabia with Hajj pilgrims bound for Minna Airport (DNMN), Nigeria. Onboard were 18 crew (02 cockpit crew, 14 cabin crew and 02 maintenance engineers), 560 passengers and fuel endurance of 08 hours 13 minutes. Instrument Flight Rules (IFR) flight plan was filed. The Pilot was the Pilot Flying (PF) and the Co-Pilot was the Pilot Monitoring (PM).

The take-off, climb, cruise and initial descent phases of the flight were normal.

At 03:31:21 h, NGL2092 established communication with Minna Tower while descending to FL220 as cleared by Kano Control. Minna Tower acknowledged and cleared NGL2092 to Minna VOR (MNA) for ILS/DME approach to Runway (RWY) 05. Tower requested NGL2092 to report released by Kano and then passed the Minna 03:00 h meteorological report to NGL2092 as follows: *surface wind is 030 at 06 kts, visibility is 10 km in nil weather, cloud few at 210 m, QNH is 1013, temperature is 23°C dew point 22°C.*

Thereafter, NGL2092 requested the ILS frequency from Tower. Tower gave ILS frequency as 110.5 MHz. NGL2092 then requested from Tower: *please these birds on your Runway, is there anything you can do about them?* Tower responded: *Ok we[11] inform the FAAN Operation to do something about them.*

At 03:37:01 h, NGL2092 reported cleared to FL060 and released by Kano.



Minna Tower acknowledged and further cleared NGL2092 to FL050 and instructed NGL2092 to report 20 NM MNA.

At about 20 NM MNA, NGL2092 reported position, passing FL100.

At 03:46:55 h, NGL2092 further reported to Minna Tower that there was an accumulation of storms on the final approach path, then requested to deviate left and extend the downwind leg of RWY 05. Minna Tower acknowledged and instructed NGL2092 to report when clear of weather.

At 03:50:23 h, NGL2092 reported RWY 05 in sight, established on the localizer (LOC) 05 and also clear of the accumulated storm on the final approach path of RWY 05. Minna Tower cleared NGL2092 to land RWY 05 with a reported prevailing wind of 030°/ 07 kts.

During the post incident interview, the PF mentioned that on final approach, while passing 2000 ft, the ILS signals were erratic. At that point, the autopilot disengaged and the aircraft was hand flown on visual cues to landing.

The PM also mentioned using the rudder and maybe the aileron just before touchdown.

Evidence from the Flight Data Recorder (FDR) showed that just before touchdown, there were aileron and rudder inputs.

At 03:55 h, NGL2092 landed on RWY 05. Minna Tower passed the landing time and issued taxi instructions. The aircraft touched down to the right of the centre line of RWY 05 with the left main wheels as the number one engine nacelle contacted the runway on the centre line.

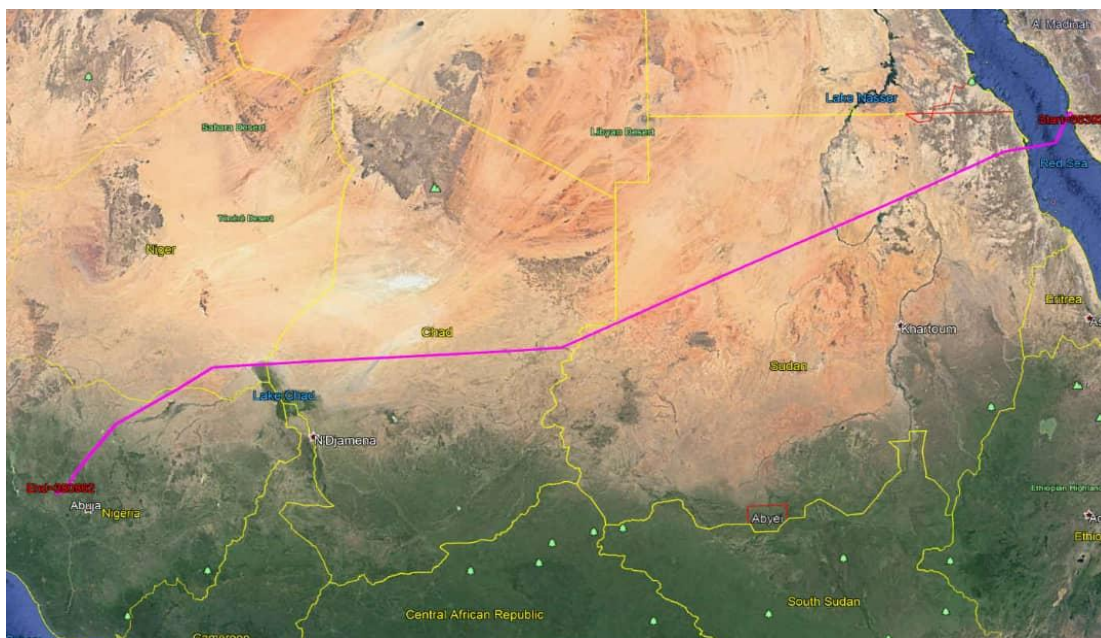


Figure 1: Flight track for NGL2092 imposed on Google Earth

At 03:56:33 h, the flight crew reported to Minna Tower that the LOC on RWY 05 was not calibrated and Minna Tower acknowledged. NGL2092 taxied to the apron and parked. As the flight crew awaited further directives for the next flight to pick-up fuel, Max Air Limited ground personnel informed them of damages to the number one engine.

All occupants disembarked the aircraft normally.

The serious incident occurred at dawn in Instrument Meteorological Condition (IMC).

ACTION

The draft final report has been completed. The technical review will be conducted and subsequently send to stakeholders for review and 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, Civil Aviation Act 2006, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2019, 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.