



INTERIM STATEMENT

MAL/2025/01/28/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on an Accident involving Boeing 737-400 aircraft with nationality and registration marks 5N-MBD operated by Max Air Limited, which occurred at Mallam Aminu Kano International Airport, Kano on 28 January 2025.

Report number: **MAL/2025/01/28/INTR/01**
Report format: **Interim statement**
Published: **28/01/2026**

On 28 January 2025, a Boeing 737-400 aircraft with nationality and registration marks 5N-MBD operated by Max Air Limited was scheduled to operate six flight sectors: Abuja-Kano, Kano-Abuja, Abuja-Bauchi, Bauchi-Abuja, Abuja-Lagos, and Lagos-Kano, with six crew members (two cockpit and four cabin crew). The crew resumed duty at about 13:00 h.

According to the maintenance engineer, during post-flight inspection after the second sector, he observed that the nose wheel tires were worn to the limit and the equipment to carry out the replacement was not available. The engineer sought the opinion of a colleague, and they concluded that the aircraft could be flown for another sector to Bauchi, pending the availability of the equipment.

On the fifth sector, nose wheel tires were replaced in accordance with Aircraft Maintenance Manual (AMM) 32-45-21. At about 20:09 h, 5N-MBD departed Nnamdi Azikiwe International Airport (DNAA) for Murtala Muhammed International Airport, Lagos (DNMM) as NGL 1645 and arrived at about 21:00 h. On ground DNMM, the Pilot carried out a post-flight inspection of the aircraft and observed no abnormalities.

At about 21:42 h, 5N-MBD departed DNMM as flight NGL 1605 for DNKN with 59 persons on board (six crew and 53 passengers) on an Instrument Flight Rules (IFR) flight plan with an endurance of four hours. The Captain was the Pilot Flying (PF) while the Co-pilot was the Pilot Monitoring (PM), and the flight continued normally.

At 22:15:09.3 h, while enroute, the crew was heard discussing the removal of a lock wheel protection.

At 22:22:54 h, NGL 1605 established contact with Kano Area Control (ACC) and shortly after, reported "WE ARE FROM LAGOS TO KANO FL 270 5N-MBD A B737-400 ON-BOARD

WE HAVE 59 POB 6 CREW AND ESTIMATE "KAN" 2147 ENDURANCE REMAINING 0330". Tower (TWR) responded, "CLEARED KAN FL 270 NO DELAY EXPECTED ILS APPROACH RWY 06 QNH 1019 TIME 2123 REPORT RELEASED BY KANO CONTROL".

At 22:42:24 h, NGL 1605 reported "APPROACHING 25NM," and TWR responded, "AT 25NM DESCEND 4000FT ON QNH 1019 CLEARED ILS APPROACH RWY 06 REPORT ESTABLISHED".

At 22:45:12 h, NGL 1605 reported "ESTABLISHED SHOWING 9MILES" TWR cleared NGL 1605 to land RWY 06, wind calm, indicating southwesterly, and NGL 1605 acknowledged.

At 22:45:43.4 h, RADALT called out twenty-five hundred.

At 22:45:47.2 h, the PF requested "GEARS DOWN FLAPS 15 SPEED IS CHECKED," and PM acknowledged.

At 22:48:38.4 h, the RADALT called out "FIFTY FORTY THIRTY TWENTY TEN" followed by the PM's response "SPEED BRAKES IS UP," and the PF acknowledged.

At 22:49:00.3 h, the aircraft landed right of the runway 06 centerline; an unidentified loud mechanical sound was heard, followed by another at 22:49:12.1 h.

At 22:49:35.4 h, the PM declared MAY DAY and requested immediate assistance.

All the passengers disembarked the aircraft unhurt using the stairs.

The accident occurred at night.

ACTION

The preliminary report has been published, and the final report is currently being compiled. The investigation is awaiting the results of the detailed inspection and examination of the Nose Landing Gear Assembly and the tires by Boeing and Dunlop, respectively.

This interim report is being issued on the first anniversary of the accident, in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation Organization (ICAO).

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.