



PRELIMINARY REPORT

INVESTIGATION INTO SERIOUS INCIDENT OF ATR 72-500 AIRCRAFT REG NO S2-AHF OF NOVOAIR OCCURRED ON 17 NOVEMBER 2021 AT VGSD AIRPORT, SAIDPUR, BANGLADESH



ATR 72-500 AIRCRAFT

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INTRODUCTION

Preliminary Report of Investigation into Serious Incident of ATR 72-500 Aircraft, Reg No S2-AHF of NOVOAIR that Occurred on 17 November 2021 at VGSD Airport, Saidpur, Bangladesh

This Serious Incident, categorised by the Aircraft Accident Investigation Committee-Bangladesh (AAIC-BD) as so, is being investigated by the AAIC-BD, in accordance with Civil Aviation Act 2017 and in conformity with Annex 13 to the Chicago Convention on International Civil Aviation.

This Preliminary Investigation Report has been issued to project an updated status of the 'Notification' on the aforementioned serious incident. The report has been compiled in accordance with the requirements of Annex 13.

The Head of AAIC-BD received a 'Mandatory Occurrence Report' (MOR) through an e-mail sent by the Operator, NOVOAIR, narrating about the occurrence of one ATR 72-500 Aircraft, Nationality and Registration Mark S2-AHF during landing at Runway 34 of VGSD (Saidpur Airport, Saidpur, Bangladesh) on 17 November 2021.

Immediately following the occurrence, the head of AAIC-BD, formed two-member 'Go-team' to proceed by the first available flight to Saidpur to inspect and protect the necessary evidences. The 'Go-team' left Dhaka for Saidpur by the first available flight on 18 November 2021 as there was no flight on the day of occurrence. This has been in pursuance to Standard 3.3 of Annex 13, wherein the AAIC-BD has taken all reasonable measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as was necessary for the purposes of investigation. The Head of AAIC-BD also advised the Airport/Aerodrome authority on telephone for ensuring adequate protection of all the evidences and safe custody of the aircraft and its contents until the arrival of the 'Go-team' at the site of occurrence.

The Office of the AAIC-BD, on the same day, issued the necessary 'Notification' for the information of all concerned (National and International) as per the requirements of Annex 13. This was followed by forming of two-member Aircraft Accident Investigation Team (AAIT) which was issued through a 'Memorandum' to conduct the investigation. The two-member comprised of Member Operations as Investigator-in-Charge (IIC) and the Member Engineering as the Member of AAIT.

The information contained in this preliminary report has been derived from the factual information and evidences gathered so far during the ongoing investigation of the occurrence and is being published pursuant to Standard 7.4 of Annex 13.

The AAIC-BD conceives that any Aircraft Accident Investigation and analysis thereof should focus on identifying the true underlying causes and/or contributing factors rather than indicating on some human omissions for the occurrence.

As per the principle of AAIC-BD and that of ICAO Annex 13, the sole objective of this investigation shall be to prevent aircraft accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

Pursuant to Standard 6.5, in the interest of accident prevention, the AAIC-BD shall make the 'Final Report' and 'Safety Recommendations' publicly available as soon as practicable and, if possible, within twelve months from the date of the occurrence.

Unless otherwise indicated, recommendations in this report will be addressed to the Regulatory Authorities of the States having responsibility for the matters with which the recommendations are concerned.

Head
Aircraft Accident Investigation Committee
Bangladesh

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1. TITLE

1.1 Composition of Title

1.1.1 Name of the Operator	NOVOAIR Ltd
1.1.2 Name of the Manufacturer	ATR
1.1.3 Aircraft Model	ATR 72-500
1.1.4 Aircraft Nationality	Bangladesh
1.1.5 Aircraft Registration Marks	S2-AHF
1.1.6 Place of Occurrence	VGSD (Saidpur Airport, Bangladesh)
1.1.7 Date of Occurrence	17 November 2021

2. SYNOPSIS

2.1 Details of Synopsis

2.1.1 Notification of accident to national and foreign authorities	Office of the Aircraft Accident Investigation Committee-Bangladesh notified to all relevant Authorities and Agencies as per Standard 4.1 of ICAO Annex 13.
2.1.2 Identification of the Accident Investigation Authority	Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD).
2.1.3 Accredited Representation	Having received the Notification from the AAIC-BD, Canada being the State of Engine's Design and Manufacture, responded immediately by appointing its accredited representative and confirmed that it would remain standby for any kind of support should AAIC-BD require.
2.1.4 Organization of the Investigation?	Aircraft Accident Investigation Team (AAIT), designated by the Head of the AAIC-BD through a 'Memorandum'.
2.1.5 Authority releasing the report	Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD)
2.1.6 Date of publication or dispatch of report	The date of dispatch is 15 December 2021. This Preliminary Report is being sent to 'Specific Addressees' conforming the requirements of Standard 7.4 of ICAO Annex 13. The report will also be displayed in www.caab.gov.bd (Menu: AAIC-BD)
2.1.7 Brief resume of the circumstances leading to the serious incident	On 17 November 2021, one ATR 72-500 (Registration No. S2 AHF) aircraft belonging to Novoair of Bangladesh, was scheduled from Hazrat Shahjalal International Airport (VGHS), Dhaka to Saidpur Airport (VGSD). The aircraft took off from Dhaka at 1805 hours and landed at Saidpur at 1855 hours (Local Time). During landing roll, both the pilots experienced severe vibration and judder followed by the aircraft tendency to swing. The nose gear tyres of the aircraft made zigzag marks on the runway surface covering an approximate distance of 2000 feet until came to a stop. The aircraft engines were switched off on the runway by the flight crew and the Air Traffic Controller (ATC) was informed. All passengers and crew were safely evacuated unhurt.

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3. BODY

3.1 FACTUAL INFORMATION

3.1.1 History of the flight:

3.1.1.1 Flight number	VQ 967
3.1.1.2 Type of operation	Commercial
3.1.1.3 Last point of departure	VGHS
3.1.1.4 Time of departure (Local time or UTC)	1805 (Local Time)
3.1.1.5 Point of intended landing	VGSD Saidpur
3.1.1.6 'Flight preparation'	The flight was a scheduled domestic passenger carrying IFR flight that originated from VGHS Dhaka and landed at VGSD Saidpur.
3.1.1.7 Description of the flight and events leading to the accident, including reconstruction of the significant portion of the flight path, if appropriate.	<p>(a) The aircraft took off from Dhaka at 1805 hours and landed at Saidpur at 1855 hours (Local Time). From take off until the aircraft touched down at Saidpur runway, the flight went uneventful. Soon after (3-4 seconds) the nose wheels rolled over the runway, both the pilots experienced severe vibration and judder followed by the aircraft tendency to swing. The nose gear tyres of the aircraft made zigzag marks on the runway surface covering an approximate distance of 2000 feet until came to a stop. The aircraft engines were switched off on the runway by the flight crew and the Air Traffic Controller (ATC) was informed. All passengers and crew were safely evacuated unhurt.</p> <p>(b) The preliminary observation revealed that after about 3-4 seconds of lowering and touching down of the nose wheel, both the nose wheels turned 90-degree perpendicular to the center line of the runway which could not be controlled by the nose wheel steering from the cockpit. As the aircraft rolled down after landing, it continued to drag on the nose wheel at 90-degree position. Both the tyres got ruptured and flattened. Nose wheel drum was severely damaged from the friction of the runway. On further inquiry, it was ascertained that the nose wheel torque link 'PIN' (Part No D64724) got separated from the link, which was eventually found on the right shoulder of the runway, 1900 ft from runway threshold 34. The detached PIN allowed both arms of the torque linkage to move freely.</p> <p>(c) It may be mentioned that the torque link consists of two arms, the upper arm and the lower arm which are connected by a PIN that helps the torque link not to pivot rather maintain the functional integrity of the of the nose wheel steering.</p> <p>(d) Absence of the missing PIN allowed the nose wheel to rotate at its own and at some time become perpendicular to the centre line of the runway.</p>
3.1.1.8 Location (latitude, longitude, elevation)	25°45'33"N 088°54'31"E, 125 ft
3.1.1.9 Time of the accident/serious incident (Local or UTC)	1855 (Local Time)
3.1.1.10 Whether day or night	Night

3.1.2 Injuries to Persons

Injuries	Crew	Passengers	Others
3.1.2.1 Fatal	No	N/A	N/A
3.1.2.2 Serious	No	N/A	N/A
3.1.2.3 Minor	No	N/A	N/A

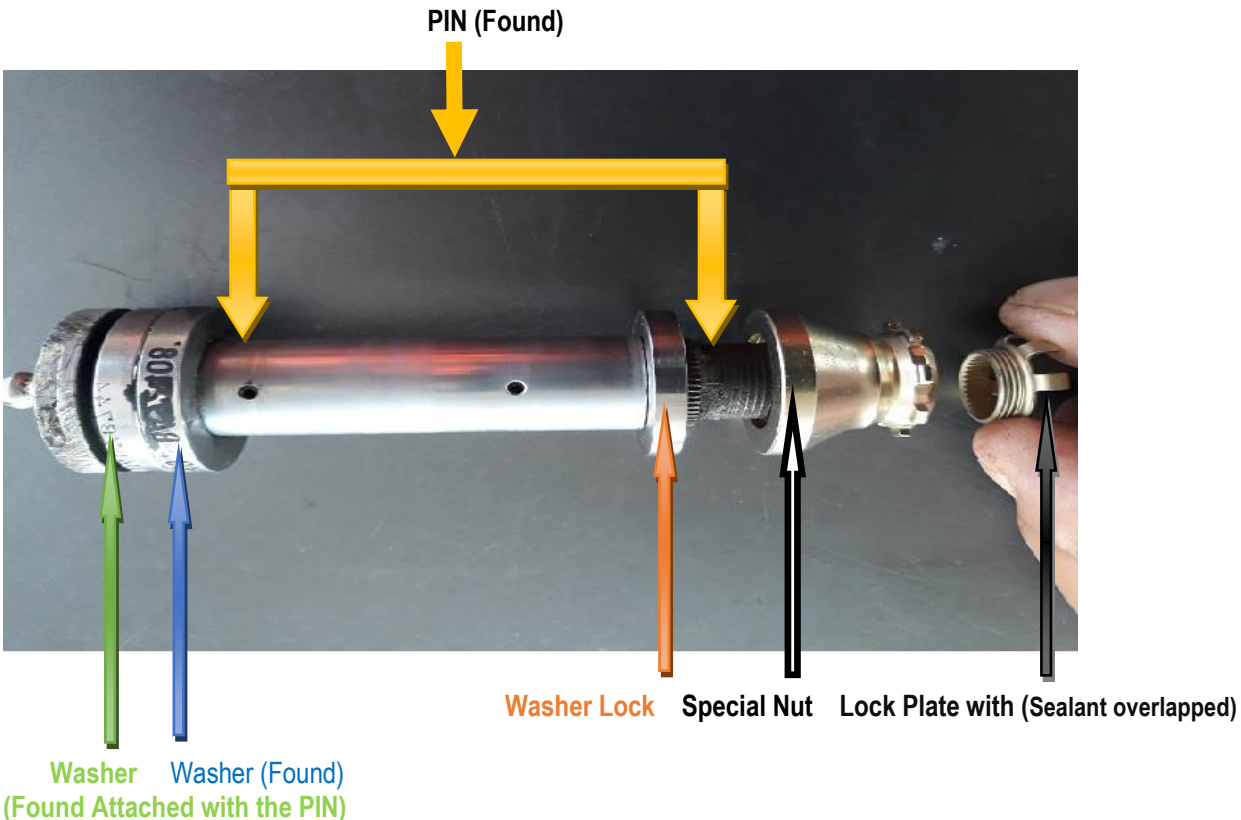
3.1.3 Damage to Aircraft (Brief Description)

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3.1.3.1 Destroyed	No																																													
3.1.3.2 Substantially damaged	<p>A.</p> <table border="1"> <thead> <tr> <th>SI</th> <th>Items Found Damaged</th> <th>Part Number</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Nose Landing Gear</td> <td>D22698172-106</td> </tr> <tr> <td></td> <td>(a). Washer Locating</td> <td>282101</td> </tr> <tr> <td></td> <td>(b). Lock</td> <td>SL61WTM12P</td> </tr> <tr> <td></td> <td>(c). Washer</td> <td>D56860</td> </tr> <tr> <td></td> <td>(d). Pin</td> <td>D64724</td> </tr> <tr> <td></td> <td>(e). Washer</td> <td>D49691</td> </tr> <tr> <td></td> <td>(f). Washer</td> <td>D56855</td> </tr> <tr> <td></td> <td>(g). Pin- Torque Link</td> <td>D63819</td> </tr> <tr> <td></td> <td>(h). Extractor</td> <td>H47757</td> </tr> <tr> <td></td> <td>(i). Casing</td> <td>D61535-10</td> </tr> <tr> <td>2.</td> <td>Nose Landing Gear Drag Brace</td> <td>D22703072-1</td> </tr> <tr> <td>3.</td> <td>Fuselage Outer Skin Dent (15 mm X 12 Mm)</td> <td>Between Frame 7 And 9</td> </tr> <tr> <td>4.</td> <td>Two Nose Wheel Hub</td> <td>C20589000</td> </tr> <tr> <td>5.</td> <td>Two Nose Tyres (Michelin)</td> <td>026-545-0</td> </tr> </tbody> </table>	SI	Items Found Damaged	Part Number	1.	Nose Landing Gear	D22698172-106		(a). Washer Locating	282101		(b). Lock	SL61WTM12P		(c). Washer	D56860		(d). Pin	D64724		(e). Washer	D49691		(f). Washer	D56855		(g). Pin- Torque Link	D63819		(h). Extractor	H47757		(i). Casing	D61535-10	2.	Nose Landing Gear Drag Brace	D22703072-1	3.	Fuselage Outer Skin Dent (15 mm X 12 Mm)	Between Frame 7 And 9	4.	Two Nose Wheel Hub	C20589000	5.	Two Nose Tyres (Michelin)	026-545-0
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B.

The '**PIN**' (Part No D64724) is locked by a '**LOCK PLATE**' (Part No. SL61WTM12P), with '**SEALANT**' (Part No. PR1826A2) overlapped, a '**SPECIAL NUT**' (Part No. SL40358P), **WASHER-LOCK**' (Part No. SL 40359), **WASHER** (Part No. D49691) and another **WASHER** (Part No. D56860).



PIN (Found)

Washer Lock Special Nut Lock Plate with (Sealant overlapped)

Washer Washer (Found)
(Found Attached with the PIN)

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<p>C. 'PIN' (Part No D64724) with 'WASHER' (Part No. D49691) which was found on the right shoulder of the runway is locked by 'LOCK PLATE' (Part No. SL61WTM12P, missing) with 'SEALANT' (Part No. PR1826A2, missing) overlapped. After 'LOCK PLATE' there is a 'SPECIAL NUT' (Part No. SL40358P, missing) which holds the 'PIN'. After the 'SPECIAL NUT' there is a 'WASHER-LOCK' (Part No.SL 40359, missing) which also restricts the movement of 'PIN'. After 'WASHER LOCK' there are two more 'WASHER' (Part No. D56860, which was found on the center line of the runway), and another 'WASHER' (Part No. D49692, missing).</p>	NIL
3.1.3.3 Slightly damaged	NIL

3.1.4 Other Damage:

3.1.4.1 Other Damage	NIL
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3.1.5 Personnel information

3.1.5.1 Pertinent information concerning each of the flight crew members regarding age, validity of licenses, ratings, mandatory checks, flying experience (total and on type) and relevant information on duty time	Pilot	Co-pilot
	(a) Date of Birth: 20 October 1985 (b) Age: 40+ years (c) Nationality: Bangladeshi (d) License: CPL NO-800 (e) Ratings: PT-6, T-37, AN-32, C-130B, C-152, ATR 72-500 (f) Mandatory Checks: N/A (g) Flying Experience (Total): 3916:20 hours (h) License Validity: Valid (Non-Expiry)	(a) Date of Birth: 27 July 1993 (b) Age: 27+ years (c) Nationality: Bangladeshi (d) License: CPL (e) Ratings: C152-142:10 Min, S2-20-08:10 min, ATR72-500-1814:40 (f) Flying Experience (Total): 2024:05 min
3.1.5.2 Brief statement of qualifications and experience of other crew members	There were no other crew members on board the aircraft.	
3.1.5.3 Pertinent information regarding other personnel, such as air traffic services, maintenance, etc., when relevant	Not relevant.	

3.1.6 Aircraft information

3.1.6.1 Brief statement on airworthiness and maintenance of the aircraft (indication of deficiencies known prior to and during the flight to be included, if having any bearing on the accident)	(a) The aircraft had undergone 1C+2C+4C+2YE + out of phase inspection at FLYFIREFLY SDN, BHD, SAAS airport, Subang, Malaysia. These checks were carried out from 27.09.2021 to 05.11.2021. (b) The aircraft was released to service on 05.11.2021. (c) During this check, functional test of nose landing gear play was carried out on 29.10.2021 as part of out of phase check. (d) Note: This check to be performed at interval 12000 landing or 6 years (Installation time) since new or since last overhaul. (e) The nose landing gear assembly Part No: D22698172-106 SL No: B358 was overhauled on 01.11.2016. (f) The certificate of airworthiness of S2-AHF is valid till 28.03.2022. (g) No AD, SB was due to this aircraft.
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	<p>(h) After checks at Malaysia, the aircraft had only one weekly check on 12.11.2021.</p> <p>(i) The line checks were carried out from 06.11.2021 until 16.11.2021 every day. Pre-flight inspection (PFI) was performed on 17.11.2021 prior to departure from Malaysia to Dhaka, reported no discrepancy.</p> <p>(j) The aircraft completed total 47321:25 Hours and 44087 cycles since it was manufactured new. The aircraft has completed 65.28 flying hours and 98 landings after checks from Malaysia.</p>
3.1.6.2 Brief statement on performance, if relevant, and whether the mass and centre of gravity were within the prescribed limits during the phase of operation related to the accident. (If not and if of any bearing on the accident give details.)	The Mass and Balancing were within permissible limits.
3.1.6.3 Type of fuel used	Aviation Fuel, JET-A1

3.1.7 Meteorological information of VGSD

3.1.7.1 Brief statement on the meteorological conditions appropriate to the circumstances including both forecast and actual conditions, and the availability of meteorological information to the crew	<p>(a) Surface Wind: North/ North Westerly, 03-06 KT</p> <p>(b) Surface Visibility: 4000 m – 3200 m or less, Tempo 2500 m</p> <p>(c) Weather: Haze became mist</p> <p>(d) Cloud Cover: NSC</p>
3.1.7.2 Natural light conditions at the time of the accident (sunlight, moonlight, twilight, etc.)?	During Night.

3.1.8 Aids to Navigation of VGSD

3.1.8.1 Pertinent information on navigation aids available, including landing aids such as ILS, MLS, NDB, PAR, VOR, visual ground aids, etc., and their effectiveness at the time	<p>(a) ARP Co-ordinates- 254537.35N 0885430.49E</p> <p>(b) MAG VAR- 52' West</p> <p>(c) Types of traffic permitted IFR/VFR- IFR/VFR</p>
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3.1.9 Communications.

3.1.9.1 Pertinent information on aeronautical mobile and fixed service communications and their effectiveness	VHF1, VHF2
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3.1.10 Aerodrome Information

3.1.10.1 Pertinent information associated with the aerodrome, facilities and condition, or with the take-off or landing area if other than an aerodrome	VGSD Runway 34
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3.1.11 Flight Recorders

3.1.11.1 Location of the flight recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom	<p>(a) The Flight Data Recorder was located in the tail section.</p> <p>(b) Data could be extracted through QAR and is being analysed.</p> <p>(c) Flight Data analysis is under progress.</p> <p>(d) Detailed information will be provided in the Final Report.</p>
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3.1.11.2 Location of the cockpit voice recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom	(a) The Cockpit Voice Recorder was located in the tail section. (b) Detailed information will be provided in the Final Report.
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3.1.12 Wreckage and impact information

<p>3.1.12.1 General information on the site of the accident and the distribution pattern of the wreckage, detected material failures or component malfunctions. Details concerning the location and state of the different pieces of the wreckage are not normally required unless it is necessary to indicate a break-up of the aircraft prior to impact. Diagrams, charts and photographs may be included in this section or attached in the appendices</p>	 <p>First Touchdown of the nose wheel</p> <p>First touchdown of nose landing gear. (The photograph is taken from the opposite direction of the landing aircraft for better visibility)</p>  <p>Went to the right after touchdown</p> <p>(The photograph is taken from the opposite direction of the landing aircraft for better visibility)</p>
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Nose Tyre -
Ruptured
and flattened



Severely
damaged
nose
wheel



Severely
damaged
nose
wheel tyre and
drum

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3.1.13 Medical and pathological information

3.1.13.1 Brief description of the results of the investigation undertaken and pertinent data available therefrom	Medical tests were carried out, all flight crew were found having no abnormality.
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3.1.14 Fire

3.1.14.1 If fire occurred, information on the nature of the occurrence, and of the firefighting equipment used and its effectiveness	Several sparks were observed due to nose wheel drum friction on the runway which was reported by Air Traffic Controller. Fire fighting equipment was not used.
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3.1.15 Survival aspects

3.1.15.1 Brief description of search, evacuation and rescue, location of crew and passengers in relation to injuries sustained, and failure of structures such as seats and seat-belt attachments	All the passengers including flight crew were unhurt and evacuated safely.
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3.1.16 Tests and research

3.1.16.1 Brief statements regarding the results of tests and research	To be provided in the Final Report
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3.1.17 Organizational and Management Information

<p>3.1.17.1 Pertinent information concerning the organizations and their management involved in influencing the operation of the aircraft. The organizations include, for example: the operator; the air traffic services; airway, aerodrome and weather service agencies; and the regulatory authority. The information could include, but not be limited to, organizational structure and functions, resources, economic status, management policies and practices, and</p>	<p>(a) NOVOAIR was established in 2007 with a vision of “Excellence in Aviation”. It launched commercial operation on 9 Jan 2013 with Embraer 145 jet aircraft. later the Embraer fleet was replaced with ATR 72-500 turboprop aircraft. The airline currently operates to all domestic destination of Bangladesh with regional destination to Kolkata, India.</p> <p>(b) The Managing Director (MD) acts as the Accountable Manager of the company. Each of the post holders, such as the Chief of Safety, Quality Security, FOQA, DFO, DE, CAMO, Airport Operation Managers reports directly to the MD. These post holders are selected and approved as per the qualification and experience mentioned in the ANO of the CAA, Bangladesh.</p> <p>(c) According to the MD, flight safety’ holds the paramount place in operational philosophy and goal of NOVOAIR. As stated by the MD, Airline Board of directors are committed and concerned to ensure safe operation of aircraft. Company’s safety program is set out within the “Company Safety Management Manual”.</p> <p>(d) Safety Policy is signed by the Managing Director and distributed throughout the company in the form of display boards. It is also published in the company Safety Manuals. According to the Company Policy, the management is committed to:</p> <ol style="list-style-type: none"> (1) Provide an accident-free workplace, including no harm to people, no damage to equipment, environment and property and the necessary recourses to deliver a safe and sustainable business in support of the policy; (2) An open and just culture of reporting of all safety hazards in which management will not initiate disciplinary action against any personnel which, in good faith, discloses a safety occurrence due to unintentional conduct;
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regulatory framework?	<p>(3) Ensure that all levels of management are accountable for safety performance. Safety is everybody's responsibility. All employees are to maintain a safe work environment by following company policies and procedures;</p> <p>(4) Support for safety training and awareness programs including management of change. Conduct regular review of safety policies and procedures. Monitor and ensure industry best safety practices are incorporated into the organization.</p>
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3.1.18 Additional information

3.1.18.1 Relevant information not already included in 3.1.1 to 3.17.1	To be provided in the Final Report
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3.1.19 Useful or effective investigation techniques

3.1.19.1 When useful or effective investigation techniques have been used during the investigation, briefly indicate the reason for using these techniques and refer here to the main features as well as describing the results under the appropriate subheadings 3.1.1 to 3.18.1?	This investigation has been carried out following the format of Annex 13 as far as possible.
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3.2 ANALYSIS

[The following analysis has been made based on the information documented in 'Factual information' and which is relevant to the 'Determination of Conclusions' and 'Causes and/or Contributing Factors']

The 'Analysis' of this Serious Incident' has been compiled through the assessment of the following subject areas:

3.2.1 Investigation Analysis	Will be provided in the final report
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3.3 CONCLUSIONS

Appended below are the Findings, Causes and/or Contributing factors established in the investigation.

3.3.1 Findings, Causes and/or Contributing Factors

3.3.1.1 Findings	Will be provided in the Final Report.
3.3.1.2 Causes	Will be provided in the Final Report.
3.3.1.3 Contributing Factors	Will be provided in the Final Report.

3.4 SAFETY RECOMMENDATIONS

3.4.1 Intermediary Safety Recommendations	Will be provided as and when required
3.4.2 Safety Recommendations	Will be provided in the Final Report.

4. APPENDICES

4.1 All statements, evidences, documents, photographs etc., will be preserved in the 'File'.
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END

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