



**AIRCRAFT ACCIDENT INVESTIGATION GROUP OF BANGLADESH
(AAIG-BD)**
4TH FLOOR, CAAB HEADQUARTERS, KURMITOLA DHAKA-1229
BANGLADESH



PRELIMINARY REPORT

Investigation into the Serious Incident of B-737 800 Aircraft, Nationality and Registration Mark S2-AJA of
US Bangla Airlines Ltd on 26 September 2018 at Shah Amanat International Airport
Chattagram, Bangladesh

This serious incident investigation is being performed in accordance with Civil Aviation Act 2017, pursuant to Part 13 of CAR 1984 and in conformity with Annex 13 to the Chicago Convention on International Civil Aviation. The delegation of investigating authority has been accorded to the Head of Aircraft Accident Investigation Group of Bangladesh (AAIG-BD); vide Office Order CAAB/CS/32/AAIG-BD/01/MASTER, dated 22 June 2016.

The Head of AAIG-BD received a Mandatory Occurrence Report (MOR) sent by the Operator narrating about the aircraft landing at Shah Amanat International Airport, Chattagram, Bangladesh (VGEG) on 26 September 2018 of Flight BS 141 (DAC-CXB) involving a Boeing 737-800 aircraft having Registration Mark S2-AJA. The report indicated that there were 02 Flight crew and 07 Cabin crew with 164 passengers were on board.

This preliminary investigation report has been issued following the serious incident in order to present an updated status of the investigation on the aforementioned serious incident. This report has been compiled in accordance with the requirements of ICAO Annex 13 and the Compendium on Aircraft Accident Investigation Group, Bangladesh (AAIG-BD). The sole objective of this investigation is to prevent aircraft accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

The information contained in this preliminary report has been derived from the factual information and evidences so far gathered during the ongoing investigation of the occurrence.

Any specific safety issue identified during the course of the investigation will be advised to all parties through the AAIG-BD Safety Recommendations procedure.

The final report, once completed, may contain altered information in the case that new evidence appears during the ongoing investigation that requires changes to the information depicted in this report. The final report will represent the complete investigation, which will be made public in due course of time, in conformity with ICAO Annex 13.

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1. TITLE

1.1 Name of Operator	US Bangla Airlines Ltd
1.2 Name of Manufacturer	Boeing
1.3 Aircraft Model	B737-800
1.4 Aircraft Nationality	Bangladesh
1.5 Aircraft Registration Marks	S2-AJA
1.6 Place of Occurrence	Shah Amanat International Airport (VGEG), Chattagram, Bangladesh
1.7 Date of Occurrence	26 September 2018

2. SYNOPSIS

2.1	US Bangla Airlines Ltd (USB) conducted an authorised Passengers flight from Dhaka (VGHS) to Cox's Bazar (VGCB) on 26 September 2018 with B 737-800, Registration Number S2-AJA aircraft. On straight-in-final approach for landing at Cox's Bazar Airfield, after lowering undercarriage lever down, the nose landing gear did not extend as indicated by nose gear position indicator on the dashboard and overhead panel.
2.2	Aircraft executed go around, recycled landing gear and carried out emergency check list as per QRH but to no effect. The nose gear remained in up position. Subsequently, the aircraft made a low flying to verify nose landing gear position by the tower. Once the tower confirmed nose gear was not in down position, the crew carried out manual procedure following QRH for extension of nose landing gear but failed.
2.3	The flight then diverted to Shah Amanat International Airport, Chattagram (VGEG) where, according to the flight crew, there was better handling, parking and medical facilities in Chattagram and that according to the flight plan, VGEG was the primary diversion airfield for that flight.
2.4	The flight crew informed Air Traffic Control (ATC) of VGEG about the emergency and possibility of landing with nose gear in up position. Aircraft once again executed a low flight at VGEG. The ATC confirmed that neither the nose gear door was open nor the nose gear was down.
2.5	The PIC informed the cabin crew about the emergency nose gear up abnormal landing and instructed them to take all necessary preparation.
2.6	Aircraft fuel was reduced as low as possible as per QRH. The landing was made with flaps 40 degree and the touched down at 2000 feet down the threshold RWY 23 of VGEG. The flight crew kept the aircraft nose up as far as practicable, lowered it gently on to the RWY surface and stopped the aircraft about 300 feet short of threshold RWY 05.
2.7	After stopping, "Emergency Evacuation" was performed as per the QRH. All passengers and crews were evacuated safely without any serious injuries through the emergencies exits by deploying escape slides.

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3. FACTUAL INFORMATION

3.1 History of Flight

Date of Flight	26 September 2018
Flight Number	UBG 141 (Call Sign Bangla Star 141)
Aircraft Registration	S2-AJA
Aircraft Type	Boeing 737-800
Type of Operation	Scheduled Passenger Flight
Last Point of Departure	Hazrat Shahjalal International Airport, Dhaka, Bangladesh (VGHS)
Time of Departure	0530 UTC (1130 LT)
Point of Intended Landing	Cox's Bazar Airport (VGCB); 21°27 07 N 091°57 50 E
Scheduled Time of Arrival	0630 UTC (1230 LT)
Time of Incident	0719 UTC (1319 LT)
Whether Day or Night	Day

3.2 Damage to Aircraft:

Preliminary inspection of the aircraft structure indicates damage in the nose wheel well door and the E & E compartment door. VHF, TCAS and DME antennas were damaged. Physical inspection also revealed no apparent damage to either of the engines and also no damage due to FOD. The aircraft was powered up, and all systems were checked. All systems were found to be working in order.

3.3 Other Damages:

Nil

3.4 Personnel Information:

Pilot in Command	Age: 43 years; Nationality: Bangladeshi ATPL: No. 318, Valid till 25-07-2022 Ratings: Current on B-737-800; Mandatory Checks: Done on I) Aircraft: 23-02-2018 (R/C) II) Simulator: 22-07-2018 (PPC) Flying Experience (Total): 7051:00Hours. Flying Experience (On type): 1686Hours Duty time: Rested more than 22 Hours prior to this flight. Instructor Rating: DCP-C, Valid till 13-08-2019 Management Post: FDM Manager Medical Status: Class-1 till 27-09-2019 CRM training: Done on 07-10-2018
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First Officer	Age: 31 years. Nationality: Bangladeshi CPL: No. B 538: Valid 12-01-23 Ratings: Current on B-737-800 Mandatory Checks: Done on I) Aircraft: 22-07-2018 (Route Check) II) Simulator 16-07-2018 (PPC) Flying Experience (Total): 2,466:00 Hours. Flying Experience (On type): 1,078:00 Hours Duty time: Rested more than 45 Hours prior to this flight. Flight crew medical status: Class 1 valid till 30-09-2019 Flight crew CRM training: Done on 07-10-2018
Cabin Crew	Altogether 05 Cabin Crew
Other Personnel	NIL

3.5 Aircraft Information:

Model	Boeing 737-800
Manufacturer	Boeing
Registration	S2-AJA
MSN	30039
Engine Make and Model	CFM 56-7 B26
Certificate of Airworthiness	Valid Until 29 October 2018.
Type of Fuel Used	JET A-1
Performance Status:	
1. Take-off Weight and CG	1. 79,015 Kg; CG: FWD 9.41 AFT 28.68
2. Landing Weight and CG	2. 66,360 Kg; CG: FWD 9.75 AFT 26.98

3.6 Meteorological Information:

The applicable METAR (TWR OBS): VGCB 260420Z 0000KT 5000 PC FEW025 31/26 Q1009 NOSIG; VGEG 260430 27005KT 4000 HZ SCT012 BKN100 32/25 Q1009 NOSIG

3.7 Aids to Navigation:

Type of Aid	Identification	Frequency
VOR/DME/ILS	CTG	113.4 MHz

3.8 Communications:

Satisfactory

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3.9 Flight Recorders:

The CVR, FDR and associated items were retrieved and secured from the aircraft by the AAIT

3.10 Fire:

There was no evidence of fire.

3.11 Test and Research:

The reviewing of the available documents and testing, decoding, research and analysis of all pertinent equipment retrieved from the aircraft are ongoing and the results shall be provided in the final report.

3.12 Progress of Investigation:

On going

3.13 Additional Information:

The aircraft was recovered and towed to the apron. DFDR and CVR were removed for read out. The entire recovery process was done under the supervision of Boeing Representative in Bangladesh in coordination with AAIT

4. ANALYSIS

To be provided in the final report

5. CAUSE(S)

To be provided in the final report

6. CONTRIBUTING FACTORS

To be provided in the final report

7. CONCLUSIONS

To be provided in the final report

8. SAFETY RECOMMENDATIONS

To be provided, as and when applicable

END

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