



(i)

PRELIMINARY REPORT

INVESTIGATION INTO INCIDENT OF BOEING 737-800 AIRCRAFT REG NO S2-AJD
OF US-BANGLA AIRLINES OCCURRED ON 21 OCTOBER 2022 AT VGHS, HAZRAT SHAHJALAL INTERNATIONAL
AIRPORT, DHAKA, BANGLADESH.



PUBLISHED BY
THE OFFICE OF THE AIRCRAFT ACCIDENT INVESTIGATION COMMITTEE OF BANGLADESH

CONTACT DETAILS OF AIRCRAFT ACCIDENT INVESTIGATION COMMITTEE (AAIC-BD)

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FOREWORD

This aircraft occurrence, categorised by the Aircraft Accident Investigation Committee-Bangladesh (AAIC-BD) as Incident (INCID), 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 incident. The report has been compiled in accordance with the requirements of Annex 13.

The Head of AAIC-BD received a phone call from Dhaka tower about the occurrence of one Boeing 737-800 Aircraft, Nationality and Registration Mark S2-AJD during landing at Runway 14 of HSIA (Hazrat Shahjalal International Airport, Dhaka, Bangladesh) on 21 October 2022 at 1025 UTC.

Immediately following the occurrence, the head of AAIC-BD, send one-member 'Go-team' to proceed to the sight of occurrence, to inspect and protect the necessary evidences. This has been in pursuance to Standard 3.3 of Annex 13, wherein the AAIC-BD has ensured to take all reasonable measures to protect the evidence and maintain safe custody of the aircraft and its contents for such a period as was necessary for the purposes of investigation.

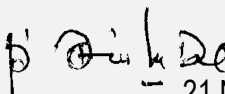
The Office of the AAIC-BD, on 23 October 2022, issued the necessary 'Notification' for the information of all concerned (National and International) as per the requirements of Annex 13. This was followed by forming of one-member Aircraft Accident Investigation Team (AAIT) by the Head of the AAIC-BD through a 'Memorandum' to conduct the investigation. The Investigator-in-Charge (IIC) was the Member Engineering of the 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 sent to all concerned and published pursuant to Standard 7.4 of Annex 13.

The AAIC-BD conceives that the investigation of any Aircraft occurrence 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.


21 November 2022

Head
Aircraft Accident Investigation Committee
Bangladesh

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List of Acronyms

AAIC	Aircraft Accident Investigation Committee
AAIC-BD	Aircraft Accident Investigation Committee of Bangladesh
AAIT	Aircraft Accident Investigation Team of AAIC-BD
ACCREP	Accredited Representative
AME	Aircraft Maintenance Engineer
ATC	Air traffic Control
ATPL	Airline Transport Pilots License
CAA	Civil Aviation Authority
CAAB	Civil Aviation Authority of Bangladesh
CPL	Commercial Pilot License
DME	Distance Measuring Equipment
FIR	Flight Instructor Rating
FSR	Flight Standard and Regulations
ICAO	International Civil Aviation organization
IIC	Investigator-in-Charge
PIC	Pilot-In-Command
SIC	Second-In-Command
N/A	Not Applicable
NDB	Non-Directional Beacon
NDT	Non-Destructive Test
NTSB	National Transportation Safety Board, USA.
PPL	Private Pilot License
REG	Registration
RWY	Runway
UTC	Coordinated Universal Time
VFR	Visual Flight Rules
VGHS	Hazrat Shahjalal International Airport Dhaka, Bangladesh.
VOR VHF	Omnidirectional Radio Range

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OFFICE OF THE AIRCRAFT ACCIDENT INVESTIGATION COMMITTEE OF BANGLADESH
MINISTRY OF CIVIL AVIATION & TOURISM

3RD FLOOR CAAB HEADQUARTERS (OLD BUILDING) KURMITOLA DHAKA-1229



REF. NO. 30.00.0000.013.34.001.22 (Boeing 737-800, S2-AJD/ 21 October 2022)-38

DATE: 16 November 2022

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OFFICE OF THE AIRCRAFT ACCIDENT INVESTIGATION COMMITTEE OF BANGLADESH
MINISTRY OF CIVIL AVIATION & TOURISM
3RD FLOOR CAAB HEADQUARTERS (OLD BUILDING) KURMITOLA DHAKA-1229



REF. NO. 30.00.0000.013.34.001.22 (Boeing 737-800, S2-AJD/ 21 October 2022)-38

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			charts and photographs may be included in this section or attached in the appendices
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	3.3 Conclusions	3.3.1	Details of the Conclusions
	3.4 Safety Recommendations	3.4.1	Details of Safety Recommendations
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DATE: 16 November 2022

1. TITLE

1.1 Composition of Title

1.1.1 Name of the Operator	US-Bangla Airlines Ltd
1.1.2 Name of the Manufacturer	The Boeing Company
1.1.3 Aircraft Model	Boeing 737-800
1.1.4 Aircraft Nationality	USA
1.1.5 Aircraft Registration Marks	S2-AJD
1.1.6 Place of Accident/ Serious Incident/ Investigable Incident	VGHS, Hazrat Shahjalal International Airport, Dhaka, Bangladesh
1.1.7 Date of Accident/ Serious Incident/ Investigable Incident	21 October 2022

2. SYNOPSIS

2.1 Details of Synopsis

2.1.1 Notification of accident/ serious incident/ investigable incident 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/ Serious Incident/ Investigable Incident Investigation Authority	Aircraft Accident Investigation Committee-Bangladesh (AAIC-BD)
2.1.3 Accredited Representation	Having received the notification from the AAIC-BD, the NTSB responded immediately and appointed one non-travelling accredited representative and confirmed that he would remain standby for any kind of support, should the AAIC-BD require. One technical advisor from Boeing was assigned for this investigation. IIC of this investigation is co-ordinating to both NTSB accredited representative and Boeing technical advisor for any assistance, if required.
2.1.4 Organization of the Investigation	Aircraft Accident Investigation Committee-Bangladesh (AAIC-BD)
2.1.5 Authority releasing the report	Aircraft Accident Investigation Committee-Bangladesh (AAIC-BD)
2.1.6 Date of publication or dispatch of report	20 November 2022
2.1.7 Brief resume of the circumstances leading to the accident/ serious incident/ investigable incident.	The flight with 108 Passengers and 07 crewmembers originated from Bangkok to land at Dhaka VGHS airport on 21 October 2022. Since its departure from Bangkok, the flight was uneventful until it touched down at Dhaka VGHS Runway 14 at 1025 UTC. During the middle phase of landing roll, the flight crew felt vibration with the aircraft tilting slightly to the left. The high-speed taxi track 'H' was near ahead to the left and the flight crew initiated to turn into the taxi way. But as the aircraft continued to remain tilted to the left, the flight crew stopped the aircraft and switched off both the engines. At this point the aircraft nose section was well inside the taxi track 'H' but its tail section remained extended on the runway. All passengers were disembarked through external steps. Thereafter, the aircraft was towed further down the taxi way 'H' to clear the active runway.

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DATE: 16 November 2022

3. BODY

3.1 FACTUAL INFORMATION

3.1.1 History of the flight:

3.1.1.1 Flight number	BS-218
3.1.1.2 Type of operation	Schedule Passenger Flight
3.1.1.3 Last point of departure	BKK
3.1.1.4 Time of departure (Local time or UTC)	07:59 UTC
3.1.1.5 Point of intended landing	Dhaka
3.1.1.6 'Flight preparation'	As per company procedure
3.1.1.7 Description of the flight and events leading to the accident/ serious incident/ investigable incident, including reconstruction of the significant portion of the flight path, if appropriate.	Will be provided in the final report.
3.1.1.8 Location (Latitude, longitude, elevation)?	N23-50.6 / E090-23.9, Elevation: 27 ft / 8 m
3.1.1.9 Time of the accident (Local or UTC)?	1025 UTC
3.1.1.10 Whether day/night?	Day

3.1.2 Injuries to Persons

Injuries	Crew	Passengers	Others
3.1.2.1 Fatal	None	None	None
3.1.2.2 Serious	None	None	None
3.1.2.3 Minor	None	None	None

3.1.3 Damage to Aircraft

3.1.3.1 Brief Description of Damage	The following items/parts of the aircraft got damaged: (a) Tire, Part No: APS06015, Serial No: Y20YC406, manufactured by Bridgestone of no #1 position of left wheel, part no: 2612311-1, Serial No: B7976 got depleted. (b) 7 bolts, Part No: 2613109 of no. #1 position left wheel were sheared off out of 18 bolts. (c) Tire, Part No: 441K82-1, Serial No: 22515039, manufactured by 'Goodyear' of no # 2 position of left wheel got Bruist and depleted.
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3.1.4 Other Damage:

3.1.4.1 Brief Description of other Damage	No other damage observed.
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3.1.5 Personnel (Cockpit crew) 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 in Command (PIC)	Second In Command (SIC)
	Date of Birth : 25 Dec 1989 Age : 35 Years Nationality : Bangladeshi License : ATPL-366 Ratings : B737 NG Mandatory Checks : 06 June 23 Flying Experience (Total) : 8671:00 Hrs Flying Experience on type : 6100:00 Hrs License Validity : Non-Expiry Medical Status : 31 Dec 2022	Date of Birth : 07 Nov 1979 Age : 43 Years Nationality : Bangladeshi License : ATPL-425 Ratings : B737 NG Mandatory Checks : 11 Feb 23 Flying Experience (Total) : 6500:00 Hrs Flying Experience on type : 5000:00 Hrs License Validity : Non-Expiry Medical Status : 30 Apr 2023
3.1.5.2 Brief statement of qualifications and experience of other crew members	Will be provided in the final report.	
3.1.5.3 Pertinent information regarding other personnel, such as air traffic services, maintenance, etc., when relevant	To be provided in the final report	

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/serious incident/investigable incident)	(a) Boeing 737-800, registration no S2-AJD, manufactured by Boeing was inducted at the age of 10 years 7 days (Induction date 27-Sep-2017).																					
	(b) Aircraft completed total Hour: 49619:07 and total Cycle: 25896 Hours since new till 21 October 2022.																					
	(c) Aircraft complete hours 4765:35 FH and cycles 1463 FC since last C check.																					
	(d) Engine S/N, manufacturer, TSN/CSN, TS LSV/ CS LSV																					
	<table border="1"> <thead> <tr> <th>ENGINE S/N</th> <th>Manufacturer</th> <th>POS</th> <th>TSN</th> <th>CSN</th> <th>TSLSV</th> <th>CSLSV</th> </tr> </thead> <tbody> <tr> <td>S/N: 894883</td> <td>CFM International</td> <td>LH</td> <td>46874:55</td> <td>24760</td> <td>18081:55</td> <td>7715</td> </tr> <tr> <td>S/N: 894911</td> <td>CFM International</td> <td>RH</td> <td>47039:20</td> <td>25335</td> <td>18081:55</td> <td>7715</td> </tr> </tbody> </table>	ENGINE S/N	Manufacturer	POS	TSN	CSN	TSLSV	CSLSV	S/N: 894883	CFM International	LH	46874:55	24760	18081:55	7715	S/N: 894911	CFM International	RH	47039:20	25335	18081:55	7715
ENGINE S/N	Manufacturer	POS	TSN	CSN	TSLSV	CSLSV																
S/N: 894883	CFM International	LH	46874:55	24760	18081:55	7715																
S/N: 894911	CFM International	RH	47039:20	25335	18081:55	7715																
	(e) The last 'C' was carried out on 16-Aug-2021 at MRO: GMR Aero Technic, Hyderabad, India.																					
	(f) Left Hand Inboard/ Outboard wheel installation date, hrs/ cycles since installation.																					
	<table border="1"> <thead> <tr> <th>INSTALLED DATE</th> <th>POS</th> <th>Cycle Since Installation</th> </tr> </thead> <tbody> <tr> <td>20-Sep-22</td> <td># 01</td> <td>116 FC</td> </tr> <tr> <td>15-Oct-22</td> <td># 02</td> <td>22 FC</td> </tr> </tbody> </table>	INSTALLED DATE	POS	Cycle Since Installation	20-Sep-22	# 01	116 FC	15-Oct-22	# 02	22 FC												
INSTALLED DATE	POS	Cycle Since Installation																				
20-Sep-22	# 01	116 FC																				
15-Oct-22	# 02	22 FC																				
	(g) Tire details:																					
	1. Tyre of no. #1 position of left wheel manufactured by Bridgestone, was installed 20 September 2022 and completed 116 cycles till 21 October 2022.																					
	2. Tyre of no. #2 position of left wheel manufactured by 'Goodyear', was installed 15 October 2022 and completed 22 cycles till 21 October 2022.																					
	(h) Bolt details:																					
	1. The bolt part no. 2613109 manufactured by Honeywell was installed in no. #1 position of left wheel on 22 November 2020 and completed 865 cycles.																					
	2. The life of the bolts is 5000 cycles. In every tire change, inspection is carried out on physical condition as per CMM. But if, followed the life replacement plan NDT (MPI) is optional.																					
	(i) The quality assurance is ensured by following the US-Bangla Airlines CAME Part-2 (Quality System), which is approved by CAAB.																					

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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/ serious incident/ investigable incident. (If not and if of any bearing on the accident give details.)?	The mass and centre of gravity were within the prescribed limits during all applicable phases of operation and have no bearing to the incident.
3.1.6.3 Type of fuel used	Jet A-1

3.1.7 Meteorological information

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	(a) QAN Surface wind 070, Knots 03 (b) QBA (visibility) 4000 Meters (c) QNY HZ (d) QBB: Base NSC (e) QNH: 1010.3 (f) QNA: 29.83 (g) Temp: TT: 32 ^o C, Td Td: 21 ^o C
3.1.7.2 Natural light conditions at the time of the accident/ serious incident/ investigable incident (sunlight, moonlight, twilight, etc.)?	Sunlight

3.1.8 Aids to Navigation

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?	VOR : 112.7 MHz H24 234928.86N 0902445.36E (Serviceable) DME : 1161 MHz H24 234928.86N 0902445.36E (Serviceable) NDB : 298 kHz H24 235034.32N 0902503.67E (Serviceable) ILS : 332.6 MHz H24 235112.67N 0902328 (Serviceable) MM : 75 MHz H24 235145.75N 0902256.66E (Serviceable) OM : 75 MHz H24 235557.71N 0901937.12E (Serviceable) OL : 375 kHz H24 235558.39N 0901936.52E (Serviceable)
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3.1.9 Communications.

3.1.9.1 Pertinent information on aeronautical mobile and fixed service communications and their effectiveness?	Area Control (ACC): 125.7 MHz H24 (Serviceable) TWR: 118.3 MHz H24 (Serviceable) Radar: 126.7 MHz (Serviceable) ATIS: 127.4 MHz H24 (Serviceable)
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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?	ARP- 235036.05N 0902352.02E Elevation: 27 Feet.
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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?	The type of incident did not necessitate physical recovery of the flight recorder for the purpose of investigation. However, the parameters of the flight recorder were downloaded through the 'Quick Access Recorder' (QAR). The analysis and further information thereto will be provided in the final report.
3.1.11.2 Location of the cockpit voice recorder installations in the aircraft, their condition on recovery and pertinent data available therefrom	Will be provided in the final report.

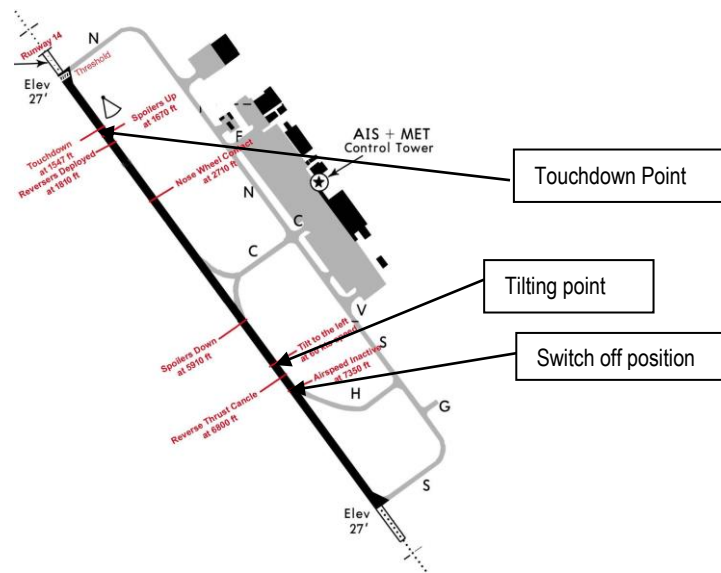
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3.1.12 Wreckage and impact information

3.1.12.1 General information on the site of the accident/ serious incident/ investigable incident 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

(a) The aircraft touched down at 1547 feet from threshold of runway 14. After touch down, auto brake was disarmed within 85 to 75 knots following which the aircraft vibration started. The vibration increased with further slowing down of the aircraft and the aircraft tilted as it continued to roll down the runway.



(b) The above figure shows the touchdown point, tilting and switch off point of the aircraft near to taxiway 'H'

(c) Both the tires of left wheel got depleted, shown below:



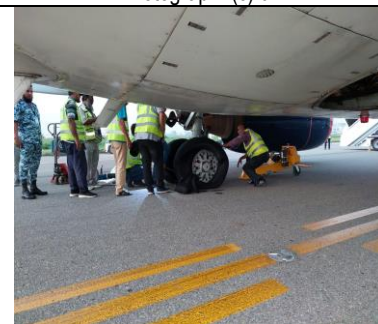
Photograph: (c) 01



Photograph: (c) 02



Photograph: (c) 03



Photograph: (C) 04

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(d) The wheels from the switched off area of the aircraft to a safer place in high-speed taxiway 'H' is shown below:



Photograph: (d) 01



Photograph: (D) 02

(e) Investigation of damaged left wheels by the AAIC-BD members at wheel shop of US-Bangla Airlines. Some of the photographs are shown below:



Photograph: (e) 01



Photograph: (e) 02



Photograph: (e) 03
(Shinning portion of broken bolt)



Photograph: (e) 04
(Full dullness of broken bolt)



Photograph: (e) 05
(Seven broken bolts)

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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?	Considered not relevant to this incident.
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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?	No fire occurred, hence considered not relevant to this incident.
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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	Not applicable to this incident.
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3.2 ANALYSIS

3.2.1 Details on the Analysis	The analysis with regard to Man, Machine, Environment, Organizational, Motivational and any other Aspect will be provided in the Final Report.
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3.3 CONCLUSIONS

3.3.1 Details of the Conclusions	The conclusion with regard to Findings, Causes and Contributing Factors will be provided in the final report.
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3.4 SAFETY RECOMMENDATIONS

3.4.1. Details of Safety Recommendations	Will be provided in the Final Report.
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4. APPENDICES

4.1 Details of Appendices	Being preserved in a systematic manner in the 'Investigation Folder' held in the office of AAIC-BD.
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