

INTERIM STATEMENT INCIDENT

Accident and Incident Investigations Division

Serious Incident
- Interim Statement -
AIID Ref No: CA18/3/2/1447



Description:

On Sunday morning, 21 April 2024 at approximately 0948Z, a Boeing 737-800 aircraft with registration ZS-FGE was on a scheduled commercial flight from O.R. Tambo International Aerodrome (FAOR) in Gauteng province to Cape Town International Aerodrome (FACT) in Western Cape province when the left outer (No.1) mainwheel separated from the axle during rotation. The crew opted to fly to the holding pattern to burn fuel. After being airborne for 2 hours and 17 minutes, the crew was cleared to land on Runway 21R at FAOR. The landing was uneventful; however, approximately 30 metres (m) before the aircraft was brought to a stop on the runway, the left inner (No. 2) mainwheel tyre burst. No person was injured during the serious incident.

DESCRIPTION OF THE OCURRENCE

Incident Reference : CA18/3/2/1447
Incident Category : Category 1
Name of the Operator : FlySafair
Manufacturer : Boeing
Aircraft Model : 737-800
Engines : CFM International CFM56-7B27
Nationality : South African
Registration : ZS-FGE
Manufacture Serial Number : 34269
Date of Manufacture : 2007
Flight Hours : 51 520.2
Type of Flight : Part 121 Scheduled Commercial Flight
State of Occurrence : South Africa
Place of Occurrence : O.R. Tambo International Aerodrome (FAOR)
Date and Time : 21 April 2024 at 1205Z
Total Crewmembers : Two pilots and four cabin crew members
Total Passengers : 178 passengers
Injuries to Passengers and Crew : None
Other Injuries : None
Nature of Damage : Minor

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Purpose of the Investigation:

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and **not to apportion blame or liability.***

This first-anniversary interim statement presents a brief progress of the investigation and should be read in conjunction with the preliminary report, reference number CA18/3/2/1447, that was published on 15 May 2024. The interim statement is released in accordance with Standard 6.6 of the International Civil Aviation Organisation (ICAO) Annex 13 and the CAR Part 12.05.1(7). Later, the interim statement or final report may contain altered information in the case that new evidence becomes available during the on-going investigation.

Any person who has information concerning this incident should contact the AIID at AIIDinbox@caa.co.za

Investigations process:

The Accident and Incident Investigations Division (AIID) of the South African Civil Aviation Authority (SACAA) was notified of the occurrence involving a Boeing 737-800 which occurred at FAOR, Gauteng province, on 21 April 2024 at 1205Z. The occurrence was classified as a serious incident according to the CAR 2011 Part 12 and the ICAO STD Annex 13 definitions. The AIID has appointed an investigating team to conduct a full investigation. The investigators were dispatched to the serious incident site. Notifications were sent to the State of Design and Manufacturer in accordance with the CAR 2011 Part 12 and the ICAO Annex 13 Chapter 4. The State of Design and Manufacturer has appointed an accredited representative and advisor. The AIID will lead the investigation and issue the final report of this serious incident in accordance with the CAR 2011 Part 12 and the ICAO Annex 13.

The AIID Reports are made available to the public at:
[Accidents and Incidents – SACAA](#)

Disclaimer:

This interim statement is produced without prejudice to the rights of the CAA, which are reserved.

Interim Statement

The fractured inboard wheel hub, Part Number 2615480 with Serial Number B-H0527, was part of the left-side main gear outboard wheel assembly from the Boeing 737-800 aircraft, registered ZS-FGE.

The wheel hub was submitted for metallurgical analysis to determine the fracture mode and the probable cause of the failure. A detailed report was received in this regard; this report still needs to be reviewed in conjunction with the manufacturer's report on the bearings.

Moreover, on 29 May 2025, a report was issued to the AIID detailing the conclusion of the analysis that was specific to the condition of the inboard and outboard bearings of the No.1 left wheel.

Therefore, following the receipt of these specialist reports, the AIID is in the process of analysing the information to draw a conclusion which will be presented in the final report. This process is expected to be completed in six months.

This Report is issued by:

**Accident and Incident Investigation Division
South African Civil Aviation Authority
Republic of South Africa**