Preliminary Report on the Accident involving an in-flight door separation of a Bombardier Challenger 604 aircraft with nationality and registration marks T7-SEI operated by Triton Aviation Limited which occurred during initial climb out of Nnamdi Azikiwe International Airport, Abuja (DNAA); Nigeria on 15 October 2026.

Operator:	Triton Aviation Limited
Aircraft type and model:	Bombardier Challenger 604
Manufacturer:	Bombardier Inc., Canada.
Year of manufacture:	2005
Nationality and registration marks:	T7-SEI
Serial number:	5593
Location:	During climb after takeoff from Runway 22 at Nnamdi Azikiwe International Airport (DNAA)
Date and Time:	15 October 2026 at 17:19 h (*All times in this report are local time, equivalent to (UTC+1) unless otherwise stated*)

INTRODUCTION

Nigerian Safety Investigation Bureau (NSIB) was notified of the occurrence on 15 October 2026. Investigators were immediately deployed to the site to search for and recover the detached Passenger-Crew door and commenced post occurrence assessments, under the provisions of Nigerian Safety Investigation (Establishment) Act 2022, Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2026 and ICAO Annex 13 to the Convention of the International Civil Aviation.

This preliminary report presents details of the initial facts, discussions, and findings surrounding the occurrence. The information contained in this report was obtained from witness statements, including some of the passengers on board the aircraft, flight recorder data, Air Traffic Control (ATC) transcripts, Radar communications and preliminary examinations of the occurrence site, the wreckage as well as the aircraft.

This report presents the current status of the investigation's progress. Its content may still change and does not necessarily bind the conclusions published in the investigation's final report.

The investigation is ongoing.

1.0 FACTUAL INFORMATION

1.1 History of the flight

On 15 October 2026, a Bombardier Challenger 604 aircraft with Nationality and Registration Marks T7-SEI operated by Triton Aviation Limited as DWC052, was scheduled to depart Nnamdi Azikiwe International Airport, Abuja (DNAA) as a non-scheduled flight on an Instrument Flight Rules (IFR) flight plan for Murtala Muhammed International Airport, Lagos (DNMM).

There were nine persons on board, comprising two flight crew, one cabin crew, and six passengers. The aircraft had a fuel endurance of four hours. The First Officer was the Pilot Flying (PF), while the captain was the Pilot Monitoring (PM).

At 17:02:24 h, DWC052 requested Start-Up Clearance from Abuja Tower, which was granted.

At 17:16:43 h, Abuja Tower Control reported the Surface Wind as 310° at 4 kt, instructed DWC052 to maintain Runway Heading after Departure, cleared the aircraft for Take-off on Runway 22, and instructed the Flight Crew to contact Abuja Radar Control on 127.9 MHz after becoming airborne.

At 17:17 h, DWC052 reported airborne maintaining Runway Heading.

At 17:18:30 h, DWC052 contacted Abuja Radar Control which acknowledged and informed DWC052 that it had been identified 3 NM Southwest of the Airfield and under Radar Control, then instructed DWC052 to turn right direct to VONUK[1] and climb to FL280.

According to the Pilot Monitoring (PM), during the Initial Climb Phase of the flight, a rapid increase in Cabin Altitude at a rate of approximately 4,000 ft/min was observed. Consequently, the captain instructed the Pilot Flying (PF) to reduce the aircraft's Rate of Climb, suspecting a Pressurisation issue.

At 17:19:07 h, the captain instructed the Cabin Crew to double-check the Main Cabin Door, stating that the rate was high. According to the Cabin Crew, an initial inspection of the Passenger-Crew Door from the seated position indicated that the door appeared to be CLOSED, with the GREEN Indicator

[1] VONUK is a designated geographical reference point used by ATC and aircraft for navigation and position reporting.

Band aligned. The Cabin Crew further stated that the Flight Crew instructed her to stand up and inspect the Passenger-Crew Door more closely. As she approached the door to carry out the inspection, the door suddenly opened.

According to the Flight Crew, following the occurrence, the captain immediately took over control of the aircraft while the First Officer assumed the Pilot Monitoring (PM) duties.

At 17:19:20 h, DWC052 declared an Emergency by transmitting "MAYDAY, MAYDAY, MAYDAY" and reported to Abuja Radar Control that the aircraft's door was in the OPEN position.

At 17:19:51 h, Abuja Radar Control acknowledged "door opened copied, DWC052, MAYDAY copied, confirm able to turn right now"

At 17:20:20 h, DWC052 confirmed to Abuja Radar Control that the aircraft was able to turn right and requested a Heading and Altitude. Abuja Radar Control approved a Northbound Heading, which was acknowledged by the Flight Crew.

At 17:25:35 h, DWC052 contacted Abuja Radar Control to confirm whether it was cleared to commence the Approach.

At 17:25:37 h, Abuja Radar Control reported the aircraft's position as 9 NM North of the Airfield, POKMO[2], cleared DWC052 for the Instrument Landing System (ILS) Approach to Runway 22 and instructed the Flight Crew to report when Established on the Approach.

At 17:29:25 h, Abuja Radar Control reported DWC052's position as 11 NM, instructed the Flight Crew to land the aircraft on Runway 22, and directed DWC052 to contact Abuja Tower Control on 118.6 MHz.

At 17:29:40 h, DWC052 contacted Abuja Tower Control and the Tower reported Surface Wind as 200° at 4 kt and cleared the aircraft to land on Runway 22.

At 17:29:46 h, DWC052 reported 5 NM on Final Approach and asked whether the Tower Controller had a visual on the aircraft.

At 17:31:31 h, the Tower Controller confirmed visual contact and reiterated the Landing Clearance, reporting the Wind as 160° at 4 kt.

[2] POKMO is an Air Traffic Services reporting point (waypoint) in Abuja Airspace.

At 17:32:05 h, DWC052 asked Abuja Tower whether the Tower could see the aircraft's door to make sure it's not hanging downwards, to which the Tower replied in the negative.

At 17:33:39 h, Abuja Tower advised the Flight Crew that it could see the Landing Gear was down and further asked the DWC052 to confirm whether they could Taxi and execute a 180-degree turn after landing and to vacate the runway via Taxiway Alpha Three (A3) to which DWC052 affirmed.

At 17:34 h, DWC052 touched down on Runway 22, exited through A3 and taxied to the ramp extension where all occupants disembarked the aircraft using an improvised ladder uninjured.

The accident occurred in daytime and Instrument Meteorological Conditions (IMC) prevailed.

1.2 Injuries to persons

Injuries	Crew	Passengers	Total in the aircraft	Others
Fatal	Nil	Nil	Nil	Nil
Serious	Nil	Nil	Nil	Nil
Minor	Nil	Nil	Nil	Nil
None	3	6	9	Nil
TOTAL	3	6	9	Nil

1.3 Damage to aircraft

The aircraft was substantially damaged.

1.4 Other damage

Some portions of Corn Farm were destroyed.

1.5 Personnel information

1.5.1 Captain

Nationality:	Nigerian
Age:	41 years
License type:	Airline Transport Pilot License (ATPL), Aeroplane
License validity:	Valid till 05 October 2030
Aircraft ratings:	ATR 42/32, EMB 135/145, EMB195E2, CL604/605

Medical certificate:	Valid till 30 March 2027
Instrument rating:	Valid till 23 March 2027
Proficiency check:	Valid till 30 April 2027
Total flying time:	3,320:00 h
Total on type:	739:55 h
Total on type (PIC):	242:30 h
Last 90 days:	65:50 h
Last 28 days:	25:30 h
Last 7 days:	03:35 h
Last 24 hours:	02:40 h

1.5.2 First Officer

Nationality:	Nigerian
Age:	24 years
License type:	Commercial Pilot License (CPL), Aeroplane
License validity:	Valid till 14 June 2029
Aircraft ratings:	CL604
Medical certificate:	Valid till 31 January 2027
Instrument rating:	Instrument Airplane
Proficiency check:	Valid till 31 July 2027
Total flying time:	750 h
Total on type:	432:20 h
Total on type (PIC):	Not Applicable
Last 90 days:	89:55 h
Last 28 days:	27:30 h
Last 7 days:	04:40 h
Last 24 hours:	02:40 h

1.5.3 Cabin crew

Nationality:	Nigerian
Age:	30 years
License type:	Cabin Crew License
License validity:	Valid till 06 November 2030
Aircraft ratings:	B737-300/500, EMB 135/145, CL604/605

Medical certificate: Valid till 20 November 2025

1.6 Aircraft information

1.6.1 General information

Type:	Bombardier Challenger 604 CL604
Manufacturer:	Bombardier Inc., Canada
Year of manufacture:	2005
Serial number:	5593
Registered operator:	Triton Aviation Limited
Registration marks:	T7-SEI
Certificate of Airworthiness:	Valid till 30 May 2027
Certificate of insurance:	Valid till 24 September 2027
Certificate of registration:	Issued on 31 May 2024
Total airframe time:	3092:50 h
Total Landing Cycles:	2025 Cycles

1.6.2 Engines

Engine	**Number 1**	**Number 2**
Manufacturer	General Electric (GE) USA	General Electric (GE) USA
Type/Model	CF34-3B	CF34-3B
Serial number	950211	950208
Time Since New	3092:50	3092:50
Cycles Since New	2023	2023

Fuel Used: Jet A-1

1.6.3 Excerpts from Challenger 604 Aircraft Maintenance Manual Part1, Description and Operation (52-11-00 Dec 30/2025)

DOOR/PASSENGER

Introduction

The passenger door lets the passengers and crew go in and out of the aircraft. There is only one passenger door on this aircraft. It is found on the left side of the fuselage between FS310.00 and FS349.00.

General Description

Latch Mechanism

The latch mechanism holds the passenger door in the closed position. It also controls the movement of the door when the door is almost closed. The latch mechanism is installed in the door structure between the outer skin and the steps.

Operation

Handle

The handle is an assembly that has a single–lever internal T–handle found on the forward side of the stairs and an outer handle. The outer handle goes into a recess in the handle housing that attaches to the external skin of the door. To operate the outer handle, do the steps that follow:

- *Push the trigger plate on the outer handle. The handle ejects 1.5 in (38.1 mm) out from the recess.*
- *Turn the handle 45 degrees counterclockwise.*

When the outer handle turns, it moves the handle actuator and the actuator moves the latch mechanism as follows:

The handle actuator moves the short push rod that connects to the latch mechanism through the short torque tube and the long push rod. The long push rod attaches to the middle torque tube, and moves the latch mechanism as given above.

After the door is raised to the closed position, the outer handle is then stowed by pulling the T–handle. The T–handle is then pushed into its stowed position and a cover placed over the recess. Put the T–handle in the stowed position to arm the outer handle so that it is ready to spring out when released.

Stair Set

The bottom step of the entrance stairs is a composite panel that pivots down into position as the passenger door moves to the OPEN position. The step connects to the lower aft post of the handrail assembly. As the passenger door moves to the OPEN position the movement transmits to the handrails and, thus, to the lower step.

The top step of the entrance stairs is made of two panels. The horizontal panel pivots at the floor of the aircraft and at the vertical panel. The lower end of the vertical panel pivots at the second stair. As the passenger door opens, the panels fold into position to make the step.

Handrails

The handrails are attached to the forward and aft stair side panels. The handrails retract to a stowed position when the passenger door closes. When the door opens, the movement transmits through a pushrod to the top aft post and, thus, to the handrail assembly. The aft handrails attach to the forward handrails through torque tubes which transmit the movement to the forward handrails.

The pull–in handle located on the aft handrail is pulled upward to open the passenger door. This movement releases the outer handle from its recess and unlatches the door. The door is raised to the closed position by pulling inboard and downward on the pull–in handle.

Passenger–Door Actuator Motor

The passenger–door actuator motor, provides the option of closing the door electrically from inside the aircraft. The motor is operated when the CABIN DOOR switch is held in the RAISE position. It winds the actuator cable around the pulley attached to the actuator motor until the pull–in levers touch the related cams on the adjacent structure.

The motor incorporates an overheat protection system. It can be powered through 10 closing cycles without a pause for cooling.

Actuator Cable

The actuator cable winds around the pulley on the actuator motor to close the passenger door when the actuator motor is operated.

Door Support

The door support extends when the passenger door opens. A door support leg actuating pushrod is connected between the handrail cross tube and the door support leg. During the door opening, the pushrod converts rotary movement from the unfolding handrails to linear movement which extends the door support leg.

It is important to remove all ice, snow, and slush from the door support leg before closing the door.

Passenger Door Seal

The passenger door seal is attached to the door in seal retainers. The seal is installed around the outer edge of the door. Holes in the seal align with those in the door to let air pressure into the seal. The pressurized air pushes the seal against the aircraft structure adjacent to the passenger door.

Counterbalance

The piston shafts of the two gas springs of the counterbalance system (on the forward and aft sides of the door structure) are in the extended position when there is no load on them. Cables attached to the frames adjacent to the door opening go through pulleys on the door structure and then to the ends of the two piston shafts. When the passenger door opens, the pulleys move away from the cable attachment points on the fuselage and the cables compress the counterbalance gas springs.

Tension Ties

When the passenger door is closed and the aircraft is pressurized, the tension ties transmit axial pressure loads longitudinally from FS 310.00 to FS 349.00, across the hole in the fuselage where the door is installed. No tension loads go through the passenger door.

Pressure Valve

The pressure valve door is spring–loaded to the open position. It is also pulled open (if the pressure valve cannot move freely) with a cable that is attached to a lever on the inner handle torque–tube of the latch mechanism. When the outer handle is pushed into its recess in the outer skin of the passenger door, it moves a push rod. The movement of this push rod turns a pivot which moves a push rod connected to the pressure valve door to close the pressure valve. Another push rod connected to the same pivot turns a second pivot to show a LOCKED or an UNLOCKED label.

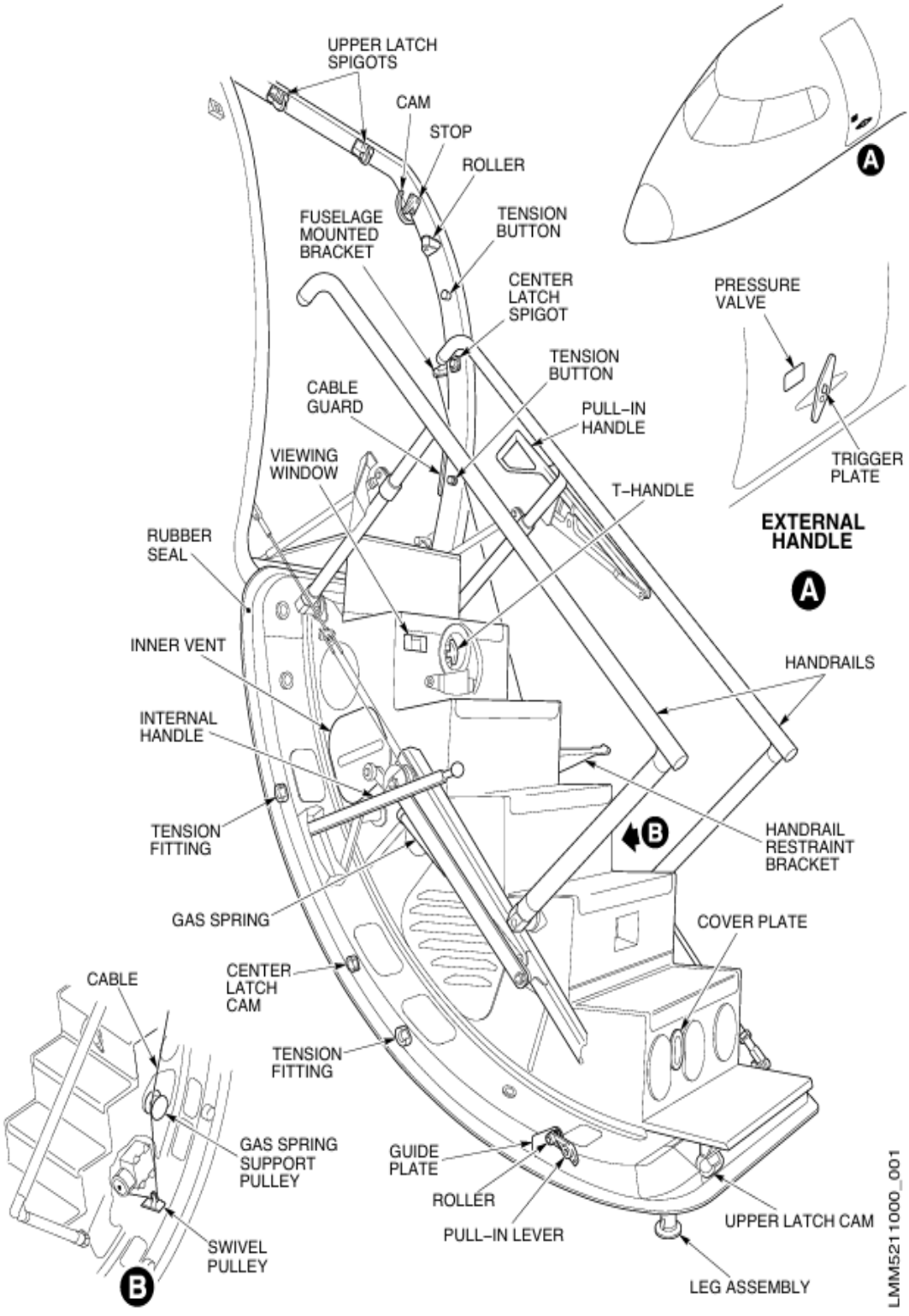


Figure 1: Passenger Door - description and operation

1.7 Meteorological information

Air Traffic Control (ATC) reported surface wind conditions of 310° at 4 kt during take-off and 160° at 4 kt during landing.

1.8 Aids to navigation

The status of the navigational aids at Nnamdi Azikiwe International Airport on the day of the occurrence was as follows:

"ABC" VOR/DME	116.3 MHz	- 'Serviceable'
"IAB" ILS/DME	109.3 MHz	- 'Serviceable'
"IAC" ILS/DME	111.9 MHz	- 'Serviceable'
Aerodrome Beacon		- 'Serviceable'
ALDIS Lamp		- 'Serviceable'
Panasonic Transceiver		- 'Serviceable'
Ground Control Surface Movement Monitor		- 'Serviceable'
Nav Heading Remote System Monitor		- 'Serviceable'
Binocular		- 'Serviceable'
ICOM Transceiver		- 'Serviceable'

1.9 Communication

There was effective communication between DWC052 and Air Traffic Control (ATC).

1.10 Aerodrome information

Nnamdi Azikiwe International Airport, Abuja (DNAA) has aerodrome reference points 09°000'25"N, 07°15'47"E and elevation 1,123 ft (342 m) with runway orientation 04/22. The runway has a length of 3,610 m and a width of 60 m with asphalt/concrete surface and a blast pad of 65 m at both ends.

1.11 Flight recorders

The aircraft was fitted with Flight Data Recorder (FDR) and Solid-State Cockpit Voice Recorder (CVR) with the following particulars:

Recorders	**Flight Data Recorder (FDR)**	**Cockpit Voice Recorder (CVR)**
Manufacturer	L-3 Communications, USA	L-3 Communications, USA
Model	FA2100	FA2100
Part Number	2100-4043-00	2100-1020-00
Serial Number	000293071	000281575

The FDR and CVR were retrieved and downloaded at the Transportation Safety Laboratory of Nigerian Safety Investigation Bureau (NSIB), Nnamdi Azikiwe International Airport, Abuja.

1.11.1 Cockpit Voice Recorder (CVR)

The entire flight recording was transcribed at the Nigerian Safety Investigation Bureau's (NSIB) Transportation Safety Laboratory (TSL) in Abuja. The table below presents selected excerpts from the transcribed CVR.

CVR HR:MIN:SEC.0	UTC HR:MIN:SEC.0	SPEAKER	CONTENT	SOURCE
0:00:00.0	14:40:18.0	Comment	[Start of Recording]	None
1:38:21.0	16:18:39.0	P1	AH SHH ITS RIDICULOUS REDUCE THE RATE OF DESCENT … INCREASE SPEED	Internal
1:38:26.9	16:18:44.9	P2	WHAT … IS THE ISSUE	Internal
1:38:30.2	16:18:48.2	P1	INCREASE SPEED … JUST INCREASE SPEED … ** THAT'S RIDICULOUS	Internal
1:38:32.1	16:18:50.2	P2	WHATS RIDICULOUS … OH OH OH	Internal
1:38:33.6	16:18:51.6	P1	THE RATE THAT'S WHAT I AM SAYING	Internal
1:38:35.3	16:18:53.4	P2	ITS THE DOOR ITS THE DOOR ITS THE DOOR ITS THE DOOR	Internal
1:38:40.0	16:18:58.0	P1	OKAY DOUBLE CHECK THE DOOR PLEASE	Internal
1:38:43.0	16:19:01.0	P1	EHH SMOOTH ZERO FIVE TWO DEPARTURE RUNWAY HEADING	Internal
1:38:49.5	16:19:07.5	P1	DOUBLE CHECK THE DOOR THE RATE IS HIGH STAND UP DOUBLE CHECK IT PUSH AND PULL AGAIN … PUSH AND PULL IT BACK AGAIN	Internal
1:38:51.4	16:19:09.4	P2	CHECK THE DOOR	Internal
1:38:57.5	16:19:15.6	Comment	[MECHANICAL CLICK SOUND[3]]	None
1:39:07.0	16:19:25.0	Comment	[SUDDEN LOUD WHOOSHING SOUND]	None
1:39:13.7	16:19:31.7	P2	ALRIGHT	Internal
1:39:17.0	16:19:35.1	Comment	[CALVARY CHARGE] [AUTOPILOT DISCONNECT]	Internal
1:39:35.8	16:19:53.8	P1	RADIO MAY DAY MAY DAY MAY DAY CALL	Internal
1:39:38.5	16:19:56.5	P2	MAY DAY MAY DAY MAY DAY SMOOTH ZERO FIVE TWO WE HAVE A DOOR OPEN	Radio
1:39:47.0	16:20:05.0	P2	SMOOTH ZERO FIVE TWO MAY DAY MAY DAY MAY DAY WE HAVE A DOOR OPEN	Radio
1:39:51.0	16:20:09.0	ATC	DOOR OPEN COPIED SMOOTH ZERO FIVE TWO MAY DAY COPIED AND AHH CONFIRM YOU ARE ABLE TO TURN AHH RIGHT NOW	Radio
1:41:42.0	16:22:00.0	P2	AND I HAD A GUT FEELING THAT I SHOULD BE THE ONE TO DO IT	Internal
1:51:55.9	16:32:14.0	P1	TO MAKE SURE ITS NOT HANGING DOWNWARDS	Internal
1:52:01.7	16:32:19.7	P2	SMOOTH ZERO FIVE TWO WE READ YOU FIVE BY FIVE AH IS THERE ANY WAY DO YOU HAVE BINOCULARS CAN YOU SEE OUR LEFT SIDE	Radio

[3] The mechanical click sound will undergo spectral analysis to determine its source

1:52:10.4	16:32:28.4	ATC	AFFIRM WE HAVE YOU IN SIGHT WE HAVE VISUALS	Radio
1:52:13.4	16:32:31.4	P2	OKAY CAN YOU ARE YOU ABLE TO SEE OUR DOOR FROM THERE	Radio
1:52:16.6	16:32:34.6	ATC	NEGATIVE NEGATIVE	Radio
1:55:05.1	16:35:23.2	ATC	WELL DONE CAPTAIN	Internal
1:55:07.0	16:35:25.0	P1	THANK YOU	Internal
1:55:22.7	16:35:40.8	UV	I THINK THE DOOR WASN'T LOCKED PROPERLY	Internal
1:55:25.6	16:35:43.6	P1	YEAH BUT THEN IT SHOWED THE GREEN MESSAGE EVERTHING WAS FINE IT WAS IT WAS RAPIDLY CLIMBING	Internal
1:55:43.8	16:36:01.8	P2	YEAH YEAH I HAVE REPORTED THAT DOOR TO LONDON THREE SEPARATE TIMES NOW THE LAST THREE TIMES WE TOOK THIS PLANE TO LONDON I REPORTED IT TO THEM … SO … UNFORTUNATELY … UHHH ## EHH WE MADE IT THANK YOU JESUS	Internal
2:02:43.1	16:43:01.2	P1	SHUTDOWN CHECKLIST	Internal
	14:40:18.0		END OF TRANSCRIPT	

P1 - CAPTAIN
P2 - FIRST OFFICER , UV – UNKNOWN VOICE (PASSENGER)

1.11.2 The Maintenance Diagnostic Computer (MDC)

The Maintenance Diagnostic Computer (MDC) data was successfully downloaded to identify any fault indications, or door-related messages recorded in the memory before or during the occurrence.

1.12 Wreckage and impact information

The door and its associated Hardware were recovered from a corn field in Gui Village, Abuja Municipal Area Council (AMAC), Federal Capital Territory (FCT), Abuja about five miles southwest of the airport at Latitude 8° 56′ 8.96″ N and Longitude 7° 12′ 55.66″ E.

Examination of the ground impact marks indicated that the lower portion of the door struck the ground first. The door sustained structural damage from the ground impact.

The post-occurrence examination of the Passenger-Crew door Assembly revealed the following:

- The door handrails were found detached and broken.
- The T-handle Door Indicator was found displaying the UNLOCKED/RED legend.
- The Tension Fitting and other locking mechanism were all found in open position.
- The internal handle was found in the upper/OPEN position.
- The external door Handle was found extended from its recess and positioned in the counterclockwise/OPEN position.
- Parts of the internal Stair Risers were found compressed due to impact.
- The handrail restraint Bracket was found bent.
- Part of the door rubber seal was found damaged and detached from its seating.

Examination of the Main Cabin Door Frame revealed that all Locking Mechanisms were intact, with no evidence of forced opening. The door's Electrical Harness Interface was found damaged. Some electrical wires were observed dangling from the Connector.

Examination of the aircraft revealed damage to the VHF Antenna located on the Lower Fuselage of the aircraft, as well as damage to the fuel compartment.



Figure 2: T7-SEI in NSIB custody after the occurrence



Figure 3: Wreckage of the door recovered with the external handle in OPEN position



Figure 4: Door wreckage showing some stairs compressed due impact



Figure 5: Centre Latch Cam



Figure 6: Tension fitting and Centre Latch Cam



Figure 7: Tension button



Figure 8: The Door Indicator as recovered displaying the UNLOCKED/RED legend.



Figure 9: The damaged Door



Figure 10: Internal Door Handle

1.13 Medical and pathological information

Toxicology tests were conducted on the Flight Crew at Kupa Aerospace Clinic and on the Cabin Crew conducted at Dara Medical Clinics aeromedical facility. The results were negative.

1.14 Fire

There was no fire.

1.15 Survival aspect

The occurrence was assessed as survivable. There was a livable volume of space for the occupants, the restraint systems were intact. However, in-flight detachment of the Passenger-Crew door from its frame compromised the structural integrity of the aircraft cabin. The aircraft remained controllable and landed safely.

1.16 Test and Research

Nil.

1.17 Organization and management information

1.17.1 Triton Aviation Limited

Triton Aviation Limited is based in Lagos, Nigeria, established in 2010. The company was issued a Permit for Non-Commercial Flight (PNCF), No. NCAA/ATR66/NCF64, valid from 3 April 2026 to 2 April 2029. The permit authorizes the operator to provide executive aircraft management and handling services.

The operator maintains a mixed fleet comprising two Bombardier Global XRS aircraft (T7-JAT & T7-SGH) and three Bombardier Challenger 604 aircraft (T7-SEI, T7-AYO & T7-OAK).

2.0 INITIAL FINDINGS

1. The Flight Crew members were Licensed and qualified to conduct the flight.
2. The cabin crew's Medical Certificate was not valid at the time of this occurrence.
3. The aircraft had a valid Certificate of Airworthiness.
4. The aircraft had a valid Permit for Non-Commercial Flight (PNCF).
5. The aircraft was registered in the Republic of San Marino.
6. The aircraft has valid Flight Operations Clearance Certificate (FOCC) and Maintenance Clearance Certificate; both issued by Nigeria Civil Aviation Authority (NCAA).
7. During the Takeoff, the First Officer was the Pilot Flying while the Captain was the Pilot Monitoring.
8. The Captain stated that Cabin Altitude was abnormal during Initial Climb.
9. The Flight Crew instructed the Cabin Crew to double-check the Door by pushing and pulling it."
10. The cabin crew stated that as she got to the door, it opened.
11. The cabin crew stated that she did not touch the Door.
12. Some of the passengers stated that they could not recall seeing the Cabin Crew touch the Door.
13. The Door opened and detached from the aircraft in flight.
14. Following the occurrence, the Captain took over control of the aircraft while the First Officer assumed the Pilot Monitoring (PM) duties.
15. The Flight Crew stated that they did not receive any Aural or Visual Door Warning.
16. The Door Indicator was found displaying the UNLOCKED/RED legend.
17. The external and internal Door Handles were found in OPEN position.
18. All the door locking mechanism were found in OPEN position.
19. The detached Main Cabin Door struck the Lower Fuselage of the aircraft, damaging a VHF Antenna.

20. No Main Door-related Faults or Warnings were recorded in the downloaded Maintenance Diagnostic Computer (MDC) data.
21. The detached Door was recovered from a corn field in GUI village about five miles Southwest of the airport.
22. Aerodrome Rescue and Fire Fighting Services (ARFFS) were alerted and were on standby at the aerodrome.
23. During the final approach, the Pilot Monitoring (PM) unfastened his seat belt and attempted to close the Passenger-Crew Door by pressing the DOOR CLOSE Button.
24. The aircraft landed on runway 22 and all occupants disembarked uninjured.

3.0 IMMEDIATE SAFETY RECOMMENDATIONS:

3.1 Safety Recommendation A-2026-43

Triton Aviation Limited should ensure that all crew members scheduled for operations should meet the applicable regulatory requirements for licensing, qualification and competency in order to perform assigned safety and emergency duties.

3.2 Safety Recommendation A-2026-44

Nigeria Civil Aviation Authority (NCAA) should immediately include and enhance its safety oversight of Permit for Non-Commercial Flight (PNCF) holders who elect to engage and assign safety duties to cabin crew members. This is to ensure that such PNCF operators engage appropriately qualified and licensed cabin crew personnel.

FURTHER INVESTIGATIVE ACTIONS

- Conduct material, metallurgical testing and detailed examination of the Passenger-Crew door, its associated assemblies and locking mechanism to determine whether any structural or mechanical failure contributed to the occurrence.
- A detailed analysis of the FDR data, focusing on passenger-crew door warning and all relevant indication parameters will be conducted.
- Further analysis of the CVR recording, including spectral analysis of the recorded mechanical clicking sound, will also be undertaken to determine its source.
- Examination of the door warning and indication system, including the associated electrical circuits and functionality at the time of the occurrence.

- An organizational investigation will be conducted to examine the operator's maintenance history and practices, maintenance safety culture, flight crew training, Crew Resource Management (CRM), and compliance with established Standard Operating Procedures (SOPs).