



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Miami, FL	Accident Number:	DCA22FA132
Date & Time:	June 21, 2022, 21:38 UTC	Registration:	HI-1064
Aircraft:	McDonnell Douglas MD80	Injuries:	4 Minor, 136 None
Flight Conducted Under:	Part 129: Foreign		

On June 21, 2022, about 1738 local time, RED Air flight 203, a Boeing MD-82, HI-1064, experienced a left main landing gear failure shortly after landing on runway 09 at Miami International Airport (MIA), Miami, Florida. The airplane departed runway 09 and came to a stop in the grassy area between runway 09 and 30. A post-crash fire occurred and was extinguished by Miami-Dade fire rescue (MDFR). The airplane was evacuated, and 4 passengers received minor injuries. The flight was a 14 *Code of Federal Regulations* Part 129 scheduled international passenger flight from Santa Domingo, Dominican Republic (SDQ) to MIA.

The accident flight was the second of the day for the flight crew. The captain was the pilot monitoring, and the first officer (FO) was the pilot flying. The incident flight departed SDQ at 1535 after a 36-minute delay. The aircraft was cleared for the ILS runway 09 at MIA and the crew reported that the approach was normal. The FO stated that the landing was smooth, and they first touched down on the right main gear followed by the left main gear slightly right of centerline. The crew felt an increasing vibration on the left side of the airplane shortly after the left main gear touched down. During the landing roll out the left main gear collapsed, the airplane traveled to the left where it eventually departed the paved surface and impacted the runway 30 glide slope equipment shelter. During departure from the paved surface and impact with the steel and concrete shelter, the airplane's right main landing gear and nosewheel collapsed, and the fuel tanks were breached. Shortly after the airplane came to a stop, a post-crash fire began on the right wing. All 130 passengers and 10 crew evacuated the airplane, of which 4 passengers sustained minor injuries. MDRF successfully extinguished the post-crash fire, and all airplane occupants were bussed to the terminal.

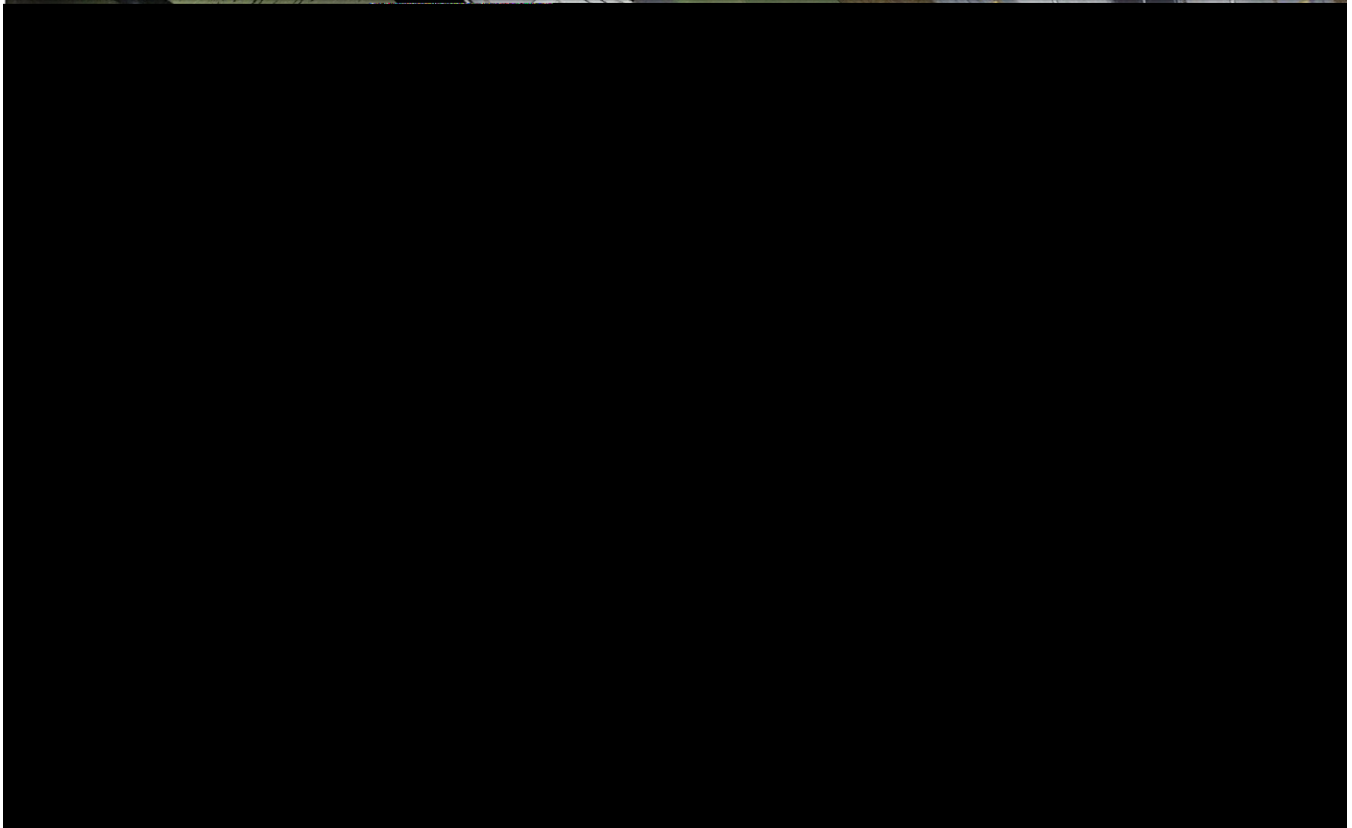


Figure 1. NTSB unmanned aircraft system (UAS) aerial image of aircraft wreckage and accident location taken June 23, 2022.

NTSB groups formed to investigate this accident: operational factors, human performance, survival factors, aircraft systems, aircraft structures, maintenance records, and UAS aerial imagery. Parties to the investigation include the Federal Aviation Administration (FAA), the Boeing Company, and MDFR. In accordance with the provisions of Annex 13 to the Convention on International Civil Aviation, an Accredited Representative from the Dominican Republic was also assigned to support the investigation. The NTSB go-team arrived at the accident site on the morning of June 22, 2022.

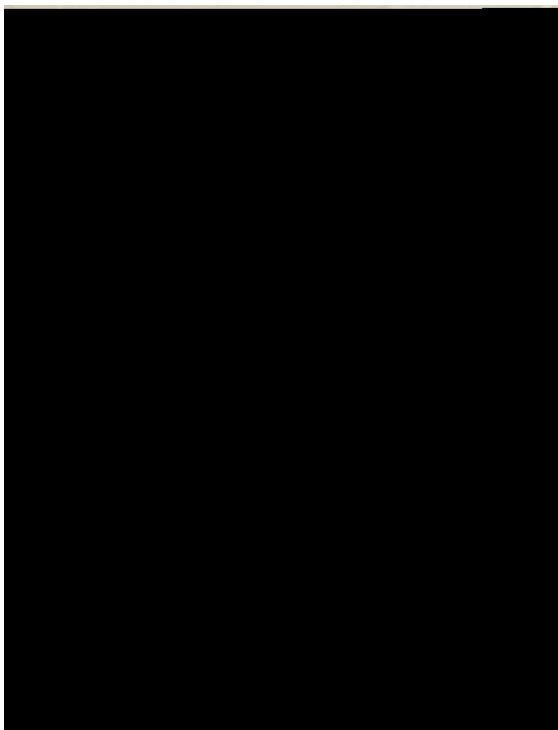


Figure 2. NTSB investigators inspecting the left main landing gear.



Figure 3. Investigators inspecting tire witness marks on runway 09.

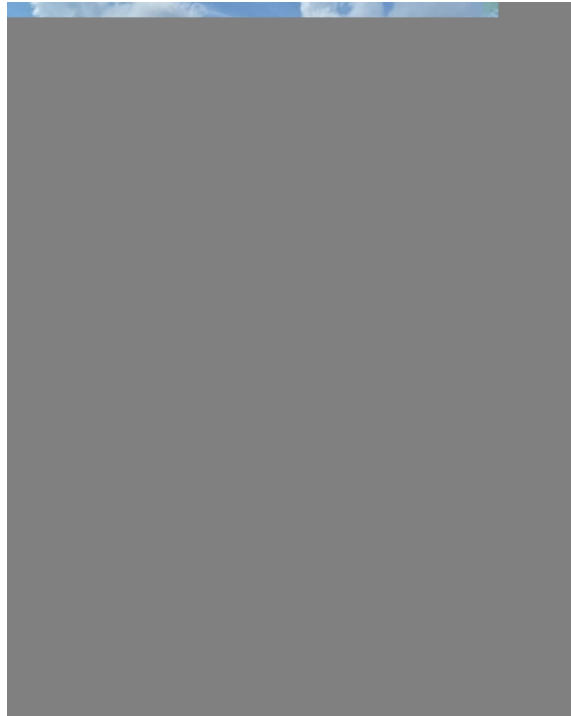


Figure 4. Investigators conducting a search for debris adjacent to runway 09.

The digital flight data recorder (DFDR) and cockpit voice recorder (CVR) were removed from the aircraft and transported to NTSB's Vehicle Recorder Laboratory located in Washington, DC, where the data were successfully downloaded. Flight crew, flight attendants, and airport fire rescue first responders were interviewed in the days following the event. Runway 09 witness marks and debris were documented by both unmanned aircraft system (UAS) aerial imagery and field work, and then the debris was collected for further examination. An additional search for landing gear components was made in the grassy areas surrounding runway 09. The aircraft wreckage was documented and moved to a secure location during the on-scene portion of the investigation where the left and right main landing gear were removed from the aircraft for further evaluation.

Aircraft and Owner/Operator Information

Aircraft Make:	McDonnell Douglas	Registration:	HI-1064
Model/Series:	MD80	Aircraft Category:	Airplane
Amateur Built:			
Operator:		Operating Certificate(s) Held:	Foreign air carrier (129)
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:	KMIA, 5 ft msl	Observation Time:	16:53 Local
Distance from Accident Site:	2 Nautical Miles	Temperature/Dew Point:	30° C / 19° C
Lowest Cloud Condition:	Few / 3000 ft AGL	Wind Speed/Gusts, Direction:	10 knots / 18 knots, 50°
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility:	10 miles
Altimeter Setting:	30.08 inches Hg	Type of Flight Plan Filed:	
Departure Point:		Destination:	

Wreckage and Impact Information

Crew Injuries:	10 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 Minor, 126 None	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 Minor, 136 None	Latitude, Longitude:	25.800361, -80.275687 (est)

Administrative Information

Investigator In Charge (IIC):	Silva, Sathya
Additional Participating Persons:	
Note:	