



PRELIMINARNO IZVJEŠĆE / PRELIMINARY REPORT

1. OPĆENITI PODACI / ACCIDENT/SERIOUS INCIDENT IDENTIFICATION	
a	MJESTO NESREĆE ILI OZBILJNE NEZGODE AREA OF ACCIDENT OR SERIOUS INCIDENT
b	DATUM NESREĆE ILI OZBILJNE NEZGODE DATE OF ACCIDENT OR SERIOUS INCIDENT
c	VRIJEME NESREĆE ILI OZBILJNE NEZGODE TIME OF ACCIDENT OR SERIOUS INCIDENT
d	PROIZVOĐAČ ZRAKOPLOVA AIRCRAFT MANUFACTURER
e	TIP ZRAKOPLOVA AIRCRAFT TYPE
f	MODEL ZRAKOPLOVA AIRCRAFT MODEL
g	DRŽAVA PRIPADNOST ZRAKOPLOVA STATE OF REGISTRY
h	REGISTRACIJSKE OZNAKE REGISTRATION
i	OPERATOR ZRAKOPLOVA AIRCRAFT OPERATOR

2. POVIJEST LETA / HISTORY OF FLIGHT	
a	VRSTA OPERACIJE / TYPE OF OPERATION
b	VRSTA OPERATORA / TYPE OF OPERATOR
c	MJESTO UZLIJETANJA LAST DEPARTURE POINT
d	PLANIRANO MJESTO SLIJETANJA PLANNED DESTINATION
e	VRIJEME TRAJANJA LETA DURATION OF FLIGHT

3. OZLIJEDE / INJURIES				
	Smrtne ozljede / Fatal	Ozbiljne ozljede / Serious	Lakše ozljede / Minor	Neozlijeđenih / None
Članovi posade / Crew				6
Putnici / Passengers				172
Treće osobe / Other				

4. ŠTETA NA ZRAKOPLOVU / DAMAGE TO AIRCRAFT				
☐ Uništen / Destroyed	☐ Značajno oštećen / Substantial damage	☒ Manje oštećen / Minor damage	☐ Neoštećen / None damage	☐ Nepoznato / Unknown

5. METEOROLOŠKI PODACI / METEOROLOGICAL INFORMATION

METEOROLOŠKI UVJETI / METEOROLOGICAL CONDITIONS			
a	☒ VMC	☐ IMC	☐ Nepoznato / Unknown
DOBA DANA / LIGHT CONDITIONS			
b	☐ Zora / Dawn	☒ Dan / Daylight	☐ Sumrak / Dusk (twilight)
	☐ Noć - mjesečina / Night - Moonlight	☐ Noć - mračno / Night - dark	☐ Nepoznato / Unknown

6. OPIS NESREĆE ILI OZBILJNE NEZGODE / DESCRIPTION OF ACCIDENT OR SERIOUS INCIDENT

During the landing of the aircraft in question at Split Airport, the front leg malfunctioned, causing it to rotate and both tires to burst. The aircraft stopped on the runway, from which it was removed after an hour using appropriate procedures. During this time, Split Airport was closed to traffic and, after the removal of the aircraft in question and an inspection of the runway, it was reopened.

Investigation – progress so far

The AIN received notification of this serious incident immediately after the event from the Croatian Air Traffic Control, Split Airport and the OKC of the Ministry of the Interior. Shortly after receiving the notification, the AIN, based on an assessment of the situation, approved the removal of the aircraft from the runway, so that traffic at the airport could continue.

AIN investigators conducted an on-site inspection and a safety investigation was initiated.

In accordance with the provisions of ICAO Annex 13, AIN issues this Preliminary Report within 30 days of the date of the serious incident. The report contains information and findings obtained during the initial phase of the safety investigation.

The following actions have been carried out so far as part of the safety investigation:

- an on-site inspection was conducted;
- the pilot's statement was obtained;
- relevant technical documentation was requested and obtained;
- other information relevant to the safety investigation was collected;
- cooperation was established with the Spanish safety investigation authority in accordance with the applicable EU legislation.

Split Airport (LDSP)

Full name 'St. Jeronim Airport', it is located in the Resnik area, about 25 km from Split. It is the second-busiest airport in Croatia in terms of passenger traffic, with most of its traffic occurring during the tourist season. It is equipped to provide services and receive large aircrafts on international flights, as well as to receive general aviation aircrafts.

The asphalt runway is 2550 m long and oriented 05-23.

Airbus 320-214

The Airbus A320 is a narrow-body aircraft with a tricycle-type retractable landing gear. It is powered by two jet engines mounted under the wings. It is produced in several variants that differ in fuselage length, aircraft capacity, engines and some other details. It has been in service since 1988 and is the best-selling passenger aircraft ever built.

The Airbus A320-214 is a popular short- to medium-range passenger aircraft powered by two CFM56-5B4 engines. It can accommodate up to 180 passengers, and the crew consists of 2 pilots and 4 cabin crew members. Its range is about 5,000 km, the maximum take-off weight (MTOW) is about 77,000 kg, and the cruising speed is 830 km/h.



Figure 1 – the aircraft in question after a serious incident

Course of events

On August 1, 2026, at approximately 16:20 local time, the aircraft in question was on final approach for landing on the runway of Split Airport. It had flown in from Madrid, Spain, and the entire flight was uneventful.

The approach proceeded normally. All landing gear legs were extended and in their normal position. The main landing gear legs touched down on the runway correctly, followed by the nose gear lowering, also correctly.

The aircraft then began to slow down. During the deceleration, strong vibrations occurred, after which the aircraft came to a stop on the runway.

After stopping, the nose gear was rotated 90° relative to the longitudinal axis of the aircraft, i.e. relative to the position it should be in. Both nose gear tires were destroyed.

Split Airport was then closed to all traffic until the plane was removed and the runway inspected.

After the removal of the plane, Split Airport staff check the condition of the runway so that it would be safe for flight operations before it was opened back for traffic. On that occasion, an apex pin (a bolt that connects the moment links of the nose leg of the landing gear) was found on the runway and had fallen off the nose leg of the aircraft in question.

Damages

The nose leg was damaged. Both nose leg tires were significantly damaged due to skidding.



Figure 2 – nose gear after the aircraft stops on the runway

Investigation – further course

The further course of the safety investigation will include:

- an analysis of the aircraft maintenance work will be carried out,
- other actions that prove necessary in the further course of the investigation,
- a Final Report on the serious incident in question will be prepared and published.



7. VJEROJATNI UZROK / *PROBABLE CAUSE*

Technical failure on the aircraft's nose landing gear.

7. PRIJEDLOG MJERA (SIGURNOSNE PREPORUKE) / *SAFETY RECOMMENDATIONS*

No safety recommendations have been issued at this stage of the investigation. The need for safety recommendations will be assessed during the further course of the investigation.

Broj izvješća / Reference number		Potpis / Signature	Danko Petrin
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