

PRELIMINARY REPORT ON THE ACCIDENT INVOLVING GULFSTREAM G200 AIRCRAFT BELONGING TO NEST OIL WITH REGISTRATION NUMBER 5N-BTF WHICH OCCURRED AT NNAMDI AZIKIWE INTERNATIONAL AIRPORT ABUJA ON 25TH JANUARY, 2018

OPERATOR:	NestOil Plc
AIRCRAFT TYPE:	Gulfstream G200
REGISTRATION:	5N-BTF
AIRCRAFT S/N:	180
DATE OF MANUFACTURE:	2007
LOCATION:	Runway 22, Nnamdi Azikiwe Int'l Airport Abuja
DATE/TIME:	25 th January, 2018 at 1520hrs

INTRODUCTION

Accidents Investigation Bureau (AIB) was notified of the accident at 1528hrs by Abuja ATC on Thursday 25th January, 2018. Investigation team was dispatched and investigation was commenced under the provisions of Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2016 and ICAO Annex 13; the operator, aircraft manufacturer and NTSB are participating.

The purpose of this preliminary report is to provide details of the initial facts and discussion surrounding the accident; it includes information gathered from witness statements and a preliminary inspection of the aircraft and the accident site. The investigation is ongoing.

1.0 FACTUAL INFORMATION

1.1 History of the Flight:

On 25th of January 2018, at about 1428hrs, a Gulfstream 200 (G200) with registration marking 5N-BTF, took off from Murtala Mohammed International Airport, Lagos (DNMM) at 1428hrs operating a chartered flight service to Nnamdi Azikiwe International Airport; Abuja (DNAA) with 4 passengers and 3 crew onboard. The commander was the Pilot Flying (PF) and the co-pilot was the Pilot Monitoring (PM).

The departure, cruise and approach to Nnamdi Azikiwe International Airport were uneventful. The 1500hrs ATIS for the airport stated that the wind was from 070° at 7 knots. Visibility 3500m in Haze, No Significant Clouds, the temperature was 33°C/-01°C and the QNH was 1010 hPa. Although Runway 22 was the active runway, the aircraft was cleared for radar vectors for a visual final approach to Runway 22 by ATC. The load sheet recorded that the aircraft's weight at landing was calculated to be 12,553 kg which required a target threshold indicated airspeed (IAS) of about 134 knots.

At 1516hrs, 8nm to touchdown; 5N-BTF was cleared to continue approach for runway 22.

At 1517hrs, 5N-BTF reported 4nm and was requested to report 2 nm because a preceding aircraft was already on landing roll. Subsequently, 5N-BTF was cleared to land runway 22. The reported wind by the tower was 070°/07knots.

At 1518hrs, the aircraft landed slightly left of the runway centre line. According to the crew, in the process of controlling, the aircraft started skidding left to right. The crew further reported that, as the brakes were applied, they noticed the aircraft oscillating left and right. The oscillation increased continuously until eventually the aircraft finally swivel on the right shoulder of the runway where it came to a complete stop on a Magnetic Heading of 160°. Skid marks indicated that the aircraft steered in an S-pattern continuously with increasing amplitude down the runway. On the last right turn, the right main wheel went into the grass and on the final left pattern, the right main landing gear strut detached from its main attachment point.

The ATC immediately informed the Airport Rescue and Fire Fighting Services (ARFFS), Radar and other relevant agencies. All persons on board disembarked unhurt.

Instrument Meteorological Conditions (IMC) prevailed at the time of the occurrence.

The accident occurred at about 1520hrs, daylight.

1.2 Injuries to persons

Injuries	Crew	Passengers	Total in the aircraft	Others
Fatal	Nil	Nil	Nil	
Serious	Nil	Nil	Nil	
Minor	Nil	Nil	Nil	Not Applicable
None	3	4	7	Not Applicable
TOTAL	3	4	7	

1.3 Damage to Aircraft

The aircraft was substantially damaged.

1.4 Other Damages

Nil.

1.5 Personnel Information

1.5.1 Pilot in Command

Nationality:	Nigerian
Age:	42 years
Licence No:	ATPL 4825
Licence Validity:	14th August, 2019
Medical Validity:	14th August, 2019
Ratings:	Hawker-900 XP, PA-28, HS-125/700, 800XP, Gulfstream 200
Total Flight Time:	5400hrs
Hours on Type:	300hrs
Last 24 Hours:	1:00hrs
Last 7 days:	3:12hrs
Last 28 days:	4:42hrs
Last 90 days:	14:20hrs

1.5.2 Co-pilot

Nationality:	Nigerian
Age:	37 years
Licence No:	ATPL 4782
License Validity:	29th October, 2018
Medical Validity:	29th October, 2018

Ratings:	Dash 8, Hawker 900XP/4000, HS-125/800XP, Falcon 7X, Gulfstream 200, SD 360, B737-300/500
Total Flight Time:	5700hrs
Hours on Type:	93hrs
Last 24 Hours:	1:00hrs
Last 7 days:	3:12hrs
Last 28 days:	4:42hrs
Last 90 days:	24:02hrs

1.5.3 Observer

Nationality:	Nigerian
Age:	36 years
Licence No:	ATPL 4945
License Validity:	3rd December, 2019
Medical Validity:	3rd December, 2019
Ratings:	MD-80, Hawker-900 XP, HS-125/800XP, Gulfstream 200
Total Flight Time:	1970hrs
Hours on Type:	24hrs (simulator)
Last 24 Hours:	Nil
Last 7 days:	Nil
Last 28 days:	Nil
Last 90 days:	Nil

1.6 Aircraft information

1.6.1 General information

Manufacturer:	Gulfstream Aerospace LP
Serial No:	180
Date of manufacture:	2007
Total airframe time:	1421.2hrs
Total landing cycle:	921
Certificate of Insurance:	1 st February, 2018
Certificate of Airworthiness:	4 th May, 2018

1.6.2 Engines

	Engine No: 1	Engine No: 2
Manufacturer:	Pratt & Whitney	Pratt & Whitney
Type/Model:	PW306A	PW306A
Serial number:	PCE-CC 0376	PCE-CC 0379
Time Since New:	1421hrs	1421hrs
Cycle Since New:	921	921

1.7 Meteorological Information: DNAA

Time	:	1500Hours
Wind	:	070°/07knot
Visibility	:	3500M

Weather : Haze
Cloud : NSC
Temp/Dew : 33°C/-01°C
QNH : 1010hPa

1.8 Aids to Navigation

The conditions of the navigational aids at the Abuja International Airport on the day of the occurrence were as follows:

VHF 118.6 MHZ Tower main Frequency	-S-
VHF 119.8 MHZ Tower Sec Frequency	-S-
VHF 127.9 MHZ App/Radar Freq	-S-
VHF 121.9 MNZ Ground Freq	-S-
VHF 121.9 MNZ Domestic Freq	-S-
VHF 127.05 MHZ ATIS Freq	-S-
ABC VOR/DME 116.3 MHZ	-S-
IAB ILS/DME RWY 22 109.3 MHZ	-S-
IAC ILS/DME RWY 04 111.9 MHZ	-S-
Radar Monitor	-US-
LLWAS	-S-

1.9 Communication

There was good communication between the tower and the aircraft throughout the duration of the flight.

1.10 Aerodrome Information

Nnamdi Azikiwe International Airport (DNAA) has Aerodrome Reference Point 085936.38N 0071513.45E and an elevation of 1123ft/342m. The aerodrome has a runway, with an orientation of 04/22. The length and width of the runway are 3610m by 60m respectively, with an asphalt/concrete surface and a blast pad of 65m at both ends.

1.11 Flight Recorders

The aircraft was equipped with a Flight Data Recorder (FDR) and a Cockpit Voice Recorder (CVR) both were recovered in good condition from the aircraft. Details of the recorders are:

Flight Data Recorder

Part Number:	980-4710-003
Type:	AR-FDR
Serial Number:	01065
Manufacturer:	Honeywell

Cockpit Voice Recorder

Part Number:	1603-02-12
Type:	CVR-120
Serial Number:	1925
Manufacturer:	Universal Avionics System Corporation

1.12 Wreckage and Impact Information

The aircraft right main landing gear sheared off from its attachment point.



Figure 1: Picture showing final resting point of the aircraft



Figure 2: Picture showing detached right main landing gear



Figure 3: Picture showing right main landing gear detachment point at the under carriage



Figure 4: Picture showing tyre marks of the aircraft on the runway



Figure 5: Picture showing the damaged nose wheel tyre

1.13 Medical and Pathological Information

No Medical or Pathological Examination was conducted.

1.14 Fire

There was no evidence of fire in flight or after the impact.

1.15 Survival aspect

The crash was survivable.

Initial Findings

1. The crew are certified and qualified to conduct the flight
2. The aircraft was airworthy as at the time of the occurrence.
3. There was no reported adverse weather during approach and landing into Abuja
4. The aircraft lost directional control during the landing roll
5. The aircraft veered off and came to rest on the right shoulder of the runway.
6. The aircraft right main landing gear strut sheared off.

Next Step of Action

All other actions are based on the scheduled timeline.