



INTERIM STATEMENT

AHTL/2023/08/01/INTR/02

Nigerian Safety Investigation Bureau

Interim Statement on an accident involving a Jabiru-J430 aircraft owned and operated by AirFirst Hospitality and Tours Limited with nationality and registration marks 5N-CCQ which occurred at Oba Akran Road, Ikeja, Lagos on 1 August 2023

Report number: AHTL/2023/08/01/INTR/02
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On 1 August 2023, at 14:54 h, a Jabiru-J430 aircraft with nationality and registration marks 5N-CCQ operated by Air-First Hospitality and Tours Limited requested start-up for a test flight scheduled for one take-off and landing from runway 18L, Murtala Muhammed Airport, Lagos (DNMM). Onboard were two persons; a Pilot and an observer with 5 hours endurance.

In response to a query from the Tower, the Pilot also confirmed that the flight was for one circuit.

At 14:54 h, "Lagos good afternoon from 5N-CCT correction CCQ".

At 14:57 h, Tower gave start up clearance as, "5N-CCQ information foxtrot, time - 13:57UTC start up approved report your altitude requesting" The Pilot requested 1,200 ft for the circuit, to which the Tower recommended 1,500 ft. The Pilot acknowledged.

At 15:18 h, with 5N-CCQ positioned at Dominion hangar, the Pilot called ready for taxi, to which the Tower responded, "5N-CCQ standby for your operation". This is due an E145 requesting a taxi clearance to position runway 18L Bravo 1.

At 15:25 h, Tower approved the taxi request and to report at Taxiway Bravo, which the Pilot acknowledged

At 15:28 h, with 5N-CCQ at Taxiway Bravo, Tower gave further clearance to continue to Bravo 1.

At 15:31 h, 5N-CCQ was initially cleared for four circuits operations, altitude 1,500 ft, QNH 1014, and to squawk 2701 but was subsequently cleared for one circuit operation and the crew acknowledged.

At 15:34 h, 5N-CCQ was cleared for take-off runway 18L and after take-off, to maintain runway heading, Surface Wind 240°/09 kt and to report left downwind runway 18L, which the crew acknowledged.

At 15:36 h, 5N-CCQ was already airborne as no airborne time was passed to the crew but the tower only instructed 5N-CCQ to report left downwind runway 18L.

At 15:37 h, Tower instructed 5N-CCQ to stay well clear of the approach path RWY 18L and extend downwind RWY 18L, due traffic on short finals RWY 18L and 5N-CCQ acknowledged.

At 15:38 h, 5N-CCQ reported “we will extend downwind runway 18L” and was given instruction to extend downwind runway 18L due traffic who was short final runway 18L.

The observer who was in the cockpit reported that while attempting to comply with this clearance, the aircraft engines experienced a sudden and complete loss of power, and the Pilot attempted unsuccessfully to restart.

At 15:40 h, from the tower observation, it was reported that 5N-CCQ began to lose altitudes at the downwind leg runway 18L and all efforts to reach the aircraft proved abortive as several calls made to the aircraft was not responded to.

At 15:41 h, the Tower activated the crash alarm bell.

At 15:42 h, Tower cleared another aircraft RWD203 to continue taxi to B1 and hold short of runway 18L due smoke on the right-hand side.

At 16:00 h, the Airport Rescue and Fire Service (ARFFS) arrived the site of the accident. “The station commander reported arrival of her team at the scene of crash and the wreckage of the disintegrated parts of the aircraft involved with impact on the ground.”

The aircraft was found crashed on a busy street in a populated area.

The Pilot and observer were rescued by passers-by. The Pilot sustained serious injuries while the observer sustained minor injury.

The accident occurred in daylight and Visual Meteorological Conditions prevailed at the time of occurrence.

ACTION

The draft final report is being compiled and require engine tear-down to ascertain the reason(s) for the sudden loss of power. Upon completion, it will be sent to stakeholders for their substantial comments in line with the requirement of section 6.3 of International Civil Aviation Organization (ICAO) Annex 13 to the Convention.

This interim report is being issued on the 2nd anniversary of the incident in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation.

In accordance with Annex 13 to the Convention on International Civil Aviation, Nigerian Safety Investigation Bureau (Establishment) Act 2022, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2023, the sole purpose of this Investigation is to prevent Aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated Investigation report to apportion blame or liability.