



INTERIM STATEMENT

ATL/2023/07/10/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the Serious involving a Hawker 800XP aircraft operated by Aero Tak Limited with nationality and registration marks 5N-JEF which occurred at Nnamdi Azikiwe International Airport Abuja, Nigeria on 10th July, 2023.

Report number: ATL/2023/07/10/INTR/01
Report format: Interim statement
Published: 10/07/2024

On 10th July, 2023 a Hawker 800XP aircraft with nationality and registration marks 5N-JEF, operated by Aero Tak Limited on a Permit for Non-Commercial Flight (PNCF), was scheduled to operate sectors between Nnamdi Azikiwe International Airport (DNAA) and Gombe Airport (DNGO). The crew reported that they resumed duty at 0630 h on the day of the occurrence.

At 07:10 h, 5N-JEF departed DNAA and arrived DNGO at 08:20h. Subsequent flights were: DNGO-DNAA at 08:25 h - 09:15 h and DNAA-DNGO at 10:20 h - 11:20 h. At 17:00 h, 5N-JEF departed DNGO and arrived DNAA at 18:00 h. Three more flights were conducted from: DNAA-DNGO 18:10 h-19:10 h, DNGO-DNAA 19:15 h-20:05 h and DNAA-DNGO 20:15 h-21:05 h.

At 21:20 h, 5N-JEF departed DNGO on an Instrument Flight Rules (IFR) flight plan with fuel endurance of three hours on its final leg to Abuja with a total of 12 persons on board inclusive of two flight crew members with the Pilot as Pilot Flying (PF) and the Co-pilot as Pilot Monitoring (PM).

At 21:42 h, 5N-JEF established contact with Abuja Approach Control (APP) and was cleared ILS approach Runway 22. While on descent, the crew requested for high speed below 10000 ft from APP and was granted.

At about 10 nm ABC VOR while established on ILS, with idle thrust and descending to 3200 ft on QNH 1014, the crew expressed concern on the aircraft speed on the final approach and concluded that it was due to tail wind.

At 22:00:37 h about 7 nm, 5N-JEF contacted Abuja Tower and was cleared to land runway 22, wind calm.

At 22:02:04 h the PF called for Landing Checks and the PM called out the individual items on the checklist and confirmed 'CHECKS STABLE'. The sound of autopilot disengage was captured on the Cockpit Voice Recorder (CVR), and at about 200 ft to touchdown, the PF called out 'LANDING'.

At 22:03:6 h, 5N-JEF touched down runway 22. On landing, the aircraft deviated to the left of the center line at around link A2 and excused onto the left paved runway shoulder, beyond the runway edge lights. The aircraft re-entered the active runway 186 m from exit point as it veered to the right.

The aircraft came to a stop making a 140° turn to a magnetic heading north with both tyres of the left Main Landing Gear damaged. The passengers disembarked normally without injury.

The Serious Incident occurred at 22:05 h in Instrument Meteorological Condition (IMC).

ACTION

The draft final report is being compiled and will be ready for general review. Afterwards, a technical review will be conducted and subsequently, the draft final report shall be forwarded to the relevant stakeholders for substantial comments.

This interim report is being issued on the 1st anniversary of the serious incident in accordance with the provisions of ICAO Annex 13.

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.