



# INTERIM STATEMENT

FAMSL/2024/12/06/INTR/01

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**Nigerian Safety Investigation Bureau**

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**Interim Statement on the Incident involving Hawker 900XP aircraft with nationality and registration marks 5N-KAL operated by Flybird Aircraft Management Services Limited, which occurred during climb out from Nnamdi Azikiwe International Airport (DNAA), Abuja, Nigeria to Kotoka International Airport (DGAA), Accra; Ghana on 6 December 2024**



**Report number:** **FAMSL/2024/12/06/INTR/01**  
**Report format:** **Interim statement**  
**Published:** **06/12/2025**

On 6 December 2024, a Hawker 900XP aircraft with nationality and registration marks 5N-KAL, operated by Flybird Aircraft Management Services Limited, was on a charter flight from Nnamdi Azikiwe International Airport, Abuja (DNAA), Nigeria, to Kotoka International Airport, Accra (DGAA), Ghana. The flight was operated under Instrument Flight Rules. Three crew members and one passenger were on board, and the fuel endurance was four hours and thirty minutes. The First Officer was the Pilot Flying while the Captain was the Pilot Monitoring.

At 17:39 h, 5N-KAL departed DNAA on Runway 22. At 17:40:03 h, Abuja Approach cleared 5N-KAL for a right turn on course VONUK (a reporting point) and to continue to climb to FL 280. At 17:43:56 h, climbing out of FL 135, Abuja Approach cleared 5N-KAL to proceed with Kano Control on 128.5 MHz. At 17:44:50 h, Kano Control cleared 5N-KAL to proceed with Lagos Control on 127.3 MHz. At 17:51:13 h, climbing out of FL 260, the crew heard a loud bang from Engine number 2.

According to the flight crew, Engine number 2 temperature indication was increasing. After reducing the engine's power to idle, the crew felt vibrations from the same engine.

At 17:51:28 h, the flight crew declared an emergency to Lagos Control and requested a diversion to DNAA at 17:51:40 h. 5N-KAL was then instructed to contact Kano Control, after which the Captain took over the controls and relinquished the radio communication to the First Officer.

At 17:52:44 h, upon contacting Kano Control, 5N-KAL was cleared to descend to FL 180 and to turn left direct to POKMO (a reporting point). At 17:57:03 h, Kano Control transferred 5N-KAL to Abuja Approach. At 17:57:57 h, Abuja Approach cleared 5N-KAL to fly direct to POKMO and descend to FL 065 and subsequently FL 050.



At 18:02:31 h, the First Officer observed that the aircraft was 48 nm to POKMO and advised that descent should be halted as the aircraft was "BELOW."

At 18:03:57 h, the flight crew accomplished the Engine Failure Checklist. At 18:12:08 h, with the aircraft at 5000 ft, the First Officer established visual contact with the ground following which the Engine Number 2 was secured. At 18:12:15 h, the Captain declared, "NUMBER TWO IS OUT", and the First Officer replied, "NUMBER ONE IS OUT, NUMBER TWO IS OUT" at 18:12:18 h, the Captain declared "LET'S GO FINAL".

At 18:12:19 h, 5N-KAL declared emergency for the second time, declaring that "WE HAVE LOST TWO ENGINES". At 18:13:01 h, 5N-KAL was cleared to land Runway 22 on short finals. Abuja Radar cleared 5N-KAL to land and to contact Abuja Tower on 118.6 MHz. At 18:14:10 h, Abuja Tower cleared 5N-KAL to land Runway 22 with reported wind, calm. At 18:14:22 h, "ONE THOUSAND FEET" audio annunciation sounded, and the First Officer advised that the aircraft was to be configured for flaps 25, which the Captain concurred.

At 18:14:31 h, the First Officer observed the aircraft's speed as 185 kt, called out "LANDING GEARS DOWN AND LOCKED," and advised that the aircraft was coming in hot and that the Captain should check speed and ensure "ALL WHITE." The Captain responded, "CHECKED...GOING DOWN." At 18:14:53 h, the first officer called "FLAPS 25 DEPLOYED".

At 18:14:57 h, an aural annunciation of "THREE HUNDRED" was heard, followed by "TOO LOW TERRAIN TOO LOW TERRAIN" and then "ONE HUNDRED". The aural annunciations for 30 ft above ground level, 20 ft and 10 ft were heard, and then the First Officer called out "FLAPS FOURTY FIVE" and at 18:15:26 h, advised Abuja Tower that 5N-KAL was "SAFE ON GROUND."

At 18:15:35 h, 5N-KAL advised Abuja Tower that it had lost both engines and needed to be towed. Abuja Tower also advised 5N-KAL that an ambulance was stationed at link Alpha 4. At 18:15:44 h, 5N-KAL advised Abuja Tower that it had been cleared off the active runway. During the post-occurrence interview, the flight crew stated that Engine Number 1 regained response to thrust commands after landing.



5N-KAL taxied to the International Terminal Apron and was parked without further incident. All occupants disembarked unhurt.

The incident occurred at 17:51 h, daytime and Instrument Meteorological Conditions (IMC) prevailed.

### **ACTION**

The preliminary report has been published. Detailed inspection of both engines to identify the fault(s) and the associated root causes of the failure and thrust anomaly, and review the maintenance records of the engines are being considered in the final stage of this investigation.

This interim report is being issued on the 1st 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 (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.**