



INTERIM STATEMENT

GAAL/2024/24/07/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the Serious Incident involving an ATR 72-600 aircraft with nationality and registration marks 5N-GAA operated by Green Africa Airways Limited which occurred at General Tunde Idiagbon International Airport, Ilorin Nigeria on 24 July, 2024.

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On 24 July 2024, an ATR 72-600 aircraft, with nationality and registration marks 5N-GAA, operated by Green Africa Airways Limited (GAAL), was scheduled to conduct a passenger flight from Murtala Muhammed International Airport (DNMM), Lagos, consisting of six sectors; Lagos-Benin-Abuja-Ilorin-Abuja-Benin-Lagos with the same crew.

The aircraft took off from Lagos to Benin at 06:58 h and arrived at 07:40 h. It then departed Benin for Abuja at 08:27 h and landed at 09:29 h. The aircraft left Abuja at 10:33 h and landed in Ilorin at 11:20 h. The first officer conducted a post-flight inspection of the aircraft at Ilorin and found it okay.

At 11:36:40 h, 5N-GAA with call sign GWG45D requested engine start from the General Tunde Idiagbon International Airport (DNIL) Ilorin Tower for the flight to Nnamdi Azikiwe International Airport (DNAA), Abuja, for Flight Level (FL) 150. Engine start was approved at 11:36:49 h.

At 11:55:30 h, GWG45D requested taxi clearance to Runway 05 and was cleared by DNIL tower to taxi and backtrack Runway 05. At 11:56:35 h, while taxiing, the aircraft received clearance to Abuja via airway J232 on FL 150, which was acknowledged. While at the runway threshold, a departure briefing was conducted, and takeoff clearance was received from DNIL Tower. Onboard were 71 persons, including two flight crew and two cabin crew members with three-hour endurance under Instrument Flight Rules (IFR). The captain was the Pilot Monitoring (PM), and the first officer was the Pilot Flying (PF).

At 12:01:30 h, GWG45D lined up for takeoff on Runway 05. During the takeoff, the PM called out, "70 kts...V1...rotate...positive rate...gear up." GWG45D departed Ilorin to Abuja with an estimated arrival time of 44 minutes. DNIL Tower instructed GWG45D to

report two-way contact with the Kano Area Control Centre (ACC), which was acknowledged.

Personnel of GAAL's ground-handling company reported to GAAL's Ilorin station manager that an object was observed rolling off the aircraft during the takeoff.

At 12:13 h, 35 nm from ILR VOR, GWG45D reported two-way contact with ACC while passing FL110. Abuja Radar was then contacted at 12:17:09 h.

At 12:23 h, the operator relayed information about the object that rolled off the aircraft to Ilorin Tower. The runway and its immediate vicinity were inspected, but none was recovered.

At 12:52:09 h, Abuja Radar cleared GWG45D for the approach to Runway 22 and was advised of rain overhead the station.

At 12:52:27 h, GWG45D established contact with the DNAA tower and was cleared to land on Runway 22 with surface wind from 110° at 18 kts and a wet runway. The autopilot was disengaged at about 100 ft Radio Altitude (RA).

The aircraft landed at 12:57:34 h, 1222 m from the threshold of Runway 22, past exit A3. The crew noted the aircraft's tendency to veer left and extended the landing roll to slow the aircraft before exiting the runway at A6, 1780 m from the touchdown point.

At 13:00:18 h, GWG45D contacted DNAA Ground Control and was instructed to taxi via taxiway Bravo 2 to the apron and report the Marshaller in sight. The aircraft reported the Marshaller in sight and was instructed to continue with the Marshaller. GWG45D was parked at the Domestic Apron when ground personnel notified the crew of a missing nose wheel. The occupants disembarked normally.

GWG45D notified the airfield operations officers on duty at DNAA of the wheel detachment, and a combined team of Nigerian Airspace Management Agency (NAMA) and Federal Airports Authority of Nigeria (FAAN) was dispatched to inspect the runway and its immediate vicinity. The inspection turned out negative for the wheel.

Flight activities at DNIL continued after the initial search was negative for any FOD. At 13:44 h, a DA-42 trainer aircraft reported sighting a metallic object around Link 1. A runway search was conducted, and the wheel spacer from the left nose wheel assembly of 5N-GAA was recovered.

The incident occurred at 12:02 h in daylight under Visual Meteorological Conditions (VMC)

ACTION

The Final Draft report has been compiled and awaiting group review. After the general review, draft final report will be sent to stakeholders for their substantial comments in line with the requirements of section 6.3 of the International Civil Aviation Organization (ICAO) Annex 13 to the convention.

This interim report is being issued on the 1st anniversary of the 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.