



INTERIM STATEMENT

MAS/2024/01/26/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the serious incident involving Challenger 601 -3R aircraft with nationality and registration marks N580KR operated by Mattini Airline Services Limited which occurred at Samuel Ladoke Akintola Airport, Ibadan, Oyo State on 26 January, 2024

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On 26 January 2024 at 11:05 h, a Challenger 601 – 3R with nationality and registration marks N580KR, operated by Mattini Airline Services Limited departed Nnamdi Azikiwe International Airport (DNAA), Abuja for Samuel Ladoke Akintola Airport, Ibadan (DNIB), Oyo state as a private flight on an Instrument Flight Rules flight plan. The incident flight was the first sector of the day for the flight crew. On board were 15 persons inclusive of 2 flight crew and 1 cabin crew, with fuel endurance 2 hours 40 minutes.

The Captain was the Pilot Flying (PF) while First Officer was the Pilot Monitoring (PM).

At 11:30 h, the aircraft contacted Ibadan ATC and passed the following information to it: "N580KR CL 60 Abuja Ibadan maintaining flight level 120 squawking 0404 POB 15-3 endurance 02 hours 40 minutes KR". The Duty Air Traffic Controller (DATCO) requested from the flight crew their estimates for Ibadan, which in response was given as 11:55 h. The DATCO then asked the flight crew to confirm maintaining FL 120 and they responded in the affirmative.

At 11:33 h, the DATCO asked the flight crew to report 'released by Lagos' and to expect no delay for Ibadan RNAV approach Runway 22. The prevailing weather report passed to the flight crew was "050/08 kts 1,500m in haze no significant cloud the QNH 1016 and temperature is 27"

At 11:46 h, after being released by Lagos, N580KR informed the DATCO of leaving FL 120 for FL 060 and was asked to continue the descent to 3500 ft on QNH 1016, cleared for RNAV approach runway 22, to report Ibadan.

At 11:59, N580KR checked IB 500 established centerline for runway 22. The DATCO responded: "N580KR with the runway in sight cleared to land runway 22 wind Easterly 11 kts, check greens" and the flight crew read back the landing clearance.

At 12:07 h, N580KR called the Tower four times without a response.

At 12: 08 h, N580KR called the Tower once again without a response.

At 12:09 h, the DATCO called N580KR to enquire about the safety of aircraft occupants. The flight crew responded that everyone was safe and the aircraft intact, except for the little overrun they had.

The DATCO said that he could see the aircraft location and the fire service would come to help them.

The flight crew responded that they would be on standby.

All the aircraft occupants disembarked safely.

The serious incident occurred in daylight and visual meteorological conditions prevailed.

ACTION

The preliminary report published, the aircraft's flap system and flight crew's handling of the flight, among other things; are being considered in the final stage of this investigation.

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