



INTERIM STATEMENT

NPF/2018/10/03/INTR/03

Accident Investigation Bureau

**Interim Statement on the serious incident involving
Cessna Citation 560 XLS+ aircraft with nationality and
registration marks 5N-HAR operated by the Nigeria
Police which occurred at Sir Abubakar Tafawa Balewa
Airport Bauchi, Bauchi State; Nigeria
On 3rd October, 2018**

AIB REPORT NUMBER: NPF/2018/10/03/INTR/03
REPORT FORMAT: INTERIM STATEMENT
PUBLISHED: 03/10/2021

On 3rd October, 2018 at about 07:29 h, a Cessna Citation 560 XLS+ aircraft with nationality and registration marks 5N-HAR operated by the Nigeria Police (NP) on a flight routing: Nnamdi Azikiwe International Airport, Abuja (DNAA) to Akure Airport, Akure (DNAK) via Sir Abubakar Tafawa Balewa Airport, Bauchi (DNBC) and back to Abuja (DNAA). On board were six persons inclusive of three crewmembers (Pilot, Co-pilot and Cabin Crew (CC)), and three passengers with fuel endurance of 4 hours 20 minutes.

The flight was on an Instrument Flight Rules (IFR) flight plan. The aircraft was scheduled to drop-off all the passengers at DNBC. The incident flight was intended to be a ferry flight to DNAK for a pick up. Information provided to AIB-N by NP stated that the flight was scheduled to be operated with the Co-pilot as the captain and the Pilot as the first officer.

The Pilot was the pilot flying (PF) and the Co-pilot was the pilot monitoring (PM) and Commander.

At 08:20 h, the crew requested for taxi clearance which was granted by the ATC for RWY 17 departure. The taxi involved back-tracking on RWY 17. At 08:23 h, the crew reported "ready for departure" and approval was also granted with full departure clearance.

The crew reported that during the take-off roll on RWY 17, after Rotation speed (V_r) was attained, the aircraft did not get airborne.

According to the PM, on take-off run at V_r , the PF stated that the aircraft would not lift-off (rotate) and he commanded for an abort. He added that, the PF said that he felt there was a swerve to the left. The take-off was aborted and the aircraft came to a stop at about 603 m (1,977 ft) before the end of the runway. The PF commanded for evacuation and the evacuation procedure was accomplished in accordance with the

aircraft's Quick Reference Handbook (QRH).

All persons on board were evacuated unassisted. Aircraft Rescue and Fire Fighting Services (ARFFS) personnel put out the main wheel fire that emanated during the take-off roll.

The incident occurred at 08:30h in daylight in Visual Meteorological Conditions (VMC).

ACTION

The draft final report has been completed and sent out to stakeholders for their review and substantive comments within 60 days, in line with the requirements of chapter 6.3 of Annex 13 to the Convention on International Civil Aviation. The issues raised by the stakeholders will be addressed and the Final Report be made public soon.

This interim report is being issued on the 3rd anniversary of the accident in accordance with the provisions of ICAO Annex 13.

In accordance with Annex 13 to the Convention on International Civil Aviation, Civil Aviation Act 2006, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2019, 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.