Preliminary Report on serious incident involving a Hawker 800XP aircraft with nationality and registration marks 5N-ISB operated by Flybird Aircraft Management Services Limited, which occurred at Mallam Aminu Kano International Airport (DNKN), Kano, Kano State, on 14 December 2025.

Operator:	Flybird Aircraft Management Services Limited.
Aircraft type and model:	Hawker 800XP
Manufacturer:	Textron Aviation INC. United States of America.
Year of manufacture:	2005
Nationality and registration marks:	5N-ISB
Serial number:	258717
Location:	Runway 06, Mallam Aminu Kano International Airport, (DNKN), Kano.
Date and Time:	14 December 2025 at about 10:34 h (All times in this report are local time equivalent to UTC+1 unless otherwise stated).

INTRODUCTION

The Nigerian Safety Investigation Bureau (NSIB) was notified of the occurrence by the Nigerian Airspace Management Agency (NAMA) on 14 December 2025. Investigators were dispatched to the occurrence site on the same day. They commenced post-occurrence assessments under the provisions of the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2023 and Annexe 13 to the Convention on International Civil Aviation Organisation (ICAO).

This Preliminary Report details the initial facts, discussions, and findings surrounding the occurrence. It includes information gathered from witness statements, evidence, and a preliminary inspection of the site and the aircraft.

This Report presents the status of the notification's processing. Its content may still change and does not necessarily bind the conclusions published in the investigation's Final Report.

The investigation is ongoing.

1.0 FACTUAL INFORMATION

1.1 History of the flight

On 14 December 2025, a Hawker 800XP aircraft, with nationality and registration marks 5N-ISB, operated by Flybird Aircraft Management Services Limited (FMS), was scheduled for a charter flight from Nnamdi Azikiwe International Airport, Abuja (DNAA), to Mallam Aminu Kano International Airport, Kano (DNKN) on an Instrument Flight Rule (IFR) flight plan. There were three crew members (Captain, First officer, and one Cabin crew) and eight passengers on board, with a fuel endurance of two hours and fifty-one minutes. The Captain was the Pilot Flying (PF), while the First Officer was the Pilot Monitoring (PM).

At about 09:29 h,5N-ISB departed DNAA from Runway 22 and climbed to Flight Level (FL) 270.

At 09:55:02 h, while inbound to Kano, the aircraft established radio contact with DNKN Aerodrome Control Tower (TWR) on frequency 118.1 MHz and was instructed to "go ahead". At 09:55:06 h, the flight reported descending to FL150, squawking 0204, and inbound from DNAA.

At 09:55:19 h, TWR responded "5N-ISB CLEARED TO KANO DCT TISOX DESCEND TO FL150 NO DELAY EXPECTED FOR ILS APPROACH RWY 06 QNH 1017 INFORMATION W ATIS 123.06 TIME 0855[1]" which the flight crew acknowledged.

At 09:55:58 h, 5N-ISB Request high speed below', and the TWR responded "APPROVED AT 25NM ISB AT 25NM "KAN" DESCEND 4000FT QNH 1017 CLEARED FOR ILS APPROACH RWY 06 REPORT FULLY ESTABLISHED".

At 09:58:13 h, 5N-ISB reported descent to 4000FT cleared for ILS RWY 06.

At 10:03:13 h, the PM reported being established on the ILS approach runway 06 at 10 NM.

At 10:03:18 h, Kano Tower (TWR) passed surface wind information as 040 degrees at 7 knots and cleared 5N-ISB to land on runway 06.

[1] 0855 is in UTC. Air Traffic Controllers give time information in UTC.

According to the PM, while on the approach, the PF called for flap 15 and landing gear down. The landing gear down indication displayed two green lights for the main landing gear and a red light for the nose Landing gear. The PM recycled the gear once, but the indication remained the same.

At 10:06:09 h, the crew informed TWR that the aircraft was experiencing an indication problem and requested to conduct a low pass along the runway to allow the tower to confirm the position of the landing gears visually. The TWR acknowledged the request.

At 10:07:37 h, TWR advised the flight crew that "the gears appeared down". The PM reported to the TWR that they would be executing a "GO AROUND". The TWR instructed 5N-ISB to report finals.

On the go-around, the crew executed the "LANDING GEAR – THREE GREENS NOT INDICATED" checklist from the Quick Reference Handbook (QRH). The landing gear indication still showed two greens and one red after completing the checklist. The crew decided to conduct another low pass to confirm the position of the nose landing gear.

At 10:18:48 h, 5N-ISB informed TWR of their intention to conduct another low pass.

At 10:24:32 h, TWR confirmed "Gears appear down."

The crew decided to land, and a landing briefing was conducted in accordance with the QRH. Thereafter, 5N-ISB reported to TWR she is coming to land and cleared for left downwind RWY 06.

At 10:34 h, 5N-ISB landed Runway 06, rolled on the main landing gears, while the nose gear touchdown was delayed by the flight crew pulling up the control column until a distance of 2,201 m from Runway 06 threshold when the nose landing gear touched down and collapsed shortly afterwards.

The crash alarm was activated, and the Aerodrome Rescue and Fire Fighting Services (ARFFS) responded. All persons on board disembarked without injuries.

The incident occurred during the daytime, and Visual Meteorological Conditions (VMC) prevailed.

Figure 1: Flight track of 5N-ISB at DNKN

1.2 Injuries to persons

Injuries	Crew	Passengers	Total in the Aircraft	Others
Fatal	Nil	Nil	Nil	Nil
Serious	Nil	Nil	Nil	Nil
Minor	Nil	Nil	Nil	Nil
None	3	8	11	Nil
Total	3	8	11	Nil

1.3 Damage to aircraft

The aircraft was slightly damaged.

1.4 Other damage

Nil.

1.5 Personnel information

1.5.1 Captain

Nationality:	Nigerian
Age:	31 years
License type:	Airline Transport Pilot Licence (Aeroplane)
License validity:	Valid till 11 August 2025
Aircraft ratings:	HS-125/800XP, Boeing 737-300/500, Boeing 737-NG
Medical certificate:	Class I, Valid till 01 January 2026
Instrument rating:	Valid till 21 March 2026
Proficiency check:	Valid till 21 March 2026
Total flying time:	3,822:00 h
Total on type:	858:00 h
Total on type (PIC):	644:00 h
Last 90 days:	158:00 h

Last 28 days:	39:00 h
Last 7 days:	07:45 h
Last 24 hours:	01:06 h

1.5.2 First officer

Nationality:	Nigerian
Age:	27 years
License type:	Commercial Pilot Licence (Aeroplane)
License validity:	Valid till 06 February 2030 (NCAA)
Aircraft ratings:	HS-125/800XP,
Medical certificate:	Class I, Valid till 16 September 2026
Instrument rating:	Valid till 28 February 2026
Proficiency check:	Valid till 28 February 2026
Total flying time:	500:00 h
Total on type:	198:00 h
Total on type (PIC):	00:00 h
Last 90 days:	109:42 h
Last 28 days:	34:00 h
Last 7 days:	19:30 h
Last 24 hours:	N/A

1.5.4 Purser

Nationality:	Nigerian

Age:	31 years
License type:	Cabin Crew Licence
License validity:	Valid till 17 November 2026
Aircraft ratings:	HS-125, Boeing 737-300/500
Medical certificate:	Class II, Valid till 15 July 2026
Emergency Drills:	Evacuation (HS-125), Fire Drill, Ditching; Valid till 07 August 2026

1.6 Aircraft information

1.6.1 General information

Type:	Hawker 800XP
Manufacturer[2]	Textron Aviation INC., USA.
Year of Manufacture:	2005
Serial number:	258717
Operator:	Flybird Aircraft Management Services Limited
Registration marks:	5N-ISB

The aircraft involved in this occurrence was a Hawker 800XP, a variant within the Hawker 125 / HS-125 business jet family. Regulatory type rating documentation groups the Hawker 125 series, including the 800XP variant, under a single HS-125 type rating category for pilot licensing and endorsement purposes.

Certificate of Airworthiness:	Valid till 07 November 2025
Certificate of Insurance:	Valid till 04 January 2026
Certificate of Registration:	Issued on 13 December 2024
Noise certificate:	Issued on 20 July 2023
Airframe time:	7259:16 h

Figure 2: Recovered 5N-ISB parked at bay 5 left of Apron A

1.6.2 Engine

Engines	Engine 1	Engine 2
Manufacturer	Honeywell USA	Honeywell USA
Type/Model	TFE731-5BR-1H	TFE731-5BR-1H
Serial number	P-107988	P-107982
Date of manufacture	April 2005	February 2005
Time since new	7231:09 h	7055:12 h

Fuel used: Jet A1

1.7 Meteorological information

DNKN	0830Z	0900Z	0930Z
Wind	030/05KT	040/04KT	070/10KT
Visibility	8000 km	CAVOK	CAVOK
Weather	Nil	Nil	Nil
Cloud	NSC	NSC	NSC
Temp/Dew Point	22°C/09°C	23°C/08°C	24°C/08°C
QNH	1017 hPa	1017 hPa	1017 hPa

1.8 Aids to navigation

"KAN" DVOR/DME 112.5 CH78X (SERVICEABLE)

"KAN" ILS/DME 109.5 MHz CH32X RWY 06 (SERVICEABLE)

"KAN" ILS/DME 111.1 MHz CH48X RWY 24 (UNSERVICEABLE)

FREQUENT SMART STRIP MAIN AND BACKUP	(UNSERVICEABLE)
FREQUENT FLIGHT PLAN TERMINAL	(UNSERVICEABLE)
FREQUENT COMMUNICATION BOX 1, 2	(SERVICEABLE)
FREQUENT COMMUNICATION BOX 3	(UNSERVICEABLE)
STATISTIC MONITOR	(SERVICEABLE)
FREQUENT ATC CLOCK	(SERVICEABLE)
FREQUENT ATIS DISPLAY	(SERVICEABLE)
RADAR MONITOR AND AERODROME BEACON	(SERVICEABLE)
ALDIS LAMP AND BINOCULARS	(SERVICEABLE)
NIMET WX PC1 (METEO WX)	(SERVICEABLE)
NIMET WX PC2 (COASTAL)	(UNSERVICEABLE)
TELEPHONE PANASONIC INTERCOM	(SERVICEABLE)
PAE T6R STANDALONE RADIO	(SERVICEABLE)

1.9 Communication

There was effective communication between 5N-ISB and Air Traffic Control. The status of the communication equipment at DNKN on the day of the occurrence was as follows:

VHF 118.1 MHz TWR MAIN AND BACKUP FREQ.	(SERVICEABLE)
VHF 119.1 MHz TWR SECONDARY FREQ.	(SERVICEABLE)
VHF 121.7 MHz DOMESTIC FREQ.	(SERVICEABLE)
VHF 121.5 MHz EMERGENCY FREQ.	(SERVICEABLE)
VHF 123.6 MHz ATIS FREQ.	(SERVICEABLE)
VHF ICOM TRANSCEIVER	(SERVICEABLE)

1.10 Aerodrome information

Mallam Aminu Kano International Airport (DNKN) has aerodrome reference points 12^0 2′ 22.84 N, 8^0 31′ 14.16″ E and an elevation of 476 m (1,562 ft.). The aerodrome has two runways with orientations of RWY 05/23 and RWY 06/24. The runways have an asphalt/concrete surface length of 2450 m by 45 m, and 3300 m by 60 m, respectively.

1.11 Flight recorders

The aircraft is fitted with a Solid-State Flight Data Recorder (FDR) and a Solid-State Cockpit Voice Recorder (CVR) with the following particulars:

Recorders	**Flight Data Recorder**	**Cockpit Voice Recorder**
Manufacturer	Honeywell International Corporation, USA	Universal Avionics Systems Corporation, USA
Model	AR-FDR	CVR-120
Part number	97896	1603-02-12
Serial number	02403	1364

The CVR and FDR were retrieved and downloaded at the Transportation Safety Laboratory of Nigerian Safety Investigation Bureau (NSIB), Abuja, Nigeria.

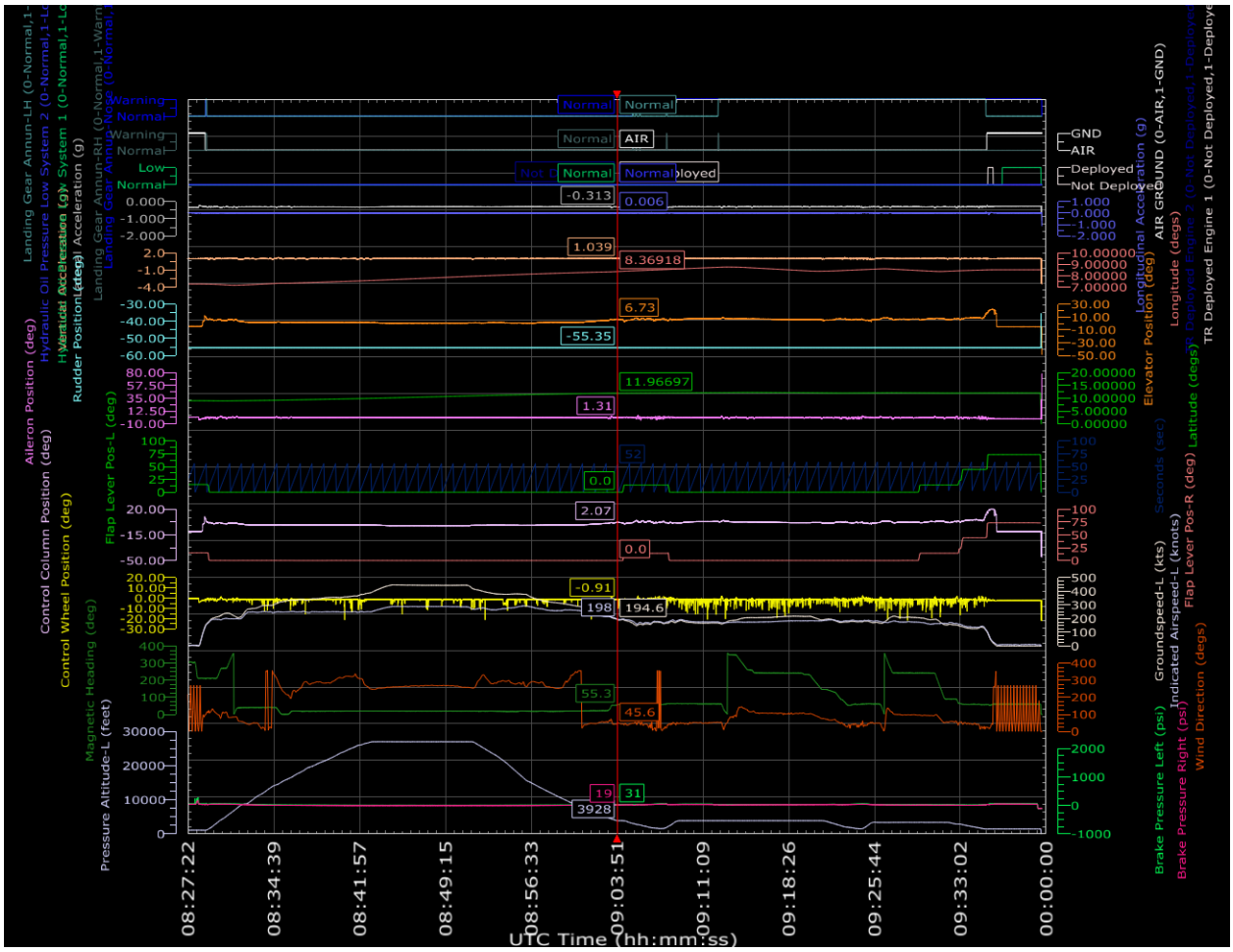

Figure 3: 5N-ISB FDR plot

1.12 Wreckage and impact information

Post occurrence inspection revealed the following;

1**.** The aircraft veered 9.2 m left of runway 06 centreline. 5N-ISB dragged with the nose on the runway further for 514 m before coming to a final stop.

2. The nose landing gear wheel well doors detached, and the hinges were bent at the attachment points on the aircraft.

3. The nose wheel well door debris was found at a distance of 190.3 m from where the nose landing gear collapsed.

4. The lower section of the nose suffered abrasion.

Figure 4: 5N-ISB Final resting position on Runway 06 after the occurrence

Figure 5: 5N-ISB Final resting position on Runway 06

Figure 6: Nose landing gear down lock mechanism

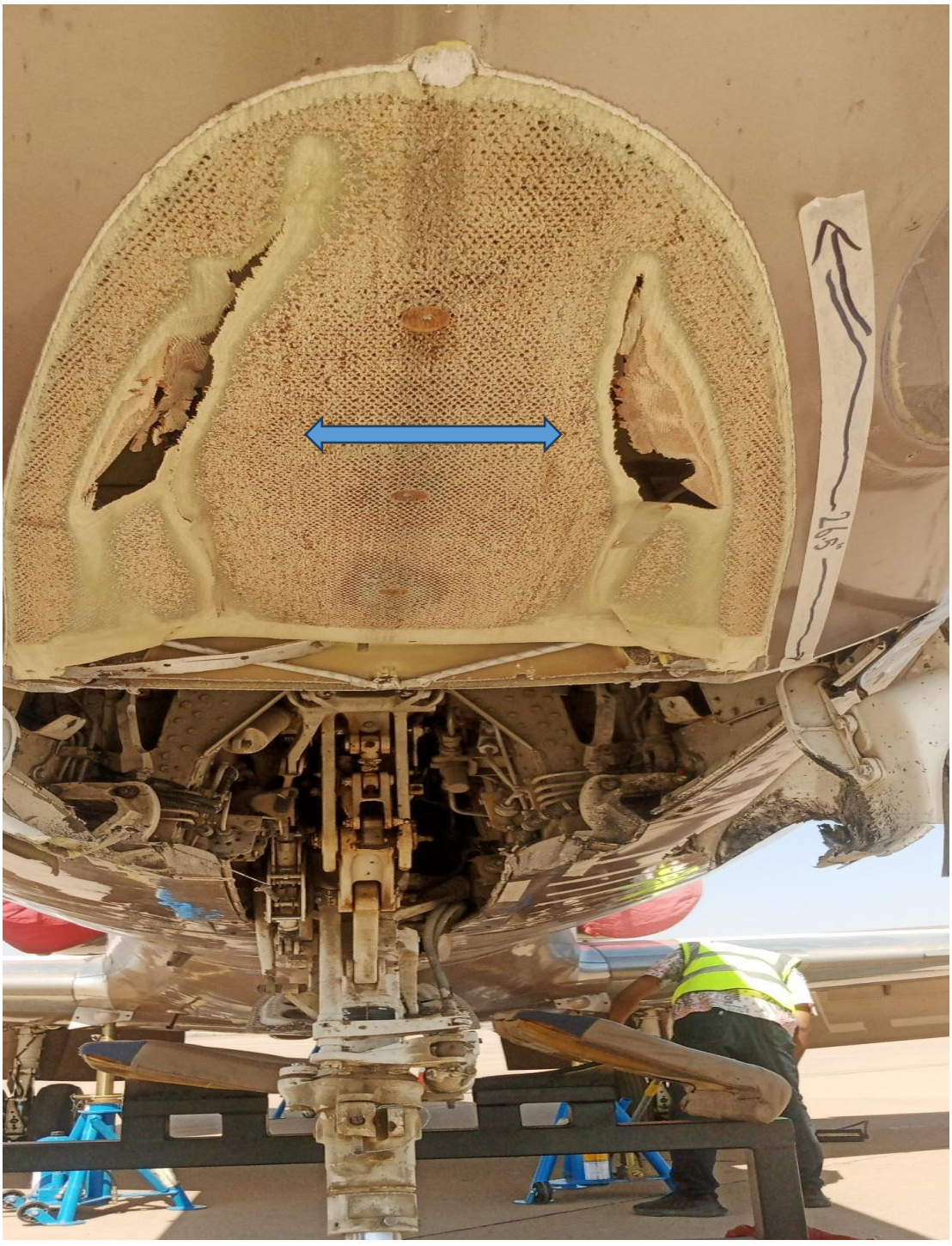

Figure 7: Bottom Section of the nose

Figure 8: Nose landing gear wheel well door debris

1.13 Medical and pathological information

Medical test conducted on the flight crew at Mallam Aminu Kano Teaching Hospital, Kanono revealed no evidence to indicate that the pilot's performance was degraded by physiological factors. Toxicology test conducted on flight crew were negative for alcohol and drugs.

1.14 Fire

There was no fire.

1.15 Survival aspect

The occurrence was survivable because it was a low-energy event. There was a livable volume of space for the occupants, and the seatbelts and harnesses were intact.

1.16 Test and Research

Nil.

1.17 Organisational and management information

1.17.1 Flybird Aircraft Management Services Limited

Flybird Aircraft Management Services Limited obtained an Air Operator's Certificate (AOC) with number FAMSL/AOC/06-24/001 from the Nigeria Civil Aviation Authority (NCAA) on 6 June 2024, authorising it to conduct chartered flight operations.

Flybird Aircraft Management Services Limited currently operates mixed aircraft fleets, including five Hawkers, Gulfstream G-IV, Gulfstream G550, and a Learjet.

1.17.2 Nigeria Civil Aviation Authority (NCAA)

The Nigeria Civil Aviation Authority (NCAA) is Nigeria's sole civil aviation regulatory body.

It became autonomous with the passing into law of the Civil Aviation Act 2022 by the National Assembly and its assent by the President of the Federal Republic of Nigeria. The Act not only empowers the Authority to regulate Aviation Safety but also carries out oversight functions of Airports, Airspace, Meteorological Services, etc., as well as economic regulations of the industry.

The NCAA uses a series of well-coordinated procedures and rules to ensure safety and economic regulatory standards in the aviation industry, including Inspection, Operation, Certification, Licensing, Monitoring, Sanctions, and Enforcement.

2.0 INITIAL FINDINGS

1. The flight crew was certified to conduct the flight.
2. The aircraft Certificate of Airworthiness expired on 07 November 2025.
3. The captain was the Pilot Flying (PF), while the First Officer was the Pilot monitoring.
4. During the approach to land, the flight crew reported that the aircraft was experiencing a landing gear indication problem with the TWR.
5. The crew conducted two low passes for the TWR to ascertain the position of the landing gears.
6. The crew executed a "GO AROUND" procedure and did the "LANDING GEAR – THREE GREENS NOT INDICATED" checklist from the Quick Reference Handbook (QRH).
7. In both low passes, TWR confirmed that all three landing gears were observed to be down.
8. The aircraft landed on runway 06, rolled on the main landing gears with the nose held up.
9. The nose wheel touched down at a distance of 2,201 m from the runway 06 threshold and collapsed shortly afterwards.
10. The nose landing gear wheel well doors detached, and the hinges were bent at the attachment points on the aircraft.
11. The lower section of the nose suffered abrasion.

Further Investigative Actions

1. Awaiting operators report of the repair and troubleshooting for returning the aircraft to service.
2. Compilation of the final report.