



PRELIMINARY REPORT ON THE SERIOUS INCIDENT INVOLVING GULFSTREAM G IV AIRCRAFT BELONGING TO SKYBIRD AIR LIMITED WITH REGISTRATION NUMBER 5N-BOD WHICH OCCURRED AT NNAMDI AZIKIWE INTERNATIONAL AIRPORT ABUJA ON 12TH SEPTEMBER, 2018.

Operator: Skybird Air Limited

Aircraft Type: Gulfstream G IV

Registration: 5N-BOD

Serial Number: 1126

Year Of Manufacture: 1990

Location: Runway 22, Nnamdi Azikiwe Int'l Airport Abuja

Date/Time: 12th September, 2018 at 2110hrs

INTRODUCTION

Accident Investigation Bureau (AIB) was notified of the serious incident by FAAN through a phone call. Safety Investigators were dispatched immediately to the site and commenced assessment under the provisions of Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2016 and ICAO Annex 13.

The purpose of this preliminary report is to provide details of the initial facts and discussions surrounding the serious incident, which include information gathering from witness statements and preliminary inspection of the aircraft and the incident site. The investigation is on-going.



1.0 FACTUAL INFORMATION

1.1 History of the Flight:

On 12th September, 2018 at about 2020hrs, a chartered flight 5N-BOD, a Gulfstream G IV aircraft with registration 5N-BOD belonging to Skybird Air Ltd, on an Instrument Flight Rules (IFR) flight plan, departed Murtala Mohammed International Airport (DNMM) Lagos, RWY 18R for Nnamdi Azikiwe International Airport (DNAA), Abuja with One (01) person, 5 crew on board and endurance of four hours. The Captain was the Pilot Flying (PF) while the First Officer was the Pilot Monitoring (PM).

According to the Captain, the enroute weather was stormy and cruise at FL 350 avoiding weather almost all the way. Following an uneventful flight enroute, the aircraft was in contact with the DNAA Approach Radar and was given Radar Vectors for an ILS approach RWY 22. The aircraft intercepted the runway centerline at about 15 NM to touchdown and slowed down to configure having been number one in the approach sequence.

The Captain also stated that "The rain on landing was heavier than the advised slight rain and on touchdown, the aircraft did not slow down as normal". At that time, he remarked that he deployed the speed brakes manually, and applied maximum braking. "However, the deployment of thrust reversers could not stop the aircraft on the wet and slippery runway."

The aircraft exited the end of the runway and came to a stop in a mud, at a distance of 71m from the end of RWY 22 stop way.



After the aircraft finally came to a complete stop, engines were shut down normally and forward main entry door opened.

The Airport Rescue and Fire Fighting Services (ARFFS) arrived the scene and evacuated all persons on board unhurt.

The accident occurred at night.

1.2 Injuries to persons

Injuries	Crew	Passengers	Total in the aircraft	Others
Fatal	Nil	Nil	Nil	
Serious	Nil	Nil	Nil	
Minor	Nil	Nil	Nil	Not Applicable
None	5	1	6	Not Applicable
TOTAL	5	1	6	

1.3 Damage to Aircraft

No known damage to aircraft.

1.4 Other Damages

Two approach lights were damaged

1.5 Personnel Information

1.5.1 Pilot in Command

Nationality: Nigerian



Age: 61 years
License No: ATPL 4147
License Validity: 16th September, 2019
Medical Validity: 9th January, 2019
Ratings: HS-125, BAE-125-1000, Gulfstream IV (GIV),
Gulfstream-V, B737-NG

Total Flight Time: 8436hrs
Hours on Type: 1418hrs
Last 24 Hours: 03:30hrs
Last 28 days: 17:10hrs
Last 90 days: 42:50hrs

1.5.2 Co-pilot

Nationality: Namibian
Age: 31 years
License No: TA 4091
License Validity: 23rd September, 2018
Medical Validity: 31st March, 2019
Ratings: Gulfstream G IV, AC90
Total Flight Time: 4607:1hrs



Hours on Type: 42:05hrs

Last 24 Hours: 01:50hrs

Last 28 days: Nil

Last 90 days: Nil

1.5.3 Flight Dispatcher (Observer)

Nationality: Nigerian

Age: 30 years

License No: FDL 550

License Validity: 17th March, 2020

1.5.4 Lead Cabin Crew

Nationality: Nigerian

Age: 34 years

License No: CCL 3583

License Validity: 28th October 2019

Medical Validity: 27th October, 2018

Ratings: HS-125, B737-300/500

1.6 Aircraft information

1.6.1 General information

Manufacturer: Gulfstream Aerospace Corporation G IV

Serial No: 1126



Year of manufacture: 1990
Total airframe time: 71803:58hrs
Total landing cycle: 5512
Certificate of insurance: Valid till 22nd October, 2018
Certificate of Airworthiness: Valid till 27th September, 2018

1.6.2 Engines

	Engine No: 1	Engine No: 2
Manufacturer :	Rolls Royce	Rolls Royce
Type/Model :	Turbo fan/TAY611-8	Turbo fan/TAY611-8
Serial number :		
Time Since New:	6229:18hrs	6229:18hrs
Cycle Since New:	5210	5210

1.7 Meteorological Information: DNAA

Time: 1500 Hours (LT)

Wind :

Visibility :

Weather :

Cloud :



Temp/Dew :

QNH :

1.10 Aerodrome Information

Nnamdi Azikiwe International Airport Abuja (DNAA) has Aerodrome Reference Point 09°00'15"N 07°15'30"E and an elevation of 1123ft (342m). The aerodrome has a runway with orientation of 04/22. The length and width of the runway are 3610m and 60m respectively, with an asphalt/concrete surface and blast pads of 65m at both ends.

1.11 Flight Recorders

The aircraft was equipped with a Flight Data Recorder (FDR) and a Cockpit Voice Recorder (CVR) both have not been recovered as at the time of this report.

2.0 Initial Findings

1. The aircraft departed Abuja with six persons on board to Lagos at 1830hrs
2. The Commander was the pilot flying
3. The incident occurred at 2110hrs
4. There were 06 persons on board
5. There was Loading and C.G (Load sheet nor Weight and Balance) information of the flight
6. The Lead crew was not type rated on G IV



7. The Lead crew was training another cabin crew on the flight who was also not type rated
8. The incident aircraft was not removed from the incident site as at the time of this preliminary report (13th September, 2018 at 1830hrs)
9. The aircraft Landed in heavy rain
10. The fire service arrived the incident site promptly
11. The incident flight was from Lagos to Abuja

3.0 Immediate Safety Recommendation

FAAN

1. should ensure that disabled aircraft be promptly removed from the incident site in accordance with Disable Aircraft Recovery Manual NAIA Abuja Chapter 3 REMOVAL INSTRUCTIONS NAIA.

Skybird Air Limited

2. should stop further use of unqualified cabin crew
3. should ensure their cabin crew are trained and certified



Next line of Action

1. Retrieval and download of the recorders
2. Further post witness interviews for relevant personnel (Skybird's Maintenance Engineer and Duty Air Traffic Controller)
3. Additional relevant documentary information from the following:
 - i. FAAN
 - ii. Gulfstream Aerospace Corporation
 - iii. NAMA
 - iv. NCAA
 - v. NiMeT
 - vi. Skybird Air Limited
4. Testing and examination of aircraft components, speed brakes/spoilers.





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Above: Pictures showing the aircraft at its final resting position.