



**MINISTRY OF TRANSPORT AND CIVIL  
AVIATION OF THE FEDERAL REPUBLIC OF SOMALIA**

**AIRCRAFT ACCIDENT INVESTIGATION BRANCH**

**Aircraft Accident Investigation Preliminary Report**

**Air Djibouti**

**Boeing 737-529, Registration EY-560**

**Somalia / Garowe Airport**



Liban Said Shire

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10 December 2020  
Report No. AI-004

Aircraft Type	Boeing 737-500
Aircraft Registration	EY-560
Aircraft Serial Number	26538
Operator	Asia Sky Lines (Air Djibouti)
Name of Owner	UBC INVESTMENTS L.P
Number/Type of engines	Twin engine/CFM 56-3B1
Year of Manufacture	01-06-1992
Date and Time	02-12-2020, 0625Z
Location	Garowe Airport
Type of Flight	Passenger Flight
Flight Phase	Landing
Departure Airport	Hargeisa
Destination Airport	Garowe
Persons on Board	8 Crew and 31 Passengers
Fatalities	None
Damage to Aircraft	2 tires burst and engine damage
Pilot's License / First Officer	LP-0532-AL / UA-013299-CL
Pilot's Age / First Officer	53 Years / 29 Years
Pilot's Total Flying Experience	6050 / 900
Hours Flown in the last 24hrs	1hr 50 min / 1hr 50 min
Hours Flown in the last 48hrs	7hr 15 min / 7hr 15 min
Hours Flown in the last 7 days	16hr 30 min / 16hr 30 min
Dangerous Goods	None
Information Sources	Aircraft Accident Investigation Branch in Somalia
Investigation Team	Liban Shire (Leader)

## Foreword

In accordance with Annex 13 to the convention on International Civil Aviation and with Aircraft Accident Investigation Branch (AAIB) regulations, the investigation was conducted with a sole objective of drawing lessons from the occurrence which may help to prevent future accidents of this nature. Consequently, the use of this report for any purpose other than for the prevention of future accidents and incidents could lead to erroneous interpretations. The preliminary report contains information, as known at this time.

**Synopsis**

Boeing 737-500 aircraft operated by Air Djibouti loss control due to windshear final approach for landing and landed before threshold at Garowe Airport on 2 December 2020 at 06:25Z.

The flight originated from Hargeisa to Garowe with 8 crew and 31 passengers, the aircraft was in the landing phase when it landed before reaching threshold.

The Boeing 737-500 burst its two tires and sustained engine damage. 8 crew and 31 passengers were evacuated from the aircraft and no injuries were sustained.

**History of Flight**

The Boeing 737-500, with registration EY-560, operated by Air Djibouti, flew from Hargeisa to Garowe on 02 December 2020 at 06:25Z, with 8 crew and 31 passengers on board.

**Factual Information**

On the day of the accident, the pilot completed preflight check and departed from Hargeisa at 05:40Z with 9500 kg fuel on board.

On arrival at Garowe, the pilot conducted visual approach for runway 06 and at low altitude the aircraft experienced a windshear landing before threshold. The indicated airspeed of the aircraft before impact was 135kts, the accident occurred at 06:25Z. Runway lies at 448 m amsl, Latitude 08<sup>0</sup>27'35.7" N and Longitude 48<sup>0</sup>34'06.1"E.

**Injuries to Persons**

Injuries	Crew	Passenger	Other
Fatal	0	0	0
Serious	0	0	0
Minor/None	0	0	0

**Damage to Aircraft**

Examination of the accident site showed the aircraft experienced hard landing and burst two right tires on the ground which also resulted to damage on the engine.

**Other Damage**

None

## Personnel Information

The pilot was holding an Air Transport License. The pilot had 6050 total hours flown. He had 5170 hrs on type.

### Captain Information

- The Captain was 53 years old, Russian Federation Nationality.
- The Captain held a valid license LP-0532-AL, issued by Kyrgyz Authority on the aircraft type as group 1.
- He held a valid medical certificate slated to expire on 4<sup>th</sup> April 2021.

## Sequence of Events

According to the pilot, Aircraft Boeing 737-500, with registration EY-560 from Hargeisa carrying passengers was landing phase in Garowe, Puntland State, on 2 December 2020 at 0625Z. Pilot conducted visual approach and aircraft was stable. At low altitude the aircraft experienced a windshear and hit the runway. While rolling on runway unusual movements of the aircraft were noticed. The aircraft was controllable and stopped on the runway.

## Aircraft Information

Boeing 737-500 with registration EY-560, serial number 26538, was manufactured on 01 June 1992. It is a low wing, 132 seat airplane certified in the medium category, the structure being of mainly aluminum construction.

It was registered in Tajikistan authority on 30/08/2018. It has accrued a total 42964 hours flight time at the last recorded logbook entry. The airplane is fitted with equipment required for safe flight. The airplane is fitted with two CFM 56-3B1 engine. The airplane had no known previous failures.

## Maintenance Inspection Information

The most recent scheduled maintenance activity was A check on 01/06/2020. The most unscheduled maintenance was engine replacement on 17/07/2020.

## Meteorological Information

Weather information at 06:25Z, indicated FEW low clouds at 2000ft, visibility was more than 10km and wind direction was 060° North-East at speed approximately 17kts.

## Aids to Navigation

Garowe airport was equipped with VHF/HF which was operating at the time of the accident.

## Communication

The airplane was equipped with FMS (Flight Management System). There was tower frequency 118.4 MHz which was operating at the time of an accident in Garowe.

## Aerodrome Information

Garowe airport is located at Latitude 08°27'35.7"N and Longitude 48°34'06.1" E. The runway length available is 2450 m.

The elevation of the field is 448 m. The operating hours for Garowe airport at the time was 03:30-14:30Z for all seven days a week.

## Flight Recorders

Not applicable.

## Wreckage and Impact Information

N/A

## Medical and Pathological Information

N/A

## Survival Aspects

The aircraft was survivable and was equipped with harness type restraint system. No injuries were sustained.

## Tests and Research

None

## Additional Information

None.

## Useful or Effective Investigation Techniques

Nil.

## Analysis

The aircraft condition was airworthy before the accident.

The crew had appropriate qualifications and expertise.

The factor contributing the accident is weather condition.

Windshear was the major cause of the accident.

## Conclusion

The pilot held an ATPL license from Kyrgyz Authority.

The root cause of the accident is loss of control of aircraft.

The contributory factor was windshear.

## Recommendations

Upgrade the weather forecast for timely update on weather factors to mitigate weather related occurrences.

Upgrade emergency services with modern equipment to handle emergencies.

Rehearse emergency response drills and communications to improve on required services.

Acquire required heavy equipment removal capabilities.

Routine and updated training to enhance personnel competencies.

Appendices



















