



AIRCRAFT SERIOUS INCIDENT REPORT

INTERMEDIARY REPORT ON THE SERIOUS INCIDENT INVOLVING
JETSTREAM BAE 32 AIRCRAFT, REGISTRATION CS-DVQ
WHICH OCCURRED AT PRINCIPE AIRPORT
ON 19TH JUNE 2024.

NATIONAL ACCIDENT INVESTIGATION COMMISSION

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GLOSSARY OF ABBREVIATION USED IN THIS REPORT

ACCID	Accident
INCID	Incident
ASDA	Accelerate Stop Distance Available
AOC	Air Operator Certificate
CNIPAIA	National Commission for Accident and Incident Investigation
CWY	Clearway
FPPR	Principe Airport
FR	Flight Recorders
ICAO	International Civil Aviation Organization
INAC	National Civil Aviation Authority
INT	Intermediary
RWY	Runway
STP	Sao Tome and Principe
TODA	Take off Distance Available
TORA	Take off Run Available
UTC	Universal Time Coordinated

GENERAL INFORMATION

AIRCRAFT ACCIDENT REPORT Nº: SA/19/06/2024/INT

TITLE: SERIOUS INCIDENT.

NAME OF OWNER: SEVENAIR,S.A.

OPERATOR: SEVENAIR, A.S. (WET LEASE FOR STP AIRWAYS)

MANUFACTURER: BAE, U.K.

MODEL: BAE 32.

NATIONALITY AND REGISTRATION: CS-DVQ

PLACE OF OCCURRENCE: Principe Airport

DATE OF OCCURRENCE June 19th, 2024.

TIME OF OCCURENCE: 09 hours and 30 minutes UTC.

CREW: 2 pilots

PASSENGERS: 18

EXPLANATORY NOTE

This report states the technical findings to the circumstances and causes of this occurrence, in accordance with Annex 13 to the Chicago Convention and the Law No. 3/ 2021, published in Diário da República (National Gazette) No. 07 SERIE I of January 22.

This report does not seek to apportion blame or establish accountability, but it is only the determination of causes and making recommendations aimed at preventing its recurrence. The sole purpose of this technical report is to draw lessons, which could prevent future accidents.

SYNOPSIS

National Commission for Accident and Incident Investigation (CNIPAIA) was notified of the occurrence on the June 19th, 2024. The Commission opened immediately the investigation on occurrence. The all stakeholders were notified accordingly.

At 09 hours and 30 minutes UTC the aircraft Bae 32, CS—DVQ, while descending to 2000 feet and joining left downwind leg to Principe Airport, had right engine flame out, with oil red cap light showing and decreasing of rpm.

Assessing the situation the crew performed the emergency engine failure shut down and proceeded for landing at Principe runway 18.

1.0 FACTUAL INFORMATION

1.1 HISTORY OF FLIGHT

STP Airways fight 8F-211(operated by SevenAir) from Sao Tome to Principe with 20 persons on board (18 paxs plus 2 crew members) had a smooth flight until the occurrence of the event.

1.2 INJURIES TO PERSONS

INJURIES	CREW	PASSENGERS	OTHERS
FATAL	NIL	NIL	NIL
SERIOUS	NIL	NIL	NIL
MINOR	NIL	NIL	NIL
NONE	2	18	

1.3 DAMAGE TO AIRCRAFT: No damage.

1.4 PERSONNEL INFORMATION

1.4.1 The Captain

Year of Birth: 16/12/1981

Nationality: Portuguese

Gender: Male.

Licence: ATPL (A)

Licence Validity: In accordance with medical certificate validity

Medical Certificate /Validity: 06/04/2024

1.4.2 The First Officer

Year of Birth: 04/02/2000

Nationality: Portuguese

Gender: Male.

Licence: CPL (A)

Licence Validity: In accordance with medical certificate validity

Medical Certificate /Validity: 12/08/2024

1.5 AIRCRAFT INFORMATION

1.5.1 General Information

Type : BAE 32

Manufacturer: British Aerospace

Serial Number: 857

Certificate of Airworthiness PT-018/15 issued on 09/07/2015

MTOW: 7350 Kgs

MLW: 7080 Kgs

Airframe Hours 24.839; Cycles 38658

Engine nº 1 Hours 23811: 45 ; Cycles 34368

Engine nº 2 Hours 21813: 42 ; Cycles 35540

Fuel Quantity on Board: 795 Kgs

1.6 METEOROLOGICAL INFORMATION

Time: 09:00 UTC

Wind: 160/12

Visibility: 10km

Present Weather: Nil

Clouds: Bkn 030

Temperature: 27

Dew Point: 23

QNH: 1013

1.7 FLIGHT RECORDERS

Not Applicable

1.8 AIDS TO NAVIGATION

Vor/Dme

1.9 COMMUNICATIONS

There was two-way communication between the crew and control tower during all phases of the flight

1.10 AERODROME INFORMATION

Principe Airport with ICAO location FPPR has a runway designation of 18/36.

The surface is coated with asphalt and has a dimension of 1750(m) x 30(m) with elevation of 180 (m)

The Aerodrome Reference Point is 01°39'46"N 007°24'42"E

Types of traffic permitted – VFR

Operational Hours -06:00 -17:30

Other declared distance of RWY are as follows:

RWY length- 1750(m)

RWY width –30(m)

TORA – 1750(m)

TODA – 750(m)

ASDA – 1750(m)

LDA – 1750(m)

Strip – 60(m)

CWY – 150(m)

Runway inspection is usually carried out by the airport fire service personnel before any take off and landing.

1.11 MEDICAL AND PATHOLOGICAL INFORMATION

N/A

1.12 SURVIVAL ASPECT

There was no need for any survival operation

1.13 TEST AND RESEARCH

N/A

1.14 ORGANIZATIONAL AND MANAGEMENT

1.14.1 OPERATOR

STP Airways-Transportes Aéreos de São Tomé e Príncipe is national air Carrier Company registered and incorporated according to the Laws of Sao Tome and Principe and is holder of Air Operator Certificate nº 01/AOC/2016 issued on 26 June 2023 valid to 31 December 2023.

The company is authorized to perform commercial air operations as defined in the operations specifications, in accordance with Operations Manual and the Regulation STP CAR Part 119 and ICAO Annex 6.

SevenAir,S.A. is the company operating on Wet Lease for STP Airways on flight routing São Tomé-Príncipe- São Tomé

SevenAir,S.A , Ltd is a company registered and incorporated according to the Laws of Portugal and is holder of Air Operator Certificate nº COA- PT-02/07,Revision 26 issued on 06.06.2023.

This certificate certifies that SevenAir,S.A. is authorized to perform Commercial Air Operations, as defined in the operations specifications, in accordance with the Operations Manual, Annex V to Regulation (EU) 2018/1139 and its delegated and implementing acts.

1.14.2 CIVIL AVIATION AUTHORITY

Instituto Nacional de Aviação Civil (INAC) is the civil aviation regulatory authority of São Tomé e Príncipe. It is a Department under the Ministry of Infrastructures, Natural Resources and Environment. INAC is concerned with the following main competencies:

- Cooperation with International Civil Aviation Organization.
- Agreements on air transport and other Civil Aviation matters.
- Permission for overfly, entry, exit and transit of aircraft.
- Certification and supervision of Airport and Air Operators.
- Authorization and Supervision of flight operations.
- Registration and Certification of the Aircraft.
- Certification of Aircraft Maintenance Base.
- ATS Supervision.
- Licensing of air navigation facilities.
- Airspace regulation and supervision of navigation and air traffic services.
- Licensing of Aeronautical Personnel.

Agência Nacional de Aviação Civil (ANAC) is the civil aviation regulatory body of Portugal. It regulates all aspect of civil aviation in Portugal. The head office is located in Lisbon

1.14.3 AIRPORT OPERATOR

Empresa Nacional de Aeroportos e Segurança Aérea (ENASA) is the Operator of the Principe Airport. It is in charge of air navigation services, airport security and is also the provider of marshaling services

1.15 ADDITIONAL INFORMATION

The disembarkation went normal and the wellbeing of the passengers was taken into consideration. In consequence of occurrence, the aircraft was grounded until further directives was taken by the Maintenance team.

2.0 ANALYSIS

Not yet completed as we still waiting to receive some other information considered essential to conclude the investigation.

As matter of fact the investigation authority was not notified on time by the company STP Airways and any aviation authority of the country as supposed to be.

SEVENAIR (portuguese company) operating on wet lease for STP Airways notified directly the portuguese investigation authority (GPIAAF) being the registration and operator country.

In fact it was the portuguese investigation authority tat provided us with information regarding the said serious incident what caused some delay in obtaining necessary information to initiate the investigation.

3.0 CONCLUSIONS

3.1. FINDINGS

- (1) The aircraft had a valid Certificate of Airworthiness;
- (2) The company had a valid Air Operator Certificate
- (2) The state of registration and operator is Portugal (on Wet Lease for STP Airways)
- (3) There were 2 crew members and 18 paxs on board the aircraft
- (4) The pilots were certified and qualified to conduct the flight
- (5) The Captain's Medical Certificate Class 1 was expired
- (6) There was effective communication between Air Traffic Controller (ATC) and the Flight Crew;
- (7) Engine Failure during Approach
- (8) The Fire Service team at Principe airport was in a state of readiness for any emergency during the landing.
- (9) The crew was up to challenge showing skills and good airmanship hence landing the aircraft safely.

3.2 CAUSAL FACTORS

3.3 CONTRIBUTORY FACTORS

4. SAFETY RECOMMENDATIONS