

From: [REDACTED]
Subject: Fwd: N99AP Accident Report
Date: Tuesday, February 22, 2022 2:27:07 PM

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Good afternoon,

Please see the report received by the PIC concerning the events on N99AP.

Brian Rogers | Director of Operations

Nxt Jet dba Wing Aviation Group
Orlando, FL | Stuart, FL

[REDACTED]
Date: Tue, Feb 22, 2022 at 11:56 AM
Subject: N99AP Accident Report
To: [REDACTED]

02-21-2022

Approximately 1130AM Local time/ UTC 1830Z

Reg:- N99AP / Call sign:- KPO99

Hawker 800XP

KASE-KAUS/ 04 PAX/ 7000lbs of fuel onboard/ Max TOW
23916

Dry Runway/ No precipitation/ Aircraft was clear of any kind of contamination.

At takeoff clearance; constant winds were reported by tower at 180/10 which was within aircraft maximum tailwind takeoff limitation.

I was the PIC and PF from left seat.

After engine start; ran through the checklist and performed flight controls check. FO checked the tops and I have checked the

rudders.

On taxi performed the taxi/ before takeoff checklist.

During taxi changed takeoff Flaps to 15 degrees from Flaps 0 as performance numbers indicated approximately 800 feet less runway for takeoff roll with flaps 15 as per APG. First Officer recalculated the performance on iPad and entered new speeds in the FMS as per APG calculations.

Takeoff was delayed approximately 15 minutes due to landing airplanes.

We were cleared for takeoff and ATC reported constant winds of 180/10kts.

For takeoff, used all available runway and performed a static takeoff.

FO made all callouts, airspeed alive, 80kts, V1 and rotate.

At rotation speed I pulled back on the Yoke and there was no slightest indication of nose wheel coming off the ground or airplane becoming airborne.

Moreover, the Yoke did not have any air resistance or any pressure on it as we experience normally in Hawkers (the weight and pressure on the Yoke felt the same as though as the airplane was stationary on ground). I did not had any elevator authority as I was pulling back on the yoke during the rotation.

The airplane kept accelerating down the runway without any sign of lift off. I continued pulling the Yoke for few seconds and when I was absolutely certain the airplane wasn't responding to my inputs. I immediately decided and called for an abort before the airplane could gain further speed which would had caused more serious issues.

Performed the abort with power to idle all available braking ,TRs and air brakes. Unfortunately there wasn't enough runway available for stopping on the runway and the airplane went of the end of the runway into approximately 6 inches of snow. As the aircraft departed the runway, I did not had any directional control

of the aircraft at that point.

The airplane came to an abrupt stop approximately 150 to 200 yards from the end of the runway.

After the airplane came to a complete stop, both engines were still running; I closed both LP cocks which shut both the engines down including the APU. Turned off all the electrical power in the airplane.

Evacuated the passengers after making sure they were all ok and there were no injuries.

Anwar Shafeeq

[REDACTED]

[REDACTED]