



01 September 2022

Doug Brazy
Air Carrier and Space Investigations
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, DC 20594

Re: SkyWest Flight 5069 – Loss of Nosewheel Steering / Runway Excursion – 11 May 2022.

Mr. Brazy,

The following are flight crew statements (original format) regarding SkyWest Airlines flight 5069 loss of nosewheel steering / runway excursion on 11 May 2022 at George Bush Intercontinental Airport (IAH).

1. Captain's (CA) Statement:

Normal and stable approach to a normal touchdown, holding centerline and decelerating FO calls 90 knots and I start stowing thrust reverses using brakes and slowing. Tower ask us to exit the RWY with the high speed as we have traffic 2 miles behind. I start a right turn for the high speed and the Aircraft continues turning right. When I tried to stop the turn with tiller and pedals nothing works. I say out loud we lost steering and right after that we get the message steering inop. Aircraft has now exited the taxiway into the grass and I have no directional control over it. I apply max braking and max thrust reverses again until full stop. After stopping I make an Pa announcement and check with my Fa that she and the cabin is ok. Immediately after that communication with tower, fire department and operations starts. Nobody got hurt and we kept passengers on board with cabin door closed and APU running for cooling until bus arrived to transport passenger to the terminal. Passengers are in good mood and grateful with the crew when leaving the aircraft. MX arrives and takes over the Aircraft, crew leaves the aircraft gets on a van and get a ride to the Terminal to get to Pete's (assistant chiefs office).

2. First Officer (FO) Statement:

On this leg Captain was performing as Pilot Flying and I was performing as Pilot Monitoring. Taxiing Out from VCT, climb, cruise and approach were performed normally with no issues. We got cleared for a visual approach on runway 8R and it was conducted with no issues. Landing was also performed normally with no issues, after touching, reverse thrust were deployed, I called out "90 KTS". Captain responded "ROGER". After that tower reported to us that there was a traffic 2NM out on short final for runway 8R. We started a right turn to vacate via high-speed exit "NK".

After initiating the right turn, Captain said out loud that we did not have steering response, Steering was unresponsive when trying to use it to correct the situation. Rudder input became insufficient to correct the situation. STERING INOP caution message was generated immediately after Captain felt that it was unresponsive. We ended up having a runway excursion to the grass next to "NK". When we came to stop, we coordinated with OPS, Fire department and IAH tower to deplane safely on the grass area. In the meantime, the flight attendant kept us informed of the situation with the passengers, every passenger was fine and cooperative with no incidents. We proceeded to deplane the passengers successfully on the grass. Maintenance crew was there and plane was transferred to them.



3. Additional Crewmember (ACM) Statement:

- The flight was normal from take-off until wheels touched at IAH.
- Before landing, there was no indication of malfunction with the aircraft.
- After landing, when the captain was making an effort to control the direction of the aircraft, I noticed that the aircraft was not responding to his inputs.
- I heard the captain say something about the steering as we started to veer to the right, short of the high-speed turn-off.
- I observed the captain try to steer the aircraft with the tiller and there was no response from the aircraft from his inputs.
- I noticed the caution light appear on ED1 saying Nose Wheel Steering INOP right before we went into the grass.
- The caution light appeared after we had begun veering off the runway.
- After the plane came to a rest, the captain checked on the flight attendant and the passengers. The FO communicated with tower.
- When the captain and FO were communicating, I looked to see if the Nose Steering was armed. The nose steering was armed position.
- The only thing I said after we came to a stop and things settled down, I reminded the captain that the engines were still running. The captain told the FO to shut engines off.
- As we waited for the assistance from the airport ops to arrive, the captain put the hydraulic page up on ED 2 and the Hydraulic System 2 had pressure. It was at 2900psi.
- I opened up the cockpit door when the passengers were exiting the aircraft and the passengers I saw seemed to be in good spirits, as well as they could be, when exiting the plane.
- Two or three passengers yelled up to the cockpit, "Good job Captain! We appreciate you!"
- Through the whole experience, I never felt excessive force on my shoulder harnesses or seat belt. It was the equivalent of heavy braking.

Maurice Montgomery JR

Manager | Safety Investigations
SkyWest Airlines

