

Eleazar Nepomuceno  
Aviation Accident Investigator  
Aviation Safety - Western Pacific Region

**Date:** 7/29/2022

**Subject:** WPR22LA284, Pilot in Command Statement

**Contact:** Salvatore Militello, Captain, XO Jet

The following is a synopsis of the information provided by the Captain/pilot in command (PIC) in an email on 7/29/2022.

N557XJ flew from KSAA to KSFO carrying 5 passengers, and no cabin hostess, all without incident. DECH was the CH scheduled to meet up with us at SFO to reposition to PGA for a live leg to ASE. MILS to be PM and KRAM to be PF. We briefed the trip and ran the appropriate checklists. Weather at SFO was sunny and clear and the wind was @ 310 at 13 and they were departing 1L and 1R. After we received our taxi clearance to RW 28R intersection E departure (fairly common during non-peak times at SFO ) we adjusted FMS and briefed again while still on the ramp. Takeoff was uneventful as was the climb. Passing through FL 200 an amber CAS message appeared "AP Trim Fail" and checklist was called for. As this was being read aloud and before any actions were taken, the second amber CAS message appears "AP holding nose DN".

The airplane felt as if it hit turbulence, I looked up from the checklist and asked if that happened on its own or if there was pilot input. We did a positive exchange of controls, and I became the PF and KRAM the PM. I think the autopilot disconnected on its own just as I was going to push the disconnect button. The aircraft pitched violently first up, then after a couple of oscillations I was able to get the aircraft to a steady state. We had also lost #2 screen (MFD) it was totally black. We could hear the commotion in the cabin, sounds of DECH and the items being jostled around. We contacted ATC that we needed to return to SFO. DECH was near the galley and crawled up to the cockpit tell us she was hurt. We were given immediate priority by NOCAL and turned

towards the airport and a decent clearance given. Emergency was not declared since we were already going straight towards SFO and the ILS 28R was requested by us and granted immediately. DECH told us she had called for an ambulance meeting us at the plane. We were able run all applicable checklists and were stable to land normally at 1000'.