



INTERIM STATEMENT

APL/2025/07/13/INTR/01

Nigerian Safety Investigation Bureau

Interim Statements on the Serious Incident involving a Boeing 737-524 aircraft with nationality and registration marks 5N-BQQ operated by Air Peace Limited, which occurred at Jeremiah Obafemi Awolowo International Airport, (DNPO) Omagwa, Port Harcourt, Rivers State, Nigeria on 13 July, 2025

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On 13 July 2025 at about 06:45 h, a Boeing 737-524 aircraft with nationality and registration marks 5N-BQQ, operated by Air Peace Limited departed Murtala Muhammed International Airport (DNMM), Ikeja Lagos as flight APK7190 for Jeremiah Obafemi Awolowo International Airport (DNPO), Omagwa, Port Harcourt, Rivers State as a scheduled domestic flight on an Instrument Flight Rules (IFR) flight plan. There were 103 persons on board including two Cockpit crew and five Cabin crew. The aircraft had an endurance of three hours. The Captain was the pilot flying (PF) while the First Officer was the Pilot Monitoring (PM).

At 07:10 h, Air Traffic Control (ATC) Approach cleared APK7190 to 'POT' climbing FL310, expect radar vectoring ILS approach Runway 21, QNH 1015 hPa, and the crew read back. APK7190 requested for latest weather report. Approach gave inbound clearance to APK7190 with 0600 z weather report as follows; surface wind calm, visibility 7000m in nil weather, cloud broken 210 m, QNH 1015 hPa, temperature/dew point 23°C/22°C, trend tempo 5000 m in mist.

Approach instructed APK7190 to expect radar vectors Runway 21 and to report released by Lagos Area Control Centre (ACC). APK7190 reported released by Lagos to Port Harcourt control descending for FL210.

Approach instructed APK7190 to report inbound radial and distance to 'POT'. APK7190 responded "inbound radial 295, 87 nautical miles POT".

Additionally, Approach instructed APK7190 to descend to FL110 and to report 50 NM 'POT' for further descent and APK7190 read back.

Approach further instructed APK7190 to descend FL050 and to report 30 miles 'POT' for further descent, APK7190 read back.

APK7190 reported 30 miles 'POT' to Approach.

Approach cleared APK7190 to intercept final approach track Runway 21 "crossing radial 350 descent to 2400 ft, QNH 1016 clear for ILS approach Runway 21, report established", and APK7190 acknowledged. APK7190 further requested to fly direct GAMEP and BINIM for ILS approach Runway 21 and it was approved.

Approach asked APK7190 report position, APK7190 reported; "turning inbound and ... we just established on localizer Runway 21".

Approach instructed APK7190 to contact Tower on 119.2 MHz and APK7190 acknowledged. According to the Captain, "on final approach, we were stable on ILS RWY 21 at 1000 ft AGL, I disconnected the autopilot at 500 ft. At 400 ft, I noticed the glide was showing fly down on dot, by the time I could realise it, I crossed the threshold at 200 ft AGL. My co-pilot told me to go around, but felt I could land safely so I continued".

The aircraft landed at a distance of 2,264 m from the threshold of Runway 21, and travelled a total distance of 945 m before coming to a final stop 209 m beyond the runway end. The passengers disembarked unhurt.

The incident occurred at 07:46 h in daylight under Visual Meteorological Conditions (VMC).

ACTION

The draft final report is being compiled and will undergo general review. Upon completion of the general review, it will be sent to the relevant stakeholders for their comments, in accordance with the requirements of Section 6.3 of ICAO Annex 13 to the Convention on International Civil Aviation. This interim report is being issued on the 1st anniversary of the incident in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation.

In accordance with Annex 13 to the Convention on International Civil Aviation, the Nigerian Safety Investigation (Establishment) Act 2022, and the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2026, the sole objective of this investigation is the prevention of aviation accidents and serious incidents. It is not the purpose of this investigation, nor of the associated investigation report, to apportion blame or determine liability.