



# INTERIM STATEMENT

OAL/2014/11/29/INTR/07

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**Accident Investigation Bureau**

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**Interim Statement on the serious incident involving  
ATR 72 aircraft with nationality and registration  
marks 5N-BPG operated by Overland Airways Limited  
which occurred at Ilorin Airport; Nigeria  
on 29th November, 2014.**



**Report number:** OAL/2014/11/29/INTR/07  
**Report format:** Interim statement  
**Published:** 29/11/2021

On 29th November, 2014 at 15:43 h, an ATR 72 aircraft with nationality and registration marks 5N-BPG operated by Overland Airways Limited with call sign OAL1186 departed Nnamdi Azikiwe International Airport, Abuja (DNAA) on a scheduled passenger flight for Ilorin Airport, (DNIL) on an Instrument Flight Rules (IFR) flight plan. Onboard were 63 persons including two flight crew, two cabin crew and 59 passengers. The Pilot was the Pilot Flying (PF) and the Co-Pilot was the Pilot Monitoring (PM).

At 15:50 h, at about 7,000 ft during climb, the flight crew stated that, the LO LVL (low Level) light of the Blue hydraulic system came ON; the HYD LO LVL checklist of the ATR 72 QRH (Quick Reference Handbook) on page 2.19 was executed and the flight continued.

At 16:01 h, OAL1186 established contact with Ilorin Tower (TWR) and the TWR cleared OAL1186 for VOR approach Runway (RWY) 05.

At 16:30 h, while on final approach, the flight crew observed that the LO LVL light of the Green hydraulic system came ON. The HYD LO LVL and BOTH HYD SYS LOSS checklists of the ATR 72 QRH pages 2.19 and 2.20 were executed.

At 16:37 h, TWR informed ARFFS of OAL1186 position, hydraulic system problem and the runway in use.



At 16:39 h, OAL1186 reported 8 NM final RWY 05 and TWR asked OAL1186 to report field in sight.

At 16:43:02 h, OAL1186 flared and touched down well aligned with RWY 05.

According to the flight crew, the Reverse Thrust did not operate during the landing roll, then emergency braking was applied and asymmetric braking was felt.

At 16:43:23 h, OAL1186 veered off the runway at low speed into the grass verge and its nose gear collapsed. At 16:43:28 h, OAL1186 came to a stop at a distance of 4,400 ft from RWY 05 threshold, 40 ft from the edge of RWY 05 with its tail 12 ft from runway shoulder. The engines were shut down by pulling the respective ENG FIRE handles as the condition levers were jammed. The crew and passengers were evacuated uninjured.

The incident occurred at 16:44 h, in daylight and Visual Meteorological Conditions (VMC).



## **ACTION**

The draft final report nearing completion and will be sent out to stakeholders for their review and comments in line with the requirements of chapter 6.3 of Annex 13 to the Convention on International Civil Aviation. The issues raised by the stakeholders will be addressed and the Final Report be made public soon.

This interim report is being issued on the 7th anniversary of the accident in accordance with the provisions of ICAO Annex 13.

**In accordance with Annex 13 to the Convention on International Civil Aviation, Civil Aviation Act 2006, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2019, the sole purpose of this Investigation is to prevent Aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated Investigation report to apportion blame or liability.**