



# INTERIM STATEMENT

APL/2021/01/14/INTR/02

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**Accident Investigation Bureau**

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**Interim Statement on the serious incident involving Embraer 145 LR Aircraft operated by Air Peace Limited with nationality and registration marks 5N-BVD which occurred at Kaduna (Civil) Airport on 14<sup>th</sup> January 2021.**

**Report number:** **APL/2021/01/14/INTR/02**  
**Report format:** **Interim statement**  
**Published:** **14/01/2023**

On 14th January, 2021, an Embraer (EMB) 145 LR aircraft with nationality and registration marks 5N-BVD, operated by Air Peace Limited, was scheduled for a four sectored passenger flights (Lagos-Owerri-Lagos and Lagos-Kaduna-Lagos) operated by the same crew.

At 10:27 h, 5N-BVD departed Murtala Muhammed International Airport Lagos (DNMM) for Kaduna airport (DNKA) for the third sector of the day as flight APK7376 on an Instrument Flight Rules (IFR) flight plan with 53 persons on board (49 passengers and four crew) and fuel endurance of three hours. The Co-Pilot was the Pilot Flying (PF), while the Pilot was the Pilot Monitoring (PM).

During climb out of Lagos, on the third sector, an advisory light HYD1 LO QTY on the Engine Indicating and Crew Alert System (EICAS) came ON and the Quick Reference Handbook (QRH) Section 10-7 (HYDRAULIC SYSTEM LOW QUANTITY) was accomplished. The hydraulic level was monitored until the aircraft landed in Kaduna.

While preparing for the fourth sector on ground Kaduna, the Electric Motor Driven Pump (EMDP) was used to power the Hydraulic System. During taxi, the lead cabin crew informed the flight crew that there was an unusual sound from the over wing to the aft of the aircraft. The flight crew concluded that the sound emanated from the EMDP and continued with the pre-flight activities.

The aircraft lined up for take-off and as it accelerated towards 119 kt, the take-off was aborted, thus initiating a sequence of events that eventually led to the failure of Numbers 1 and 2 main wheel assemblies and additional damage to the aircraft. The aircraft came to a stop about 285 m to the end of runway 05 with a deviation of about four meters left of the runway centreline.

The Pilot briefed the passengers of the situation via the Public Address (PA) system. The passengers disembarked the aircraft through the main entry door and were taken to the airport terminal building.

The incident occurred at 12:09:20 h, daytime in Visual Meteorological Conditions (VMC).

## **ACTION**

The draft final report has been completed. The technical review will be conducted and subsequently, it will be sent to stakeholders for substantial comments.

This interim report is being issued on the 2nd anniversary of the serious incident 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.**