



INTERIM STATEMENT

OAL/2022/06/15/INTR/01

Nigerian Safety Investigation Bureau

Interim statement on the serious incident involving an ATR 42 -320 aircraft with nationality and registration marks 5N-BRQ operated by Overland Airways Limited which occurred at short final, runway 18R, Murtala Muhammed Airport, Lagos on 15th June, 2022



NSIB REPORT NO. : OAL/2022/06/15/INTR/01

REPORT FORMAT: INTERIM STATEMENT

STATEMENT PUBLISHED: 15TH JUNE 2023

On 15th June 2022, an ATR 42-320 with nationality and registration marks 5N-BRQ operated by Overland Airways Limited departed Ilorin airport (DNIL) on a scheduled passenger flight number OLA1188 to Murtala Muhammed Airport, Lagos (DNMM) on Instrument Flight Rules (IFR) flight plan. The incident flight was the eighth sector of the day operated by the same crew. Onboard were 37 persons, including two (2)-flight crew, a cabin crew and an engineer. The endurance was three hours. The Pilot was pilot monitoring (PM) while the Co-pilot was the pilot flying (PF).

At 18:54 h, OLA1188 was given STARTUP clearance by Ilorin Air Traffic Control (ATC).

At 19:07 h, OLA1188 was airborne and estimated Lagos at 19:44 h.

At 19:16 h, OLA1188 established two-way communication with Area Control Centre Lagos on 127.3 MHz and was instructed to continue with Lagos Approach.

At 19:40 h, OLA1188 contacted the Lagos Tower and was asked to continue approach; to report 4 miles.

At 19:44 h, OLA1188 was cleared to land runway 18R in calm wind.

The Pilot, during the post occurrence interview stated, "During the approach to Lagos, we [felt] the smell of something like an electrical short circuit and immediately after we've got the alarm of ENGINE 1 FIRE. I as the captain triggered the memory items and executed them with the coordination with the First Officer who was the Pilot Flying. We did the procedures and informed the cabin crew to stay at her station". The crew executed the ENG 1(2) FIRE OR SEVERE MECHANICAL DAMAGE IN FLIGHT Checklist during which the fire extinguishing bottles were discharged.

At 19:45h, the crew transmitted "MAYDAY MAYDAY MAYDAY OLA1188 SHORT FINAL



ENGINE FIRE ON NUMBER 1" to Lagos Tower and it was acknowledged.

After landing, the Pilot took control of the aircraft from the Co-pilot.

At 19:46 h, the Tower asked the flight crew to confirm if able to exit A3 and hold short at intersection A3 for which the flight crew replied in the affirmative.

The flight crew continued taxiing beyond intersection A3 and the. Lagos Tower instructed them to hold abeam Cargo Apron, where the Airport Rescue and Fire Fighting Service (ARFFS) personnel would meet the aircraft.

The post occurrence interview of the flight crew revealed that the ARFFS responded swiftly and were able to extinguish the fire.

The flight crew executed the ON GROUND EMERGENCY EVACUATION Checklist and requested the passengers to follow the cabin attendant's instruction to evacuate the aircraft, which was executed safely without any injury.

The preliminary report has been published while the final report is being compiled. The damaged engine has been shipped to Pratt and Whitney Canada Service Centre for examination. NSIB has received the initial findings from the examination and awaiting the final report of the examination. The final report on the engine examination will be incorporated into the final report on the serious incident when received.

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.