



INTERIM STATEMENT

UNA/2021/17/11/INTR/02

Accident Investigation Bureau

Interim Statement Serious Incident involving Embraer 145LR aircraft with nationality and registration marks 5N-BWW operated by United Nigeria Airlines Limited which occurred at about 4,000 feet climbing out of Nnamdi Azikiwe International Airport, Abuja Nigeria on 17th November, 2021.

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On 17th November, 2021 at about 08:29 h, an EMB-145LR aircraft with nationality and registration marks 5N-BWW, operated by United Nigeria Airlines Company Limited departed Nnamdi Azikiwe International Airport (DNAA) for Murtala Muhammed International Airport (DNMM) as scheduled flight NUA0505. On board were 43 passengers and four crew members (pilot, co-pilot and 2 cabin crew), with fuel endurance of 3 hours 17 minutes. Instrument Flight Rule (IFR) flight plan was filed for the flight. The Pilot was the Pilot Monitoring (PM) while the Co-pilot was the Pilot Flying (PF).

The aircraft was scheduled to operate six sectors for that day. The first sector was Lagos to Abuja which was uneventful.

At about 08:30 h, NUA0505 requested startup clearance for the second sector of the day, from Abuja Ground Control (AGC). AGC granted approval for NUA0505 to start, with squawk code of 0417.

At 08:33 h, NUA0505 requested for taxi clearance, Tower acknowledged and cleared the aircraft for taxi to holding point runway 22. NUA0505 commenced taxi and reported to Abuja Ground Control (AGC). AGC transferred NUA0505 to Abuja Tower.

At about 08:37 h, NUA0505 reported ready for take-off. Tower instructed NUA0505 to line up and wait runway 22 and to prepare for immediate.

At about 08:39 h, Tower cleared NUA0505 for take-off runway 22 and to

maintain runway heading after departure. An EICAS Advisory Message "E1 OIL IMP BYP" came ON while the aircraft was lining up for take-off.

At about 08:40 h, NUA0505 advanced the throttle and set takeoff thrust. NUA0505 commenced the take-off roll. After take-off, Tower transferred NUA0505 to radar on frequency 127.9. NUA0505 acknowledged and complied. Thereafter, Radar instructed NUA0505 to turn right direct VONUK, climb and maintain FL280. NUA0505 acknowledged.

According to the flight crew, "during the climb there was a loud bang from the rear, and all engine parameters were checked and all in green. At about 4,000 ft, we heard another noise followed by a flameout." The crew further stated that they identified it was an Engine Flameout.

At 08:43 h, the Pilot declared MAYDAY and requested to turn direct runway 04, DNAA for approach. Radar instructed NUA0505 to turn and establish runway 04, cleared for visual approach runway 04 and to report field insight and squawk 7700.

ATC reports indicated that NUA0505 executed a hold for over 5 minutes between 2NM-5NM, before establishing final for runway 04. Tower then cleared NUA0505 to land runway 04. At 08:53 h, NUA0505 landed safely, taxied to the apron and parked. All occupants of the aircraft disembarked unassisted, without injury. After landing, the emergency was cancelled by ATC.

Documents available to the Bureau revealed that ATC duly informed the Fire watch room and relevant officials at NSIB, NAMA and NCAA, respectively. Also, all taxiing aircraft were instructed to taxi back to the

apron.

The incident occurred at about 08:42 h, in daylight; Visual Meteorological Conditions (VMC) prevailed at the time of occurrence.

ACTION

The Final Draft report is being compiled and at an advanced stage. Upon completion of the draft final report, it will be sent to stakeholders for their substantial comments in line with the requirements of section 6.3 of the International Civil Aviation Organization (ICAO) Annex 13 to the convention.

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