



INTERIM STATEMENT ON THE SERIOUS INCIDENT INVOLVING A BOEING 737-500 AIRCRAFT WITH NATIONALITY AND REGISTRATION MARKS 5N-BUJ OWNED AND OPERATED BY AIR PEACE LIMITED WHICH OCCURRED ENROUTE SAM MBAKWE AIRPORT, OWERRI ON 5TH NOVEMBER, 2019

On the 5th of November 2019, at about 07:35 h; a Boeing 737-500 aircraft with nationality and registration marks 5N-BUJ owned and operated by Air Peace Limited departed Murtala Muhammed Airport (DNMM), Lagos as flight APK7004 for Sam Mbakwe Airport (DNIM), Owerri. It was a scheduled flight on an Instrument Flight Rules (IFR) flight plan with six (6) crew members and eighty-four (84) passengers on board. The First Officer was the Pilot Flying (PF) while the Captain was the Pilot Monitoring (PM).

The flight crew stated that they reported for duty at 06:00 h, as required to operate the flight, which was the first sector for the day. The crew carried out the pre-flight inspection and waited to receive the current destination weather before requesting Operations Control Center (OCC) to call for boarding. The crew requested for Engine start up clearance and approval was granted by the Air Traffic Control (ATC). Parameters for the two engines were reported to be normal. Taxi clearance was thereafter requested and approval granted after the crew completed the appropriate checklists.

At 07:35:27 h, the aircraft was airborne. At 07:40:16 h, the aircraft was in contact with the Lagos Area Control Centre (ACC) which cleared it to climb to FL310 and proceed direct to ARAGU¹.

The Captain stated "Flight operations was normal until passing Flight Level two three zero (FL230). We heard a loud bang and a drastic yaw and seconds later another bang and yaw and I saw the instrument panel of the number 2 engine reading zero. I took control from the first officer and carried out memory items then after we consulted the quick reference handbook."

According to the first officer, who was the PF at the time, "At about 23,000 ft, I heard a loud bang and the automation went off and the airplane veered a little to the right. The



second bang came few seconds after the first and we quickly glanced at the primary engine instrument panel and noticed that N2 indication was zero, N1 was also rapidly decreasing and was at about 30% while we were climbing.”

The flight crew identified the occurrence as ‘severe engine damage’ and in response, carried out memory items before consulting the Quick Reference Handbook (QRH).

At 07:46:32 h, the crew declared ‘MAY DAY’ to ACC, requesting to stop climbing and make an air return to Lagos which was granted. The ACC cleared the aircraft to descend to FL220 and proceed to Lagos. The Captain briefed the passengers about the situation while the First Officer notified the Airline’s OCC. At 07:48:44 h, ACC further cleared the aircraft to descend to FL160, proceed direct to Lagos, to contact Approach Control and was acknowledged by the crew.

At 07:49:57 h, when the aircraft was in contact with Approach Control, the crew downgraded the ‘MAY DAY’ to ‘PAN PAN PAN’. They also requested to use runway 18R for landing. At 07:50:15 h, Approach Control cleared the aircraft as follows: “APK7004 IDENTIFY AT 62 NMS. EAST LAG EXPECT RADAR VECTOR FOR RNAV APPROACH RUNWAY 18R OR VOR/DME APPROACH FOR RUNWAY 18R DESCEND FL 50”.

At 07:50:33 h, the crew responded as follows: “DESCENDING FL50 WE HAVE AN EMERGENCY WE CAN NOT DO A VOR APPROACH WE HAVE AN EMERGENCY WE LOST AN ENGINE WE CAN’T DO A VOR APPROACH”. Approach Control cleared the aircraft to fly direct to Lagos and further cleared for approach by descending to 2,200 ft QNH before being transferred to the Control Tower at 8 NM to touchdown.

At 08:03:07 h, the aircraft was in contact with Control Tower and was cleared to land. At 08:06:47 h, the aircraft landed safely on runway 18R. It was followed by all awaiting emergency vehicles as it taxied on its own power to the General Aviation Terminal (GAT) apron where it parked and passengers were disembarked with no injury.

The draft final report is being compiled, while we wait for the engine teardown and analysis.