



INTERIM STATEMENT
DANA/2021/03/14/INTR/01

Accident Investigation Bureau

**INTERIM STATEMENT ON THE SERIOUS INCIDENT INVOLVING
DORNIER 328-100 AIRCRAFT OPERATED BY DORNIER AVIATION
NIGERIA AIEP (DANA) LIMITED WITH NATIONALITY AND
REGISTRATION MARKS 5N-BUN WHICH OCCURRED AT MURTALA
MUHAMMED AIRPORT ON 14th MARCH, 2021.**

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REPORT FORMAT: INTERIM STATEMENT
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On the 14th of March, 2021 at 14:42 h, a Dornier 328-100 aircraft operated by Dornier Aviation Nigeria AEIP (DANA) with nationality and registration marks 5N-BUN departed Port Harcourt Military airport (DNPM) for Murtala Muhammed Airport Lagos (DNMM) as a scheduled passenger flight with number DAV487. The incident flight was the third sector for the day. On board were 20 persons inclusive of two (2) cockpit crew members, one (1) cabin crew member and one (1) aircraft maintenance engineer. Fuel endurance at the time of departure was 3 hours 30minutes. The Co-pilot was the Pilot Flying (PF) while the Captain was the Pilot Monitoring (PM). The take-off, climb, cruise, descent and approach phases of flight were normal. At 15:41 h, Tower cleared DAV487 to land RWY 18L, with reported wind at 230⁰/06 kt and was advised to exercise caution on landing due bird activities, which the crew acknowledged.

At about 15:43 h, DAV487 touched down right of centre line, runway 18L. According to the PF, during the landing roll, he retarded power levers to ground idle and then applied thrust reversers. Captain requested controls of the aircraft and the Co-pilot handed over control at speed below 60 knots decelerating. The Co-pilot further stated that at about 50 knots, the Captain noticed a sudden veering of the aircraft to the right and called for "CONDITION LEVERS MIN" position. He then regained control of the aircraft momentarily. Thereafter, the aircraft veered right again uncontrollably onto the grass lawn and stopped.

At 15:44:27 h Tower called DAV487 to confirm Ops normal, DAV487 responded "Ops NOT normal..., we over ran the runway". Tower asked DAV487 if they needed any assistance and the crew answered in the affirmative, after which the crew started the Auxiliary Power Unit (APU) and shut down the aircraft engines.

The Captain briefed cabin crew and passengers. All passengers disembarked normally without injury and were transported in the shuttle bus to the terminal

The draft final report has received comments from stakeholders in line with section 6.3 of the International Civil Aviation Organization (ICAO) Annex 13 and has been completed, awaiting publication.