



**INTERIM STATEMENT
DORNIER/2019/01/23/INTR/01**

Accident Investigation Bureau

Interim statement on the serious incident involving Dornier
Aviation Nigeria AIEP (DANA) Limited Dornier 328-100
aircraft with Nationality and Registration Marks 5N-DOX at
Port Harcourt Military Airport, Port Harcourt, Rivers state
On 23rd January, 2019

AIB REPORT No.: **DORNIER/2019/01/23/INTR/01**

REPORT FORMAT: **INTERIM STATEMENT**

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On the 23rd of January, 2019 at 10:00 h, a Dornier 328-100 aircraft with nationality and registration marks 5N-DOX operated by Dornier Aviation Nigeria Limited as a scheduled flight DAV462 (a two-sector flight: Finima- Port Harcourt Military- Abuja) on an Instrument Flight Rule (IFR) Flight Plan, departed Finima Bonny for Port Harcourt Military Airport with 4 crew and 12 passengers on board. The Co-pilot was the Pilot Flying (PF) while the Captain was the Pilot Monitoring (PM). The incident flight was the first sector.

At 09:58 h, about 6 miles to touch down the crew reported "runway in sight" to DNPM ATC.

The ATC reported prevailing wind was 250° /06 kt with runway 22 in use. According to the crew, it was observed at short finals and with the power lever at flight idle position, the torque on engine No. 1 was indicating 24% while the torque on engine No. 2 indicated 20%.

At 10:00 h 5N-DOX landed right of the runway centre line. During the landing roll, with the power levers at ground idle position, torque on engine No. 1 was 27% which increased to a maximum of 34%. The torque on engine No. 2 decreased to below 10%.

The aircraft veered further to the right, the Captain took control of the aircraft, and then the first officer engaged emergency brakes and set both condition levers to minimum and feather position while the Captain made attempts to stop the aircraft.

The aircraft then entered the grass verge and travelled a distance of about 262 m, before travelling an additional distance of 259 m on the apron and stopped at about 3 m to the airport perimeter fence by the Aero Contractors Ramp.

The crew and passengers disembarked normally without any injury.

The aircraft was slightly damaged and one runway edge light was broken.

In the course of the investigation, the No. 1 engine Propeller Control Unit (PCU) was sent to the Original Equipment Manufacturer (OEM) for disassembly and the report was received by the Bureau. The Constant Speed Unit (CSU) of the PCU report is still being awaited.

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.