

Preliminary Report on the Serious Incident involving a Boeing 737-524 aircraft with nationality and registration marks 5N-BQQ operated by Air Peace Limited, which occurred at Jeremiah Obafemi Awolowo International Airport, (DNPO) Omagwa, Port-Harcourt, Rivers State, Nigeria on 13 July, 2025.

Operator:	Air Peace Limited
Type and model:	Boeing 737-524
Manufacturer:	The Boeing Aircraft Company, USA
Year of manufacture:	1995
Nationality and registration marks:	5N-BQQ
Serial number:	27533
Location:	Runway 21, Jeremiah Obafemi Awolowo International Airport (DNPO) Omagwa, Rivers State, Nigeria
Date and Time:	13 July 2025 at about 07:46 h (All times in this report are local time, equivalent to (UTC+1) unless otherwise stated)



INTRODUCTION

The Nigerian Safety Investigation Bureau (NSIB) was notified of the occurrence by the Nigerian Airspace Management Agency on 13 July, 2025. Investigators were dispatched to the site the-same day and commenced post occurrence assessments under the provisions of Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2023 and Annex 13 to the Convention on International Civil Aviation.

This Preliminary report details the initial facts, discussions and findings surrounding the occurrence. It includes information gathered from witness statements, evidence and a preliminary inspection of the site and aircraft.

This report presents the current status of the notification's processing. Its content may still change and does not necessarily bind the conclusions published in the investigation's Final Report.

The investigation is ongoing.



1.0 FACTUAL INFORMATION

1.1 History of the flight

On 13 July 2025 at about 06:45 h, a Boeing 737-524 aircraft with nationality and registration marks 5N-BQQ, operated by Air Peace Limited departed Murtala Muhammad International Airport (DNMM), Ikeja Lagos as flight APK7190 for Jeremiah Obafemi Awolowo International Airport (DNPO), Omagwa, Port-Harcourt, Rivers State as a scheduled domestic flight on an Instrument Flight Rules (IFR) flight plan. There were 103 persons on board including two Cockpit crew and five Cabin crew. The aircraft had an endurance of three hours. The Captain was the pilot flying (PF) while the First Officer was the Pilot Monitoring (PM).

At 07:10 h, Air Traffic Control (ATC) Approach cleared APK7190 to 'POT' climbing FL310, expect radar vectoring ILS approach Runway 21, QNH 1015 hPa, and the crew read back. APK7190 requested for latest weather report. Approach gave inbound clearance to APK7190 with 0600 z weather report as follows; surface wind calm, visibility 7000m in nil weather, cloud broken 210 m, QNH 1015 hPa, temperature/dew point 23°C/22°C, trend tempo 5000 m in mist.

Approach instructed APK7190 to expect radar vectors Runway 21 and to report released by Lagos Area Control Centre (ACC). APK7190 reported released by Lagos to Port Harcourt control descending for FL210.

Approach instructed APK7190 to report inbound radial and distance to 'POT'. APK7190 responded "inbound radial 295, 87 nautical miles POT".

Additionally, Approach instructed APK7190 to descend to FL110 and to report 50 NM 'POT' for further descent and APK7190 read back.

Approach further instructed APK7190 to descend FL050 and to report 30 miles 'POT' for further descent, APK7190 read back.

APK7190 reported 30 miles 'POT' to Approach.

Approach cleared APK7190 to intercept final approach track Runway 21 "crossing radial 350 descent to 2400 ft, QNH 1016 clear for ILS approach Runway 21, report established",



APK7190 acknowledged. APK7190 further requested to fly direct GAMEP and BINIM for ILS approach Runway 21 and it was approved.

Approach asked APK7190 report position, APK7190 reported; “turning inbound and ... we just established on localizer Runway 21”.

Approach instructed APK7190 to contact Tower on 119.2 MHz and APK7190 acknowledged. According to the Captain, “on final approach, we were stable on ILS RWY 21 at 1000 ft AGL, I disconnected the autopilot at 500 ft. At 400 ft, I noticed the glide was showing fly down on dot, by the time I could realise it, I crossed the threshold at 200 ft AGL. My co-pilot told me to go around, but felt I could land safely so I continued”.

The aircraft landed at a distance of 2,264 m from the threshold of Runway 21, and travelled a total distance of 945 m before coming to a final stop 209 m from the end of the runway. The passengers disembarked unhurt.

The incident occurred at 07:46 h in daylight under Visual Meteorological Conditions (VMC).

1.2 Injuries to persons

Injuries	Crew	Passengers	Total in the aircraft	Others
Fatal	Nil	Nil	Nil	Nil
Serious	Nil	Nil	Nil	Nil
Minor	Nil	Nil	Nil	Nil
None	07	96	103	Nil
TOTAL	07	96	103	Nil

1.3 Damage to aircraft

Not yet determined



1.4 Other damage

Nil

1.5 Personnel information

1.5.1 Captain

Nationality:	Nigerian
Age:	64
Licence type:	Airline Transport Pilot License (ATPL), Aeroplane
Licence:	valid till 12 August 2025
Aircraft ratings:	DASH-6 (TWIN OTTER), Boeing 737-300/500, Boeing 737-NG, Boeing 747-200/300
Medical certificate:	13 August 2025
Instrument rating:	06 March 2026
Total flying time:	18,655:12 h
Total on type:	10,000:00 h
Total on type (PIC):	10,000:00 h
Last 90 days:	101:20 h
Last 28 days:	68:30 h
Last 7 days:	13:11 h
Last 24 hours:	03:47 h

1.5.2 First officer

Nationality:	Nigerian
Age:	28
Licence type:	Commercial Pilot License (CPL) Aeroplane
Licence:	Valid till 11 May 2028
Aircraft rating	Boeing 737-300/500
Medical certificate:	23 March 2026
Instrument rating:	20 March 2026



Total flying time: 1,199:30 h
 Total on type: 881:54 h
 Last 90 days: 111:22 (last 100 days)
 Last 28 days: 70:10 h
 Last 7 days: 15:26 h
 Last 24 hours: 03:47 h

1.6 Aircraft information

1.6.1 General information

Type: Boeing 737-524
 Manufacturer: The Boeing Aircraft Company, USA
 Year of manufacture: 1995
 Serial number: 27533
 Registered operator: Air Peace Limited
 Registration marks: 5N-BQQ
 Certificate of Airworthiness: Valid till 28 February 2026
 Certificate of insurance: Valid till 31 July 2025
 Certificate of registration: Issued on 03 October 2014
 Noise certificate: Issued on 03 October 2014
 Airframe time: 48207:43

1.6.2 Engines

Engine	Number 1	Number 2
Manufacturer	CFM International, USA	CFM International, USA
Type/Model	CFM56-3B1	CFM56-3C1
Serial number	858490	857905
Time since new	44935:29	56047:48
Cycle since new	34952	35175

Fuel Used: Jet A1



1.7 Meteorological information

The meteorological conditions for DNPO were as follows:

DNPO	07:00
Wind:	Calm
Visibility:	7 km
Weather:	Nil
Cloud:	NOSIG
Temp/Dew:	23°C/22°C
QNH:	1015 hPa

1.8 Aids to navigation

The status of the navigational aids at DNPO on the day of the occurrence was as follows:

RADAR	:	PSR	-Unserviceable-
NAVAIDS STATUS MONITOR			-Serviceable-
VHF 113.5 MHz		"POT" DVOR/DME	-Serviceable-
VHF 110.3 MHz		"IPC" ILS/DME	-Serviceable-
NIMET WEATHER REPORT MONITOR			-Serviceable-
APP/TWR DIRECT LINK			-Serviceable-

1.9 Communication

There was effective communication between the ATC and the flight crew. The serviceability of the communication aids at Jeremiah Obafemi Awolowo International Airport (DNPO), Omagwa, Port-Harcourt, Rivers State on the day of the occurrence were as follows:

VHF 124.9 MHz	APP MAIN FREQ	-Serviceable-
VHF 123.7 MHz	APP SEC FREQ	-Serviceable-
VHF 119.2 MHz	TWR MAIN FREQ	-Serviceable-



VHF 118.6 MHz	TWR SEC FREQ	-Serviceable-
VHF 121.7 MHz	DOMESTIC FREQ	-Serviceable-
VHF 121.5 MHz	EMERGENCY FREQ	-Serviceable-
VHF 122.3 MHz	ATIS	-Unserviceable-
VSAT/INTERCOM/GSM PHONES		-Serviceable-
ATM MANUAL OF OPERATIONS		-AVAILABLE-
AERONAUTICAL SAR MANUAL		-AVAILABLE-
ATC DIGITAL CLOCK		-SYNCHRONISED-

1.10 Aerodrome information

Jeremiah Obafemi Awolowo International Airport (DNPO), Omagwa, Port-Harcourt, Rivers State has Aerodrome Reference Point 05°00'56"N, 006°56'58"E and an elevation of 87 ft (27 m). The aerodrome has a runway with an orientation of 03/21. The length and width of the runway are 3,000 m (9,843 ft) and 60 m (197 ft) respectively, with an asphalt/concrete un-grooved surface and a blast pad of 120 m (393.7 ft) at both ends. The runway has Precision Approach Lighting System (PALS) and Precision Approach Path Indicator (PAPI). DNPO is equipped with ICAO Cat. 1 approach lights and non-standard edge lights (no runway threshold identification lights, no runway centreline lights and no runway touchdown zone lights).



1.11 Flight recorders

The aircraft is fitted with solid state memory Flight Data Recorder and Cockpit Voice Recorder.

Recorders	Flight Data Recorder (FDR)	Cockpit Voice Recorder (CVR)
Manufacturer	Fairchild Aviation Recorders Sarasota, Florida	Lockheed Martin Sarasota, Florida
Model	F1000	A100S
Part number	S800-2000-00	S100-0080-00
Serial number	00949	01884

The recorders were retrieved from the aircraft and downloaded at the Bureau's Transportation Safety Laboratory (TSL) in Abuja. However, the CVR was overwritten while the FDR is yet to be fully analysed.

1.12 Wreckage and impact information

The aircraft touched down at a distance of about 2,264 m from the threshold of Runway 21. It then travelled a distance of 209 m into the clearway before coming to a final stop.



Figure 1: The Aircraft after the occurrence



Figure 2: Tyre marks on the runway



Figure 3: Path aircraft passed before stopping

1.13 Medical and pathological information

1.13.1 Description of the test conducted:

Toxicological test was conducted on the Flight crew at Rivers State Hospital Management Board, department of Medical Laboratory Port Harcourt on 13 July 2025 and they tested positive for some substances.

1.13.2 Test results:

Toxicology screening conducted post-incident revealed:

Captain and First Officer: Tested positive for Ethyl Glucuronide (EtG), indicating recent alcohol consumption.

Captain: Also tested positive for cotinine, indicating recent nicotine use.

Cabin Crew Member: Tested positive for THC, the psychoactive component in cannabis.

These results are being reviewed under the Human Performance and Safety Management System (SMS) components of the investigation.



1.14 Fire

There was no fire

1.15 Survival aspect

The aircraft restraint system was effective, the airframe was intact, and there was sufficient habitable volume of space, which aided the overall survivability of the incident. The crew and the passengers disembarked unhurt.

1.16 Test and research

Nil

1.17 Organisational and management information

1.17.1 Air peace Limited

Air Peace Limited (APL) is a private airline founded in 2013 with its head office in Lagos State, Nigeria. Its operating base is Murtala Muhammed International Airport. In addition to charter services, it also serves major cities in Nigeria and flies to 29 destinations including West Africa, the Middle East and Europe. Air Peace Limited holds an approved Air Operator Certificate (AOC) issued on the 8th of September 2018 Number; APL/AOC/09-14/01.

1.17.2 Nigeria Civil Aviation Authority (NCAA)

Under Section 8 (3) of the Civil Aviation Act 2022, the Nigeria Civil Aviation Authority (NCAA) is the sole civil aviation regulatory body in Nigeria; this is notwithstanding anything contained in any other law.

It became autonomous with the passing into law of the Civil Aviation Act 2022 by the National Assembly and its assent by the President of the Federal Republic of Nigeria.

The Act not only empowers the Authority to regulate Aviation Safety without political interference but also to carry out oversight functions of Airports, Airspace, Meteorological Services, etc., as well as economic regulations of the industry.



A series of well-coordinated procedures and rules used by the NCAA to ensure safety and economic regulatory standards in the aviation industry include Inspection, Operation, Certification, Licensing, Monitoring, Sanction, and Enforcement.

1.17.3 Federal Airports Authority of Nigeria (FAAN)

FAAN is a service organisation established by CAP F5 FAAN establishment Act, Laws of Federation of Nigeria 2004. It is statutorily charged with the responsibility to manage all Commercial Airports in Nigeria and provide service to both passenger and cargo airlines. Generally, to create conditions for the development in the most economic and efficient manner of air transport and the services connected with it. Also to develop and provide facilities such as terminal building(s), taxiway(s), runway(s), etc. for airports within Nigeria.



2.0 INITIAL FINDINGS

1. The flight crew were licensed to conduct the flight
2. The aircraft had a valid Certificate of Airworthiness.
3. The Captain was the Pilot Flying while the First officer was the Pilot Monitoring.
4. Weather conditions at the time were favourable. The Runway was dry, visibility was good, and no significant wind was reported.
5. The aircraft crossed the runway threshold at 200 ft AGL.
6. The First Officer made at least one go-around call.
7. The aircraft touched down at a distance of about 2,264 m from the threshold of Runway 21, and was unable to stop within the available Runway length.
8. The Cockpit Voice Recorder (CVR) was overwritten.
9. Toxicological test was conducted on the Flight crew and they tested positive for some substances.



3.0 IMMEDIATE SAFETY RECOMMENDATION

3.1 Safety Recommendation 2025-004

Air Peace Limited should strengthen CRM training, especially around handling un-stabilised approaches, go-around decisions and authority gradients in multi-crew operations

3.2 Safety Recommendation 2025-005

Air Peace Limited should reinforce internal procedures for crew fitness-for-duty monitoring before dispatch.

Further Investigative Actions

The scope and sequence of these activities will be confirmed as the investigation progresses.