



INTERIM STATEMENT

UNA/2023/09/08/INTR/02

Nigerian Safety Investigation Bureau

Interim Statement on the serious incident involving an Embraer ERJ 145 aircraft operated by United Nigeria airlines with nationality and registration marks 5N-BWY which occurred on runway 18L Murtala Muhammed Airport, Lagos on 8 September, 2023

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On 8 September 2023 at 19:35 h, an Embraer ERJ 145 with nationality and registration marks 5N-BWY, operated by United Nigeria Airlines Company Limited as NUA0513 departed Sam Mbakwe International Cargo Airport (DNIM), Owerri for Murtala Muhammed Airport (DNMM), Lagos. On board were 50 persons inclusive of 4 flight crew with fuel endurance of 2 hours, 30 minutes. The Pilot was the Pilot Flying (PF) while the Co-pilot was Pilot Monitoring (PM).

The Pilot stated during post-occurrence interview, that in preparation for the flight out of DNIM, the METAR on the flight release DNMM 1700UTC was; Wind 240o/09 kt, Visibility 10 km, NIL weather, Cloud scattered at 360 m, Few CB 600 m, Temperature and Dew point 28/25oC, QNH 1012, Trend NOSIG. He further stated that the weather was discussed with his Co-pilot and decided to depart DNIM. Asaba Airport (DNAS) was the alternate airport.

At about 18:30 h, aircraft was off block.

At about 18:48 h, NUA0513 departed DNIM and was airborne. According to the crew, "on approach LOS, on the weather Radar, the system was approaching LOS, but ATIS did not change". The pilot stated, "I reckoned the weather system was high cumulonimbus and LOS was clear". On contact Lagos Control, aircraft was cleared for an ILS approach to runway 18L. There was moderate to heavy rain during approach and landing. The pilot stated that "although we were visual to the runway at about 300 ft AGL (100 ft above decision altitude, we continued the approach)."

At about 19:32 h, landing clearance was issued to NUA0513. The pilot of preceding landing traffic (APK7183) informed NUA0513 she experienced a tail wind of about 9 knots and the rain was heavy, NUA0513 acknowledged. The reported weather; visibility of 5 km in light rain and thunderstorm.

At about 19:33 h, NUA0513 was observed by ATC to have touched down at the middle of runway 18L. According to the crew, there was water on the runway surface, "the aircraft started skidding to the right and tried to keep on the runway, tried to stop the airplane but unable to, until we overran the runway at the end of the runway". He further stated that, "the aircraft kept skidding until we passed the clearway and eventually stopped on the grass."

At 19:36 h, Tower requested details of the flight from the pilot of the NUA0513, the pilot reported that they overran the runway. Crash alarm Bell was sounded immediately. MMFO2, MMFO3 were informed. Runway 18L was closed.

At 19:49 h, MMF01 reported they were with the aircraft.

At 20:13 h, MMF01 reported that all passengers had disembarked without injury.

The incident occurred at night.

ACTION

The preliminary report published, the aircraft's landing performance, prevailing weather conditions, runway excursion sequence, and air traffic services' response; among other factors, are being considered in the final stage of this investigation.

This interim report is being issued on the 2nd anniversary of the serious incident in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation.

In accordance with Annex 13 to the Convention on International Civil Aviation, Nigerian Safety Investigation (Establishment) Act 2022, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2023, 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.