



INTERIM STATEMENT

XL/2024/05/11/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the serious incident involving an EMB145LR aircraft with nationality and registration marks 5N-BZZ operated by Xejet limited at Murtala Muhammad Intl. Airport, Ikeja, Lagos state on 11 May 2024.

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On 11 May 2024, an Embraer 145LR aircraft with nationality and registration marks 5N- BZZ, operated by XEJET Airlines Limited, departed Nnamdi Azikiwe International Airport, (DNAA) Abuja for Murtala Muhammed International Airport, (DNMM) Lagos on an Instrument Flight Rule (IFR) flight plan.

On board were 52 persons, including two cockpit crew and one cabin crew, with a fuel endurance of 3hours.The Captain was the Pilot Flying (P.F.), while the First Officer was the Pilot Monitoring (PM).

At 11:16 h, Abuja Tower gave clearance to 5N-BZZ as follows, "5N-BZZ cleared to Lagos, DCT VONUK, UH340, climb to Flight Level 280 Squawk 0426", which the crew acknowledged.

At 11:22 h, 5N-BZZ was airborne to contact Abuja Radar on 127.9 MHz and was subsequently cleared to a cruising altitude of FL280.

At 11:23 h, 5N-BZZ contacted Abuja Radar and reported 2,500 ft making a right turn inbound VONUK climbing to FL280. Abuja Radar responded, "5N-BZZ, Radar contact, 3 miles Southwest of the field under Radar control, turn right direct VONUK, climb to FL230."

At 11:26 h, Abuja Radar instructed 5N-BZZ to verify passing FL080, which 5N-BZZ confirmed and transferred to Kano on 128.5 MHz.

At 12:04 h, information from the Tower Watch Log revealed that another aircraft, NUA0509, on approach to Runway 18L, DNMM, reported diverting to DNAS (Asaba International airport) due to weather. The crew of 5N-BZZ stated during a post- occurrence interview that the runway was subsequently closed by ATC due to weather.

From FDR data, at about 12:06 h, 5N-BZZ entered a hold at 8,000ft, descending to and holding at 5,000ft. The crew of 5N-BZZ reported that the decision to take hold was due to runway closure following a PIREP¹ by NUA0509.

5N-BZZ was in the hold for about 8 minutes and was subsequently cleared by the ATC for an ILS approach on runway 18L after the runway was reopened.

At 12:25 h, while on approach, 5N-BZZ reported 9 miles on the localizer. It was given airfield surface condition: visibility of 1,000 meters in heavy rain with thunderstorms.

5N-BZZ was asked by the Lagos Approach to report its intention, as the preceding traffic had carried out a missed approach due to heavy rain in a thunderstorm with a visibility of 1,000 m. 5N-BZZ responded, "We are proceeding to minimums", and ATC acknowledged.

At 12:26 h, 5N-BZZ received landing clearance, "5N-BZZ surface wind indicating 050/07 kt, reported wind 280/07 kt, clear to land runway 18L," which the crew acknowledged.

At 12:28 h, 5N-BZZ reported 1.9 miles with "landing sign insight. "According to the Tower transcript, the Tower responded to 5N-BZZ, "Say again cleared to land, surface wind 280/07 kt 18L." However, the aircraft did not respond.

At 12:29 h, 5N-BZZ touched down runway 18L at a distance of 841.36 m from the threshold, travelled a distance of 2,201.84 m during the landing roll and overran the runway into the grass verge. Tyre marks showed that at Link 5, the aircraft was to the left of the runway centerline. After overrunning the runway, the aircraft veered further left of the extended centerline, stopping at a location 06°34'09"N, 003°19'46"E with an elevation of 76.83 ft.

At 12:30 h, Tower sounded the crash alarm and alerted the Aerodrome Rescue and Fire Fighting Services (ARFFS), providing details of the aircraft description and location.

At 12:34h, 5N-BZZ reported having the ARFFS onsite. All passengers and crew disembarked via the main entry door using a ladder. No passengers or crew were injured.

The incident occurred in daylight.

ACTION

The draft final report has been completed and is currently under review. It will be send to the stakeholders for their comments, in accordance with the requirements of Section 6.3 of ICAO Annex 13 to the Convention on International Civil Aviation. This interim report is being issued on the 1st 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 objective 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.