



**REPUBLIC OF NAMIBIA
MINISTRY OF WORKS AND TRANSPORT**

**Directorate of Aircraft Accident and Incident
Investigations**

Occurrence Reference: INCID/02262025/02-02

Serious Incident Preliminary Report

Embraer ERJ 190 - 100 (E190): ZS-YAF

RELEASE DATE: 26TH MARCH 2025



Serious Incident Preliminary Report

DESCRIPTION OF OCCURRENCE: Runway Excursion

TYPE OF OPERATION: International Scheduled.

AIRCRAFT TYPE: Embraer ERJ 190 - 100 (ZS-YAF)

LOCATION: GPS: 22°28'48"S017°28'15"E

Windhoek, Hosea Kutako International Airport, Namibia

DATE AND TIME: 26th February 2025, 18:13 (UTC).



Introduction

The information contained in this Preliminary Report is published to inform the public of the general circumstances of a serious incident that occurred on the 26th of February 2025.

The purpose of the Directorate of Aircraft Accidents and Incident investigations (DAAII) is to promote aviation safety through the conduct of independent investigations without prejudice to any judicial or administrative authority consistent with provisions of the Namibian Civil Aviation Act, Act 6, of 2016. This is in line with provisions of ICAO's Annex 13 paragraphs 7.1 and 7.2.

Note: The information provided herein is of a preliminary nature. Readers are cautioned that there is the possibility that new information may become available that alters this Preliminary Report prior to the availability of the Final Report.



Name of Owner/Operator : South African Airlink
Manufacture : Embraer
Model : E190 - 100
Aircraft Nationality : South African
Registration : ZS - YAF
Location : GPS: 22°28'48"S017°28'15"E
Date : 26th February 2025. Time: 18:13 UTC



Figure 1: Embraer ERJ 190 - 100 (ZS-YAF), incident aircraft (Source: Airlines.net)



Purpose of the Investigations:

In terms of the Namibian Civil Aviation Act (Act No. 6 of 2016) and ICAO Annex 13, this report was compiled in the interest of the promotion of aviation safety and the reduction of risk of aviation accidents or incidents and **not to establish blame or legal liability.**

History of the flight

- 1.1.1. On the 26th of February 2025, at around 16H19 UTC, South African registered aircraft, ZS-YAF an Embraer ERJ 190 - 100 (E190), got airborne from Cape Town International airport, South Africa for a scheduled flight to Windhoek Hosea Kutako International Airport, Namibia. On Board were 5 crew and 49 passengers.
- 1.1.2. The Co-pilot was the pilot flying (PF) and Pilot-in-Command (PIC) was monitoring the instruments. The flight was uneventful with only a few weather deviations. On the decent the Windhoek Air Traffic Controller (ATC) requested the crew to reduce speed to accommodate a departure from the opposite runway (RWY) 08, RWY 26 was in use and the aircraft (ZS-YAF) was given direct routing to position IMPEP (Initial Approach Fix for RWY 26, waypoint 12 NM on centreline of RWY 26). The ATC was working Area control and Approach control combined, it is normal operation after 17:00 UTC (Night shift)
- 1.1.3. According to the PIC, due ATC request, they ended up higher than planned enroute to position IMPEP for the approach to RWY 26. During the descent the crew became aware of significant and possibly severe cumulonimbus (CB) clouds, lightning and the real possibility of rain at the airfield. Performance was rerun and attached with wet figures for landing to mitigate the probable wet conditions on landing. The ATC cleared the aircraft for the ILS approach via IMPEP. According to the PIC they were neither informed of any rain at the field, a wet runway, or a large weather cell overhead the airfield.
- 1.1.4. The approach was unstable and the crew decided to discontinue the approach, at that stage they were approaching 7000 feet (ft) on the descent, with the approval of the ATC they broke off to the left, climbed to 8000ft and repositioned for another approach via position IMPEP. The ATC confirmed that he still had RADAR contact and cleared the aircraft for another approach.
- 1.1.5. A new approach was performed from IMPEP, the aircraft was fully configured, stable with all checklists completed at approximately 1000ft AGL.
- 1.1.6. The ATC handed the aircraft over to the Tower Controller (also an ATC responsible for Aerodrome Traffic).



- 1.1.7. While on the ILS approach the crew reported the airfield insight and requested to continue visually. The Tower controller cleared the aircraft to land on RWY 26 with the surface wind at 270 degrees at 07 knots. According to the PIC, at that stage they had the windscreen wipers set on "HI" to clear the rain and there was still no warning of any rain or a wet runway from the ATC. The crew had their weather radar set on 4.0 degrees up and it painted almost entirely red above the field and on the go-around path.
- 1.1.8. At approximately 100ft the PIC noticed that the aircraft was drifting to the right, he called to the PF to pay attention to the drift and at approximately 50ft he attempted to assist the PF with direct control inputs to assist and correct.
- 1.1.9. The aircraft touched down to the right of the centreline and veered to the right. The main landing gear hit two runway edge lights and thereafter veered off the RWY while the nose wheel was still not down. The nose wheel only came down while aircraft was already on the grass. The aircraft remained on the grass for approximately 490 meters (m) before it re-entered the runway and completing the landing roll. The aircraft vacated the RWY via intersection Charlie to the parking bay.
- 1.1.10. The Tower controller as well as a Fire truck that was parked close to intersection Echo did not noticed the RWY excursion.
- 1.1.11. It was still raining when the passengers disembarked the aircraft and busses were used to transport the passengers to the terminal building. No injuries were reported.
- 1.1.12. The PIC reported a possible RWY excursion and possible damage to the RWY edge lights to the Tower controller. The ATC then sent out a vehicle ("FC") to inspect. FC reported that 2 RWY edge lights were hit and confirmed the RWY excursion to the ATC.
- 1.1.13. During the post flight inspection, the PIC noticed grass and mud residue on the landing gear. No noticeable damage was observed.





Figure 2 and 3: Pictures showing the tracks of the main landing gear.

1.1.14. The Directorate of Aircraft Accident and Incident Investigations (DAAII) was informed and an investigation was launched.

1.1.15. A Full investigation is still underway and a report will be issued after a thorough analysis.

INJURIES TO PERSONS

No injuries to the 5 crew and 49 passengers were reported.

DAMAGE TO AIRCRAFT

The Aircraft did not sustain any damage. The next day, 27 February 2025, Maintenance personnel from the operator arrived from Cape Town to inspect the aircraft and no noticeable damage was observed. They also noticed the grass and mud residue on the landing gear (see photos below). The Aircraft was then ferried to Johannesburg with landing gear down and locked. More inspections were carried out and the completed inspections did not reveal any damage to the aircraft.





Figure 4 and 5: Pictures showing grass and mud residue on the landing gear.

OTHER DAMAGE

Two Runway edge lights.

METEOROLOGICAL INFORMATION

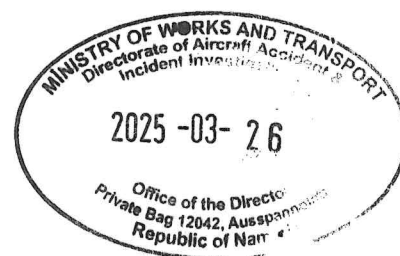
| | | | | | |
|--------------------------|-----------|------------|---------|-------------|----------|
| Wind direction and speed | 270°07kts | Visibility | 7000 RA | Temperature | 20°C |
| Cloud cover | SCT | Cloud base | 3000ft | QNH | 1022 Hpa |

More information about the meteorological conditions will be discussed in the final report.

ON-GOING ACTIVITIES.

Collection and analysis of a range of standard information for a serious incident investigation of this nature are ongoing.

Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) were downloaded and sent for decoding. Data is still at analysis stage and will be discussed in the final report.



FINDINGS

Although the investigation is ongoing, the following findings have been made:

1. Pilot-in-command (Captain)

The pilot was a holder of a valid South African Airline Transport Pilot License (ATPL) issued in accordance with the South African Civil Aviation Regulations. The PIC also had valid class 1, 2 and 4 medical certificates. The Class 1 (CPL, ATPL) medical certificate had an expiring date, 30/06/2025, Class 2 (PPL), 30/06/2029 and Class 4, 30/06/2029. At the time of the incident the pilot had flown more than 8300 hours on aeroplanes of which 1800 hours were flown on the type.

2. Co- Pilot (First Officer)

The co-pilot was a holder of a valid South African Airline Transport Pilot License (ATPL) issued in accordance with the South African Civil Aviation Regulations. The co-pilot also had valid class 1, 2 and 4 medical certificates. The Class 1 (CPL, ATPL) medical certificate had an expiring date, 31/01/2026, Class 2 (PPL), 31/01/2027 and Class 4, 31/01/2030. At the time of the incident the pilot had flown more than 2745 hours on aeroplanes of which 570 hours were flown on the type.

3. Aircraft

A review of the maintenance records confirmed that no work related to the braking or navigations system was performed within the last 6-months. No evidence suggests that technical issues with the aircraft contributed to the incident. More information on the aircraft will be discussed in the final report.

Compiled by:



Ben C. A. Engelbrecht
Investigator-in-Charge

Date: 26 March 2025

Released by:



Philippine Lundama

ACTING DIRECTOR: AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION



Date: 26 March 2025