



# INTERIM STATEMENT

GAL/2020/09/10/INTR/01

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**Accident Investigation Bureau**

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**Interim Statement on the serious incident involving BAe125-800B aircraft with nationality and registration marks 5N-B00 operated by Gyro Air Limited which occurred at Osubi Airstrip Warri; Nigeria On 10th September, 2020.**

**AIB REPORT NUMBER: GAL/2020/09/10/INTR/01**  
**REPORT FORMAT: INTERIM STATEMENT**  
**PUBLISHED: 10/09/2021**

On 10th September 2020 at 15:02 h, a Bae125-800B aircraft with nationality and registration marks 5N-BOO, operated by Gyro Air Limited, arrived Osubi from Abuja for a drop-off and return flight to Abuja same day. The flight was scheduled to depart Osubi airstrip Warri, (DNSU) to Nnamdi Azikiwe International Airport, Abuja (DNAA) at 15:13 h on an Instrument Flight Rules (IFR) flight plan. There were 3 crew members on board and fuel endurance of 3hours 30 minutes. The Pilot was the Pilot Flying (PF) while the Co-pilot was the Pilot Monitoring (PM).

At 15:18:24 h, 5N-BOO requested engine start up and cruising at Flight Level (FL) 210 above mean sea level from Osubi Tower (TWR). TWR granted the start-up and instructed 5N-BOO to report when ready for taxi.

At 15:19:31 h, the flight crew completed the BEFORE START Checks, started the engines and reported to the TWR, *5N-BOO ready for taxi*. TWR granted 5N-BOO taxi clearance. 5N-BOO was further cleared to enter and back track for takeoff on Runway (RWY) 24.

At 15:22:32 h, the flight crew completed the BEFORE TAKEOFF Checks.

At 15:23:18 h, the flight crew completed the LINE-UP Checks. While advancing the thrust levers for a short field takeoff roll, an AgustaWestland (AW) 139 helicopter with registration 5N-CHO operated by Caverton Helicopters called the TWR. TWR asked 5N-CHO to go ahead.

At 15:23:44 h, 5N-CHO reported to TWR that they were airborne from Whiskey Alpha (WA) helipad (located 7 NM and bearing 247° M from Osubi airstrip) climbing out of 1700ft for 2500ft. TWR cut into the transmission and called out three times, *Bravo Oscar Oscar hold position*. Meanwhile, 5N-CHO continued transmitting its traffic information simultaneously until the message was completed.

At 15:23:50 h, TWR continued *Bravo Oscar Oscar hold position*. The crew aborted takeoff at a speed of 86 knots and maximum braking was applied. The aircraft taxied back to the apron, the crew disembarked unhurt and discovered the left main wheel

tires (No.1 and No.2) have been deflated.

The incident occurred at 15:23:50 h, in daylight. Visual Meteorological Conditions (VMC) prevailed at the time of occurrence.

### **ACTION**

The draft Final Report has been completed. A technical review of draft Final Report will be conducted and subsequently it will be sent to stakeholders for substantive and significant comments.

This interim report is being issued on the 1<sup>st</sup> anniversary of the incident in accordance with the provisions of ICAO Annex 13.

**In accordance with Annex 13 to the Convention on International Civil Aviation, Civil Aviation Act 2006, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2019, 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.**