



COMMISSIONER/CEO SPEECH ON PRESS BRIEFING INVOLVING A BELL HELICOPTER 206-B III with the Nationality registration Marks 5N-BQW operated by Quorum Aviation.

Good afternoon everyone, thank you for joining us at this press briefing today.

My name is Engr. Akin Olateru and I am the Commissioner/CEO of Accident Investigation Bureau Nigeria.

AIB Nigeria is the Federal Government agency charged with the responsibility of investigating accidents and serious incidents that occur within the Nigerian airspace and proffer safety recommendations with the aim of forestalling their reoccurrence. The aim is not to apportion blame or liability.

It is with great sadness that I address you today to confirm that Nigeria has suffered her first aviation fatalities in over 5 years, and to share the available facts of this occurrence.

The unfortunate and fatal accident which occurred on Friday, 28 August, 2020, involved a **Bell Helicopter 206-B III, Serial Number 3216, Engine Model Allison 250-C20B with the Nationality registration Marks 5N-BQW operated by Quorum Aviation.** The flight originated in Port Harcourt with Lagos as its intended destination.

We at AIB express our heartfelt condolences to the family and friends of the victims of the air accident and mourn the loss of our colleagues.

The Bureau was notified of the crash of a helicopter in the Opebi area of Lagos State at about 12:19 pm on 28th August 2020.

An investigation team was mobilized to the crash site shortly afterwards.

The following information has been obtained as at today:

On 28th August 2020, a Bell 206 B III helicopter with nationality and registration marks 5N-BQW, operated by Quorum Aviation Limited, started its engine at 09:15 h. At 0920 h, the helicopter lifted off from Port Harcourt Military Airport (DNPM) for EAN Hanger, Lagos Airport.



At 11:45h, the aircraft established contact with Lagos Tower, reporting maintaining 1000 ft and estimating the station at 12:18 h. In the ensuing communication, the pilot was advised of station weather.

At 12:10 h, the pilot reported sighting the airfield and was instructed by ATC, to report downwind for runway 18L.

At 12:16h, the ATC tried unsuccessfully to establish contact with the aircraft.

At 12:36h, ATC was informed of the crash of the helicopter by MMF02, a MMIA fire station.

At the crash site, two bodies were recovered. A third occupant was evacuated but died later in the hospital.

The aircraft wreckage was also recovered and now in the custody of the Bureau.

We have been receiving cooperation from Quorum Aviation Ltd, the owners and operator of the ill-fated aircraft.

We are aware of the speculations circulating on social media and other public fora with regards to the probable cause of the crash and AIB's retrieval of the Flight Data Recorder (FDR), popularly known as the Black Box.

We would like to clarify that AIB did not retrieve an FDR from the aircraft as the Bell 206 is certified at approximately 1,519kg (3,350lbs) and featured five seats. It does not meet the necessary criteria for an FDR and was not featured with one.

The standard requirement for an FDR in any aircraft is ten seats.

It is extremely important to note that the Aviation Industry is the most regulated industry globally and its operations are regulated in accordance with the International Civil Aviation Organization (ICAO).

The installation and application of FDRs in aircraft is guided by ICAO Annex 6, Parts 1 and 2. The basic standards for both Parts are essentially similar. Part 1 applies to commercial aircraft while Part 2 is for non-commercial operations.

An FDR on the aircraft would have aided the investigation but, nevertheless, our world class trained investigators are competent to retrieve information about a crash



from the wreckage and several other components of the aircraft, the site of the crash, communication with the ATC, and other documents on the aircraft and the crew.

From evidence gathered till date, the helicopter has a valid Certificate of Airworthiness (C of A) till October 29, 2020 and Quorum Aviation has a valid Air Operator's Certificate (AOC) that will expire November 20,2020.

We would like to point out that investigations are currently ongoing and conjecture at this stage is detrimental to the process. As a point to note, Accident Investigation is in phases and all procedures are performed in accordance with the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2019 and the guidance of ICAO Annex 13. At this instance and in line with the phases of accident investigation processes, we are at the stage of evidence gathering.

All relevant stakeholders have been notified including the aircraft and engine manufacturers.

We implore the press and the public to trust AIB to be thorough and transparent in this investigation and await the formal report of findings and recommendations, which will be released after its conclusion.

As investigation into the crash continues, AIB needs and hereby solicits for your assistance. We want the public to know that we would still be amenable to receiving any video clip, relevant evidence, or information any members of the public may have of the accident, and which can assist us further with this investigation.

In recent years AIB has secured important collaborative agreements with other agencies and organizations, at home and abroad, to improve our efficiency and the safety of the Nigerian air space.

I would like to appreciate LASEMA, the Nigerian Police Force, Fire Service and other law enforcement agencies for the role they played in securing the recent crash site and controlling the crowd at the scene.

AIB recognizes the importance of these agencies as the first responders and that is why we have conducted several training sessions involving members of security agencies such as the Nigerian Police Force, the Civil Defense Corps, and Federal Road Safety Corps, on the importance of securing crash sites so as to ensure that evidences are not tampered with.



In view of the role LASEMA played at the Bell 206-B3 crash site, AIB is looking at securing collaboration with the agency as a way of further strengthening the security at crash sites and of vital evidence that could aid our investigations.

In conclusion, I will once again appeal to the media and the public at large to avoid speculation and insinuation in this matter. Please exercise patience and trust AIB to complete the ongoing investigation and make the necessary safety recommendations that will help to prevent the future recurrence of a similar accident. Findings will be made public in due course.

Thank you.