

AFRICA WORLD AIRLINES	EMB 145	9G - AFQ	1/8/2020	Monrovia
PASSION AIR	DH8D	9G-ACA	1/16/2020	Accra
AFRICA WORLD AIRLINE		9G-AFI	2/4/2020	Tamale
AFRICA WORLD AIRLINES	EMB 145	9G-AFI	2/4/2020	Accra
AFRICA WORLD AIRLINES	EMB 145	9G-AFI	2/4/2020	Accra
AFRICA WORLD AIRLINE		9G-AFI	2/5/2020	
AFRICA WORLD AIRLINES	EMB 145	9G-AET	2/10/2020	Accra

AFRICA WORLD AIRLINES	EMB 145	9G-AET	2/10/2020	Accra
AFRICA WORLD AIRLINE		9G-AET	2/11/2020	
AFRICA WORLD AIRLINES	EMB 145	9G-AET	2/22/2020	Accra
AFRICA WORLD AIRLINES	EMB 145	9G-AFI	2/28/2020	Accra
AFRICA WORLD AIRLINE		9G -AET	2/28/2020	Enroute to Liberia
PASSION AIR		9G-AFJ	3/11/2020	Kumasi
AFRICA WORLD AIRLINE		9G-AEU	3/15/2020	Accra
AFRICA WORLD AIRLINE		9G-AET	3/23/2020	Accra

AFRICA WORLD AIRLINE		9G-AET	3/23/2020	
AFRICA WORLD AIRLINE		9G-AEU	5/22/2020	Tamale
AFRICA WORLD AIRLINE		9G-AFI	6/19/2020	Tamale
PASSION		9G-ACA	6/21/2020	
AFRICA WORLD AIRLINE		9G-AFJ	6/22/2020	
AFRICA WORLD AIRLINE		9G-AFJ	8/12/2020	Accra
AFRICA WORLD AIRLINE		9G-AEU	8/27/2020	Accra
AIR GHANA		9G-AGL	10/7/2020	Accra

PASSION		9G-DIA	10/18/2020	Kumasi
AFRICA WORLD AIRLINE		9G-AFQ	11/29/2020	ENROUTE TO

Ref FLB #0064775. Defect A EICAS warning on T/off : E2 ATTCS - No margin ITT #2 . Jump to 971 degrees celsius
On approach, hit bird on front left windscreen. No damage observed.
On take off roll as soon as thrust was set to T/O, warning of "takeoff Trim" followed shortly by "takeoff spoilers". Both the trim and spoilers indicated to be in their normal position, green range and closed respectively. We aborted T/O cleared the runway. The T/O config check prior to T/O roll indicated it is ok..
on 04/02/2020 at around 16:30hrs 9G-AFI was scheduled for Tamale from Accra. It had a rejected take off during the take off roll. The flight crew reported T/O config warning was on with aural warnings "TAKE OFF TRIM"and TAKE OFF SPOILERS". Trim was in green range and spoilers were closed.
On take-off roll, as soon as thrust was set T/O warning of "Take off, Trim" occurred, followed shortly by "takeoff, spoilers". Both the trim and spoilers indicated to be in their normal positions, green range closed respectively. We aborted T/O cleared the runway. The T/O config check to T/O indicated "T/O ok"
aborted takeoff of our Aircraft due to take-off trim and take-off spoiler warning but trims indicated to be in the green range and closed.
Rejected take-off due to SPS Advance caution msg and no take off configuration warning msg on eicas at the threshold. Crew returned to bay.

During take off roll, we had an "SPS advanced" caution on the EICAS followed by "No take Off Config WNG". We rejected take off and returned to bay.

rejected take-off due to stall protection system (SPS) advance caution message and no take off configuration warning message on EICAS at the threshold. Crew returned to bay.

ENG 2 thrust REV disagree EICAS rejected at 40 kts. Performed taxi run on runway with engineers after message then cleared ENG No. 2 thrust REV disagree on second take attempt.

On 28/02/2020 9G-AFI was enroute to Robertfield (Liberia) but suddenly made an inflight return to base (Accra). The flight crew reported fuel pump 1 off indication (A) and was not giving the option for pump B and pump C to be used. Total fuel and fuel indications were in dashes. This defect was shown on both multi function displays (MFD)

During cruise, it was realised dashes in the fuel page on the MFD. Eventually realised that fuel 'A' on tank one was off. Switched to the other ramps 'B' and 'c', and there problem persisted. Returned to base.

Lightning Strkie report

aborted takeoff due to suspected bird strike.

report on air return due to ENGINE #2 reverser disagree.

report on air return due to ENGINE #2 reverser disagree.
Aircraft swerved uncommanded to the left and right at different times.
During take from Tamale, the EICAS went off. Before 80kts, aborted the takeoff to give me time to taxi back to threshold while doing EICAS reversionary. It came back just when aborted. We taxied back to takeoff position and departed.
After take off from accra the landing gear failed to retract. The captain elected to return to accra where they landed uneventfully.
Aborted takeoff due to momentary display Unit failure during takeoff.
After start up, there was an EICAS message "RIDDER 2 SYS INOP" flashing, then went off. We taxied to the holdig point. At the holding point, the message re-appeared then went off again. We then requested to return to the RAMP for engineers to have a look.
The flight crew made a return to base during taxi due to take off config test INOP.
During a take off, just after rotation, we suffered a bird strike on engine number 2 (right). We observed small vibrations on the affected enegine (1.2 units), remaining within limits. There was also a smell from the air conditioning in the cockpit. Afrt monitoring, and verifying all the engine parameters were within limits, I decided to continue flying to the destination (Abuja). Upon arrival, we observed a damage on the engine blades.

#2 spinner damaged due to a birdstrike

Very loud noise after takeoff enroute to Lagos.