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Short Investigation Bulletin

DATE: 4th January 2021
REPORT # AO-20-000271
AIRCRAFT REGISTRATION: C6-KRC
INVESTIGATION STATUS: Completed

Summary

Occurrence Bulletins are concise reports that detail the facts surrounding an aviation occurrence, as received in the initial notification and any follow-up enquiries. They provide an opportunity to share safety messages in the absence of a full investigation.

Released as required, the Bulletin provides a summary of the less-complex factual investigation reports conducted by the AAIA. The results, based on information supplied by organizations or individuals involved in the occurrence, detail the facts behind the event, as well as any safety actions undertaken. When applicable, the Bulletin also highlights important Safety Messages for the broader aviation community, drawing on earlier AAIA investigations and research.

General Details

Date and Time of Occurrence:	24 th June 2020; 8:01 AM		
Location	North Eleuthera Int'l Airport (MYEH), Eleuthera, Bahamas		
Persons on Board	Crew 2	Passengers	3
Injuries:	Crew 0	Passengers	0
Commanders License:	Airline Transport License		
Occurrence category:	Serious Incident		
Occurrence type:	Other		
Investigation status:	Final Report Complete		

Aircraft Details

Aircraft Type and Registration:	Beechcraft BE1900; C6-KRC
Year of Manufacture & Serial #:	1987; UB-69
Number and Type of Engine(s)	Two; Pratt & Whitney
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	None

Occurrence Summary

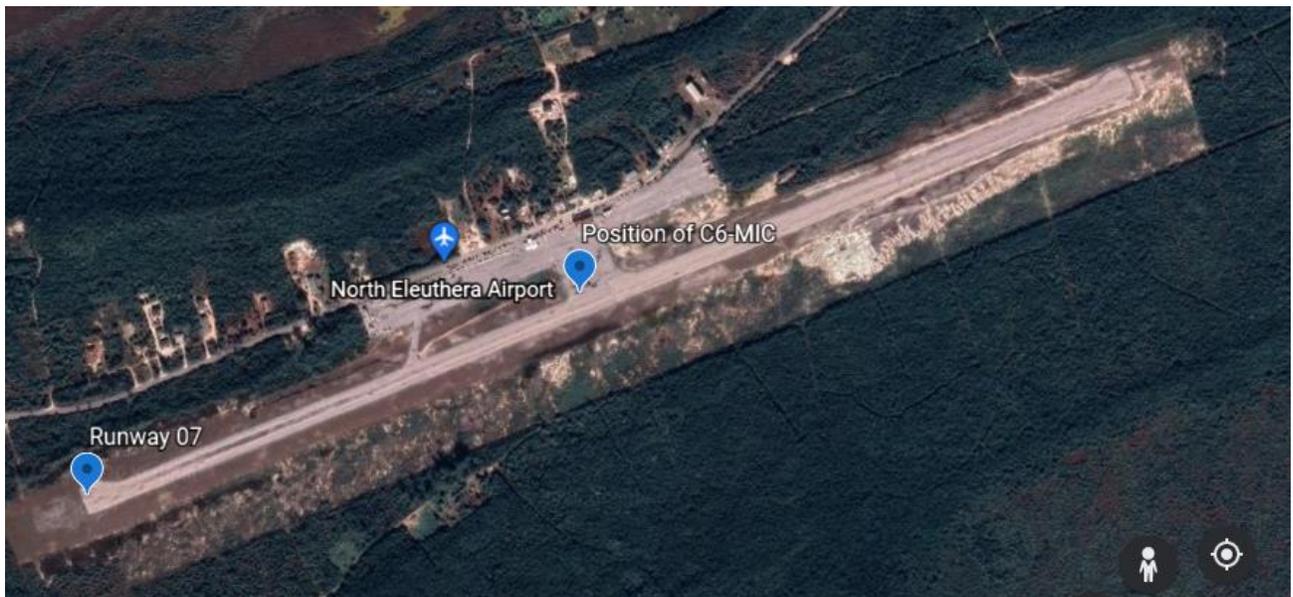
On the 24th June 2020 at approximately 8:01 AM, a Beechcraft 1900 aircraft, Bahamas registration C6-KRC operated by Bahamas Air Operator Certificate (AOC) holder Pineapple Air Ltd, landed and departed from the North Eleuthera International Airport (MYEH), Eleuthera, Bahamas, after the aerodrome was closed by airport authority officials.

An Embraer E110 aircraft with Bahamas registration C6-MIC, also operated by the same Operator, was disabled after landing which prompted the closure of the aerodrome. The incident occurred at the turn off entrance into the ramp area (approximately 2,890 ft. from runway 07 threshold). The tail section of the aircraft (rudder and stabilizer) protruded onto runway 07 after the main gear tire detached from the left landing gear during landing roll-out.

At 7:04 AM, Nassau air traffic control (ATC) received notification of the disabled aircraft and advised all aircraft inbound to North Eleuthera of the status of the aerodrome due to the disabled aircraft.

The Operator dispatched a relief aircraft to render assistance. Two pilots and three mechanics were on board, the aircraft which landed at the North Eleuthera Airport during the period the airport was deemed closed due to disabled aircraft.

Further investigation uncovered that the Operator filed a flight plan for the relief aircraft to the Governor's Harbor Airport, Eleuthera (MYEM), Bahamas (an aerodrome approximately 26 nautical miles (NM) south-east of MYEH) and terminated radar services approximately 20 NM from Nassau. Nassau ATC advised that the aircraft turned off its transponder (equipment that identifies aircraft on ATC radar screen) after services were terminated. Upon observing this, ATC notified North Eleuthera airport authority officials to ensure that the crew of C6-KRC were aware of the airport's closure.



Google Earth image of North Eleuthera International Airport (MYEH)

Aircraft Accident Investigation Authority

Investigations uncovered that upon landing at MYEH, airport authority officials advised the crew of C6-KRC of the airport's closure due to the disabled aircraft. Repairs were then carried out by the relief crew on C6-MIC and the aircraft was subsequently taxied to the parking apron, east of the terminal building.

At 8:27 AM, Airport Authority officials stationed at MYEH were contacted by Nassau ATC to enquire on the status of the Aerodrome.

Investigations uncovered that runway 07 received damages due to the rim of the left main landing gear of the disabled aircraft grinding into the runway surface. Remedial works to repair the runway were carried out by Ministry of Works personnel. A runway inspection was conducted at 10:12 AM after which ATC was notified that the aerodrome was now operational.

There were no injuries reported in relation to this occurrence. The weather at the time of the incident was visual meteorological conditions (VMC) and not a factor.



Investigation Findings

C6-KRC (the relief aircraft) was noted to have landed and departed during the time that the aerodrome was deemed inoperable. A hazard existed, due to the position of the disabled aircraft still being partially on the runway. The departure of C6-KRC, prior to repairs being carried out to correct damages caused to the runway, is also noted as a hazard.

The investigation uncovered that no official notification was issued/published to advise airmen of the official closure of the aerodrome due to disabled aircraft.

The investigation further uncovered that at the time of the incident, the Aeronautical Information Services (AIS), the department with responsibility for issuing notices to airmen to advise of aerodrome status was closed for business.

In accordance with the Bahamas Civil Aviation Authority Regulations Schedule 22, Subpart B, Section 22.239 and 22.3113:

- (a) The AIS Provider shall:
 - (1) designate a NOTAM Office (NOF) for the Bahamas; and
 - (2) operate the NOF on a 24-hour basis; and

22.3113 Hours of Operation

- (a) An AIS shall normally be provided on a 24-hour basis.
- (b) Where 24-hour service is not provided, service shall be available during the whole period an aircraft is in flight in the area of responsibility of an aeronautical information service, plus a period of at least 2 hours before and after such a period, or
- (c) available at such other time as may be requested.

Although the regulations requires 24 hrs. AIS operations or a varied schedule for the distribution of time sensitive Notices to Airman (NOTAM) information, AIS was not able to provide services as stipulated in amended hours of operation as per 22.3113(b). However, AIS procedure directive Doc Order 7120, dated November 9, 2013, between AIS and Nassau Flight Service Station, (a division of Air Traffic Control Services), makes provision for flight service station specialists to facilitate the distribution of time sensitive NOTAMS, during those periods AIS is not operational.

Despite the agreement in place, flight service station did not provide NOTAM information to effectively close the aerodrome following the incident which facilitated an aircraft landing on a runway where a hazard existed.

No safety recommendations were issued.

This Occurrence Bulletin contains facts which have been determined up to the time of issue. It is published to inform the aviation industry and the public of the general circumstances of accidents and serious incidents and should be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

Aircraft Accident Investigation Authority

All AAIA investigations are conducted in accordance with Annex 13 to the Convention on International Civil Aviation, and The Aircraft Accident Investigation Authority Act and Regulations. The sole objective of the investigation of an accident or incident under these Regulations is the prevention of future accidents and incidents. It is not the purpose of such an investigation to apportion blame or liability. Accordingly, it is inappropriate that AAIA reports should be used to assign fault or blame or determine liability, since neither the investigation nor the reporting process has been undertaken for that purpose.