

Short Investigation Bulletin

DATE: 19th September, 2023
REPORT: # OCC-2023/0030
AIRCRAFT REGISTRATION: N702SV
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:	21 st August 2023; 10:45 am local (1445 UTC)		
Location	Lynden Pindling International Airport, (MYNN), Nassau, Bahamas		
Persons on Board	Crew	4	Passengers 59
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	Serious Incident		
Occurrence type:	System Component Failure (Power-Plant)		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	ATR 72-212A, N702SV
Aircraft Serial #:	1553
Number and Type of Engine(s)	Two (2);P & W Canada PW127M
Type of operation:	Commercial
Information Source:	Occurrence Report Notification
Nature of Damage:	None

Occurrence Summary

On the 21st August, 2023 at approximately 10:45 am local time (1445 UTC), an ATR 72 aircraft with United States registration N702SV, operated by Silver Airways, was involved in an occurrence while enroute to the North Eleuthera Airport (MYEH), North Eleuthera, Bahamas.

The flight was operating as a US CFR Part 121 scheduled commercial flight and previously departed from the Fort Lauderdale International Airport (KFLA), Fort Lauderdale, Florida, USA with sixty-three (63) persons on board. The flight was conducted under Instrument Flight Rules (IFR).

According to the pilot in command of the aircraft, while enroute to MYEH and at a distance of approximately 32 nautical miles from the field, he observed a low oil pressure indication (left engine). He then declared an emergency with Nassau Approach control and was subsequently diverted to the Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

The aircraft landed safely on runway 14 at MYNN without further incident.

There were no injuries reported in relation to this occurrence. The weather at the time of the accident was Visual Meteorological Conditions (VMC) and not a factor.

There were no safety recommendations issued in relation to this occurrence.

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.

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.