

## Short Investigation Bulletin

**DATE:** 28<sup>th</sup> February 2024  
**REPORT #** OCC- 2024/0008  
**AIRCRAFT REGISTRATION:** N305ZA  
**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

<b>Date and Time of Occurrence:</b>	3 <sup>rd</sup> February 2024; 9:20 AM local (1420 UTC)		
<b>Location</b>	Exuma International Airport (MYEF), Exuma, Bahamas		
<b>Persons on Board</b>	<b>Crew</b>	2	<b>Passengers</b> 4
<b>Injuries:</b>	<b>Crew</b>	0	<b>Passengers</b> 0
<b>Commanders License:</b>	Commercial Pilot		
<b>Occurrence category:</b>	Fire/Smoke (Non-Impact)		
<b>Occurrence type:</b>	Serious Incident		
<b>Investigation status:</b>	Completed		

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Raytheon C90A, N305ZA
<b>Year of Manufacture &amp; Serial #:</b>	1996 S/N LJ-1439
<b>Number and Type of Engine(s)</b>	Twin, Pratt & Whitney PT6A-21
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	Occurrence Notification
<b>Nature of Damage:</b>	Smoke in Cockpit

## Meteorological Information

<b>Condition of Light:</b>	Day	<b>Conditions at Accident Site:</b>	VMC
<b>Observation Facility:</b>	MYNN	<b>Observation Time:</b>	1400 UTC
<b>Distance from Accident Site:</b>	120 NM	<b>Temperature/Dew Point:</b>	22°C/14°C
<b>Lowest cloud condition:</b>	FEW020	<b>Wind Direction/Speed:</b>	160/03KT
<b>Lowest Ceiling:</b>	FEW040	<b>Visibility:</b>	>6 statute miles
<b>Altimeter Setting:</b>	29.95 in. Hg	<b>Type of Flight Plan:</b>	Visual Flight Rules

## Occurrence Summary

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On the 3<sup>rd</sup> February 2024, at approximately 9:20 AM local time (1420 UTC), a Raytheon C90A aircraft with United States registration N305ZA, was involved in an occurrence after departing from the Deadman’s Cay Airport (MYLD), Long Island, Bahamas, enroute to the Palm Beach Int’l Airport (KPBI), West Palm Beach, FL, USA with six (6) persons on board (2 crew and 4 passengers).

The pilot in command reported that at approximately 9:20 am, while at a cruise altitude of 11,000 feet, he observed a strong “acidic” smell within the cockpit. The pilot then began to conduct checks in accordance with manufacturer’s procedures. After all appropriate checks were completed, the pilot noted that the strong scent had dissipated.

Taking further precaution, the pilot in command made the decision to declare an emergency with air traffic control and divert to the Exuma International Airport (MYEF), Exuma, Bahamas, which was the most suitable and nearest aerodrome at that time.

The aircraft landed 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 and not a factor in this occurrence.

A limited scope investigation was conducted; no safety message or 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.*

*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.*