



Tel: 1 (242) 377-0142, Fax: (242) 377-0272
24 hour: 1 (242) 376-1617, (242) 376-8334
Domestic Terminal
Unit A1.120
Lynden Pindling International Airport
P. O. Box CB11702
Nassau, N. P., Bahamas
Email: baaid@bahamas.gov.bs
Website: <https://www.baaid.org>

Short Investigation Bulletin

DATE: 29th January 2024
REPORT # OCC2024/0002
AIRCRAFT REGISTRATION: C6-EAR
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:	9 th January 2024; 2:30 pm local (1930 UTC)		
Location	Lynden Pindling Int'l Airport (MYNN), Nassau, Bahamas		
Persons on Board	Crew	2	Passengers 0
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport License		
Occurrence category:	Runway Excursion		
Occurrence type:	Serious Incident		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Saab 340A; C6-EAR
Serial #:	046
Number and Type of Engine(s)	Two Turbo-prop; General Electric CT7-5A2
Type of operation:	Commercial Cargo
Information Source:	Occurrence Report Notification
Nature of Damage:	Minor nose gear damages

Meteorological Information

Condition of Light:	Day	Conditions at Accident Site:	VMC
Observation Facility:	MYNN	Observation Time:	1900
Distance from Accident Site:	N/A	Temperature/Dew Point:	26° C/24° C
Lowest cloud condition:	FEW022	Wind Direction/Speed:	160/16G27KT
Lowest Ceiling:	SCT070	Visibility:	>6 statute miles
Altimeter Setting:	29.94 in. HG	Type of Flight Plan:	Instrument



Fig 1: Photo of C6-EAR off of Taxiway Hotel at MYNN

Occurrence Summary

On the 9th January 2024 at approximately 2:30 pm local (1930 UTC), a Saab 340A with Bahamas registration C6-EAR was involved in an occurrence (runway excursion), while at the Lynden Pindling International Airport (MYNN), Nassau, Bahamas. The aircraft was operated by Top Flight Aero Services, a provider of commercial cargo services, and was scheduled to depart for the Grantley Adams International Airport (TBPB), Christ Church, Barbados.

The flight crew of two (2) were the sole persons on board the aircraft at the time of the occurrence. It was reported by the pilot in command that during taxi on taxiway Hotel at MYNN, while positioning to the active runway 14 for departure, they observed a loss of hydraulic pressure.

Subsequently, the flight crew loss control of the aircraft as they were unable to steer the aircraft or use the braking system. The aircraft exited the paved surface of taxiway Hotel, to the left, and came to a stop in an area of grass after travelling a distance of some 98 feet from the edge of the paved surface of the taxiway, at a position of approximately 130 feet from the entrance of Apron 1 (Hotel 1).

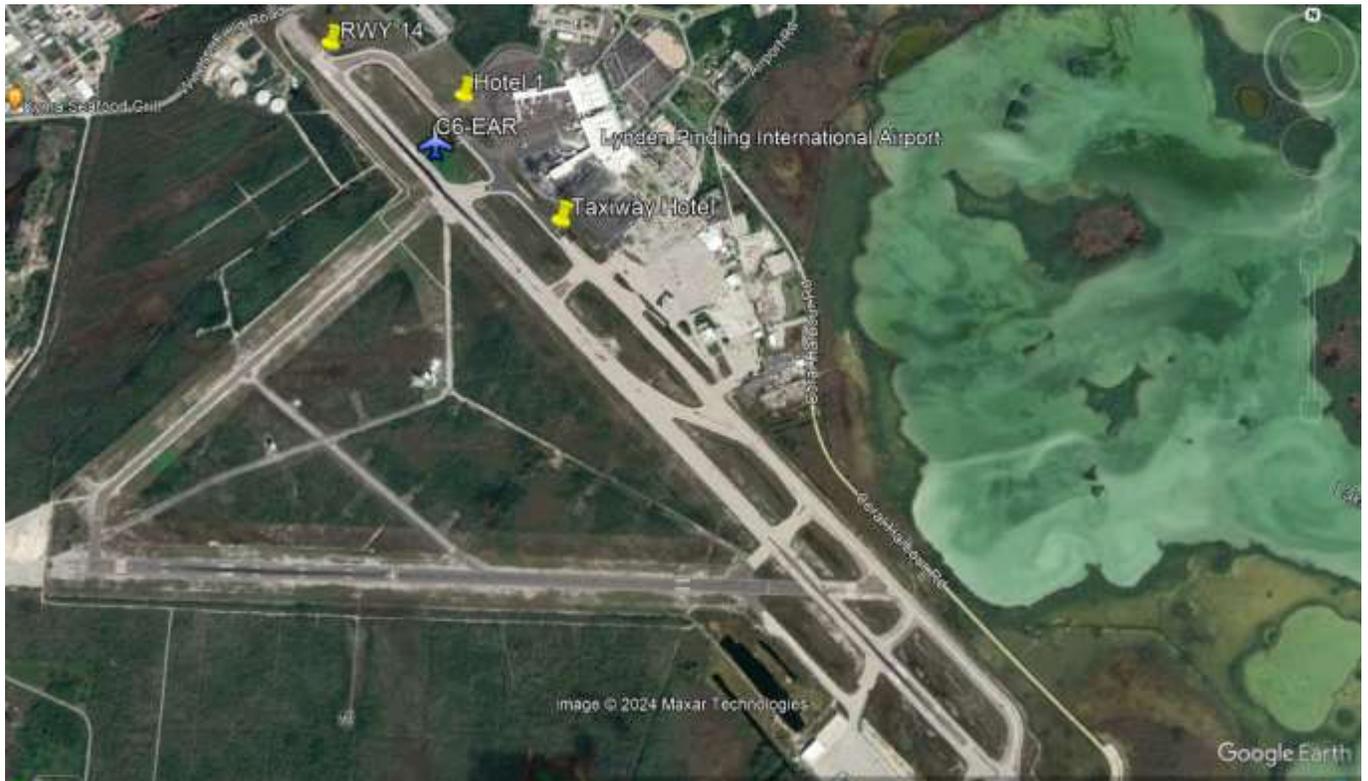


Fig.2: Imagery of aircraft position at MYNN after occurrence

Aircraft Accident Investigation Authority

The aircraft received minor damages to the nose landing gear. There were no injuries reported in relation to this occurrence. The weather at the time of the occurrence was visual meteorological conditions and not a factor.

Post-accident analysis and inspection of the aircraft hydraulic system was conducted, in accordance with the manufacturer's procedures, and revealed that a faulty relay switch was the root cause of the hydraulic pressure loss. The faulty switch was replaced with a serviceable part and the aircraft was subsequently returned to service. 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.