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## Short Investigation Bulletin

**DATE:** 4<sup>th</sup> April 2023  
**REPORT #** OCC-2023/0007  
**AIRCRAFT REGISTRATION:** C6-GAR  
**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>	16 <sup>th</sup> February, 2023; 7:00 AM Local	
<b>Location</b>	Lynden Pindling Int'l Airport (MYNN), Nassau, Bahamas	
<b>Persons on Board</b>	<b>Crew</b> 3	<b>Passengers</b> 29
<b>Injuries:</b>	<b>Crew</b> 0	<b>Passengers</b> 0
<b>Commanders License:</b>	Airline Transport Pilot	
<b>Occurrence category:</b>	System Component Failure (Non-Powerplant)	
<b>Occurrence type:</b>	Incident	
<b>Investigation status:</b>	Completed	

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Embraer 145LR/ C6-GAR
<b>Year of Manufacture &amp; Serial #:</b>	2002 S/N 145557
<b>Number and Type of Engine(s)</b>	Twin Engine/ Allison / Rolls-Royce AE3007A1
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	Notification
<b>Nature of Damage:</b>	None

## Occurrence Summary

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On the 16<sup>th</sup> February 2023, at approximately 7:00 am EST (1200 UTC), an Embraer 145LR with Bahamas registration C6-GAR, was involved in an occurrence after takeoff from the Lynden Pindling International Airport (MYNN), Nassau, Bahamas. The aircraft was enroute to the Grand Bahama International Airport (MYGF), Grand Bahama, Bahamas with thirty-two (32) persons on board.

It was reported by the pilot in command that shortly after departure from MYNN, he observed that upon retraction of the landing gear, the nose gear did not indicate a full up locked position. Upon completion of the Quick Reference Handbook procedures, a low approach over the airfield was performed in order to confirm that all of the landing gears were extended.

The aircraft landed safely without further incident.



**Fig. 1 Photo of C6-GAR courtesy of jetphotos.com**

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*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.*