

## Short Investigation Bulletin

**DATE:** 28<sup>th</sup> May 2025

**REPORT #** OCC- 2025/0009

**AIRCRAFT REGISTRATION:** C6-SAW

**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>	14 <sup>th</sup> April, 2025; 1:04 PM Local (1704 UTC)			
<b>Location</b>	Lynden Pindling International Airport (MYNN), Nassau, Bahamas			
<b>Persons on Board</b>	<b>Crew</b>	3	<b>Passengers</b>	47
<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/Malfunction (Power plant)			
<b>Occurrence type:</b>	Serious Incident			
<b>Investigation status:</b>	Completed			

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Embraer EMB-145LR; C6 SAW
<b>Year of Manufacture &amp; Serial #:</b>	2001; 145435
<b>Number and Type of Engine(s)</b>	Two (2) ; Rolls-Royce 3007A1 Turbofan
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	Occurrence Notification
<b>Nature of Damage:</b>	None

## Meteorological Information

<b>Condition of Light:</b>	Day	<b>Conditions at Accident Site:</b>	VFR
<b>Observation Facility:</b>	MYNN	<b>Observation Time:</b>	1700 UTC
<b>Distance from Accident Site:</b>	N/A	<b>Temperature/Dew Point:</b>	26°C/14°C
<b>Lowest cloud condition:</b>	CAVOK <sup>1</sup>	<b>Wind Direction/Speed:</b>	130°/08kt
<b>Lowest Ceiling:</b>		<b>Visibility:</b>	>6 Statute Miles
<b>Altimeter Setting:</b>	30.19 in. Hg	<b>Type of Flight Plan:</b>	Instrument Flight Rules

## Occurrence Summary

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On the 14<sup>th</sup> April 2025, at approximately 1:04 pm local time (1704 UTC), an Embraer EMB-145LR aircraft with Bahamian registration C6-SAW, operated by WesternAir as WST402, was involved in an occurrence shortly after departure from the Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

The aircraft destination was the New Bight International Airport (MYCB), New Bight, Cat Island, Bahamas. There were 3 crew members and 47 passengers on board.

According to the pilot in command, shortly after takeoff from MYNN passing through 5,000 feet, the flight crew heard a loud audible “bang” that came from the right engine that shook the aircraft and the flight crew observed the corresponding Turbine Inlet Temperature<sup>2</sup> increased significantly.

Subsequently, in accordance with emergency procedures as prescribed by the aircrafts’ manufacturer, steps were taken by the flight crew to shut down and secure the right engine. Air traffic control at MYNN were notified of the emergency situation and the requisite emergency personnel were informed.

The flight crew returned to MYNN where a safe landing was executed without further incident. There were no reported damages to the aircraft and no injuries were reported.

## Aircraft Maintenance

Aircraft registration C6-SAW, was manufactured by Embraer, model EMB-145LR with an aircraft serial number 145435. This aircraft was powered by Two Rolls-Royce turbo fan engines, engine model AE 3007.

The last recorded engine time of the Right Engine, serial number CAE311249, Time Since New was 42,579 hrs, Engine Cycles since New was 38,521 and the last shop visit was at 699.3 hrs. These times were noted on the date of occurrence April 14<sup>th</sup> 2025.

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<sup>1</sup> **CAVOK** – The National Meteorological Institute classifies CAVOK as “Clouds and Visibility OK” which in specific terms means that visibility is 6 miles or more, there are no clouds below 5000 feet or the Minimum Sector Altitude (whichever is greater) and no cumulonimbus clouds are present.

<sup>2</sup> **Turbine Inlet Temperature** - (TIT) is the temperature of the combustion chamber exhaust gases as they enter the turbine unit.

The AAIA received documentation of the aircraft maintenance records taken on April 16<sup>th</sup> 2025 where it was noted that C6-SAW #2 engine visual inspections were normal, the fan rotor spanned freely and the N2 Train/Shaft seized.

Review of records provided, revealed compliance with the manufacturers' maintenance manual/Inspection report. The inoperative engine was replaced with newly overhauled one, serial number CAE311982, in accordance with said manuals.

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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.*