


# SAFETY RECOMMENDATION SI-19-00008

## Details



Synopsis	<p>On 22 September 2018 around 7:00am, a near mid-air collision occurred over runway 14/32 at Lynden Pindling Int'l Airport when two aircraft simultaneously departed the same runway, from opposite ends, headed toward each other. Based on the tower log, at 11:04:41Z aircraft C6-JEF, a Piper Aztec, piston-driven aircraft, operated by a private operator, was given instructions to depart runway 27 from Kilo intersection at Lynden Pindling Int'l Airport, and continue on course to its destination of Great Harbor Cay, in the Berry Islands. Eight seconds later at 11:04:49Z, C6-KID, a SF-340 turbo-prop aircraft, operating as WST 701, was given instructions to depart from the threshold of runway 14, with instructions for a left turn after departure, destination Freeport, Grand Bahama. Although instructions were issued to C6-JEF to depart runway 27 at Kilo intersection, despite acknowledging instructions for runway 27 departure, C6-JEF taxied onto and departed runway 32, from intersection Lima, contrary to issued instructions. Both aircraft eventually commenced takeoff roll headed toward each other. C6-JEF became airborne first and came into view from security camera footage at time 7:04:34am<sup>2</sup>, approximately midway between Bravo and Delta taxiways and appeared to be approximately 50 ft. in altitude when it was first observed. Approximately 12 seconds had elapsed since C6-JEF came into view during his climb out, before C6-KID was observed on camera footage passing taxiway Echo at 7:04:46am, commencing his take off roll, from the opposite direction, on runway 14, headed southwest. C6-KID rotation occurred just prior to taxiway Delta, slightly abeam the aircraft crash and rescue fire station, at 7:04:53am. By the time C6-KID rotated and became airborne, C6-JEF had already disappeared above him and out of camera range. The near mid-air collision occurred adjacent to the Control Tower and Apron 5, out of camera range. Aircraft separation height over the runway unknown. Neither aircraft was aware of their close proximity or conflict possibility until advised by ATC. It is noted that aircraft C6-CAB was also on the active runway, lined up behind C6-KID, at the time of this incident.</p>
Recommendation	<p>To the Bahamas Air Navigation Services Division (BANSD). The AAIA recommends that BANSD should address the practice of dual position assignment by one controller during busy periods of the day, unless there is additional manpower to assist with entries required of its new system. BANSD Inquiry board also concluded that there is an overload of an individual required to be responsible for two position and frequencies during high traffic periods with having to man the frequencies, observe and instruct traffic and enter information into the new traffic management system.</p>
Original Recommendation Transmittal Letter	<p>  Safety Recommendation Recommendation AccC6-KID - C6-JEF BANS</p>
Overall Status	Closed – Acceptable Action
Location	Nassau Bahamas


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## Details


Accident Number	A19-000002
Accident Report	Near Mid Air Collision
Accident Date	22 <sup>nd</sup> September, 2018
Issue Date	2 <sup>nd</sup> June, 2019
Date Closed	12 <sup>th</sup> April, 2021
Addressee(s)	Mr. Lenn King – Director – Bahamas Air Navigation Services Authority (BANSAs)
Addressee(s) Response	Closed – Acceptable Action

## Safety Recommendation History

From	AAIA
To	BCAA
Date	2 <sup>nd</sup> June, 2019
Response	  Safety Recommendation Recommendation AccC6-KID - C6-JEF BANS

From	BANSD
To	AAIA
Date	28 <sup>th</sup> September, 2020
Response	 Safety Recommendations - Response from BANSD.pdf

From	AAIA
To	BANSD
Date	14 <sup>th</sup> January, 2021
Response	 BANSD SR Response from AAIA.pdf



From	AAIA
To	BANSD
Date	3 <sup>rd</sup> March, 2021
Response	 E-mail Correspondence AAIA to BANSD.pdf

From	AAIA
To	BANSD
Date	31 <sup>st</sup> March, 2021

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## Details

Response	 E-mail Correspondence AAIA to BANSD (a).pdf
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From	AAIA
To	BANSA
Date	8 <sup>th</sup> April, 2021
Response	 Safety Recommendations - Response from BANSA.pdf  BANSA Safety Recommendation Response(1).pdf