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Short Investigation Bulletin

DATE: 26th October 2023
REPORT # OCC - 2023/0028
AIRCRAFT REGISTRATION: N122AW
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:	19 th August 2023; 10:30 am local (1430 UTC)			
Location	North Eleuthera Int'l Airport (MYEH), Eleuthera, Bahamas			
Persons on Board	Crew	1	Passengers	6
Injuries:	Crew	0	Passengers	0
Commanders License:	Airline Transport Pilot			
Occurrence category:	MAC – Near miss			
Occurrence type:	Serious Incident			
Investigation status:	Complete			

Aircraft Details

Aircraft Type and Registration:	Piper PA-31-350; N122AW
Year of Manufacture & Serial #:	1976; 32-7652135
Number and Type of Engine(s)	Twin, Lycoming TIO-540 SER
Type of operation:	Commercial
Information Source:	Notification
Nature of Damage:	None

Occurrence Summary

On the 19th August 2023, at approximately 10:30 am local (1430 UTC), a Piper PA-31-350 aircraft with United States registration N122AW, operated by Aztec Airways as flight AZY 422, was involved in a near miss event at the North Eleuthera International Airport (MYEH), Eleuthera, Bahamas. The flight was operated as a Title 14 Code of Federal Regulations Part 135 commercial flight. The other aircraft involved was a Cessna Citation 680A with United States registration N108BM.

It was reported that while N108BM was established on final approach (< 5 miles) for runway 07 at MYEH, N122AW was taxied onto the active runway to position for departure to the Fort Lauderdale International Airport (KFLI), Florida, USA.

Subsequently as a result, the pilot in command of N108BM aborted the approach and executed a go round maneuver. The pilot in command of N122AW then exited the runway and taxied back to the ramp area. After which, N108BM reestablished the approach and was able to land without further incident.

In the aftermath of the event, based on reports received, it would appear that miscommunication may have contributed to the occurrence.

The weather at the time of the occurrence was Visual Meteorological Conditions (VMC) and not a factor. There were no injuries reported and there was no damage to the aircraft involved.

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.