



C6-BFW Preliminary Occurrence Report

Release Date 27th September 2024

Location	Occurrence Number
North Eleuthera International Airport (MYEH), North Eleuthera, Bahamas	OCC-2024/0042
Occurrence Date & Time	Registration
28 th August, 2024 12:12pm local (1612 UTC)	C6-BFW
Aircraft Make/Model	Serial Number
ATR-GIE Avions de Transport Regionale ATR-72-600(212A)	MSN 1436
Flight Conducted Under	Occurrence Category
Visual Flight Rules	Serious Incident

Information:

Narrative:

On the 28th August 2024 at approximately 12:12 pm local (1612 UTC), an ATR-72-600 with Bahamas registration C6-BFW, operated by Bahamasair as Flight BHS363, was involved in an occurrence during takeoff roll from the North Eleuthera International Airport (MYEH), North Eleuthera, Bahamas.

The aircraft had a total of 74 persons on board (4 crew/70 passengers) and was enroute to the Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

During takeoff roll at MYEH, prior to reaching V_1^1 speed, the flight crew observed all five (5) display units go blank. After which, the flight crew then observed the Master Caution and Master Warning lights illuminated. Subsequently a decision was made to abort the takeoff, with the pilot in command issuing the command “Abort” followed by action to position both power levels to flight idle then max reverse thrust and the application of max braking.

¹ V_1 - the maximum speed in the takeoff at which the pilot must take the first action (e.g., apply brakes, reduce thrust, deploy speed brakes) to stop the airplane within the accelerate-stop distance



C6-BFW Preliminary Occurrence Report

Release Date 27th September 2024

The decision to abort was taken at a speed of approximately 90 knots.

After coming to a stop, the flight crew observed that all five (5) display units came back on. The aircraft was then taxied back to the ramp area where the Brake Hot Caution light was observed illuminated. While conducting checks of the aircraft, the flight crew observed that the number 1 and 2 tires were deflated.

There were no injuries reported in relation to this occurrence.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

Aircraft and Owner / Operator Information:

Aircraft Manufacturer

ATR-GIE Avions de
Transport Regionale

Registration

C6BFW

Model / Series

ATR-72-600

Aircraft Category

Transport

Registered Owner

Bahamasair Holdings
Limited

Air Carrier

**Operating
Certificate**
Yes

Meteorological Information and Flight Plan:

Conditions at Accident site

Visual Meteorological
Conditions

Condition of Light

Day

Observation facility

Lynden Pindling Int'l
Airport (MYNN), Nassau,
Bahamas

Observation Time

1600 UTC



C6-BFW Preliminary Occurrence Report

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Distance from Site

50 nautical miles

Temp /Dewpoint

31 °C/24 °C

Lowest Cloud Condition

FEW015CB

Wind Speed / Gust**Direction**

130/12 knots

Lowest Ceiling

BKN025

Visibility

>6 statute miles

Altimeter Setting

30.11 in. Hg

Type of flight Plan**Filed**

Visual Flight Rules

Departure Point

North Eleuthera Int'l Airport
(MYEH), North Eleuthera,
Bahamas

Destination

Lynden Pindling Int'l
Airport (MYNN),
Nassau, Bahamas.

Wreckage and Impact Information:

Crew Injuries

None

Aircraft Damage

Number 1 and 2 tires

Passenger Injuries

None

Aircraft Fire

None

Ground Injuries

None

Aircraft Explosion

None

Total Injuries

None

Latitude, Longitude

25°28'34"N 76°40'57"W



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Administrative Information:

Investigator in Charge

Saint-Tino Morley

Additional Information

Accredited Representative

Erell Verleyen - Bureau of Inquiry
and Analysis for Civil Aviation
Safety (BEA)

Publishing information

Aircraft Accident Investigation Authority
Lynden Pindling International Airport
Domestic Terminal
Unit A1.120
P. O. Box CB-11702
Nassau N. P., Bahamas
Tel: 1 (242) 376-1617 or (242) 376-8334
Fax: (242) 377-0272
Email: baaid@bahamas.gov.bs
Website: <http://www.baaid.org>

About the AAIA

The Aircraft Accident Investigation Authority (AAIA) is the independent accident investigation agency under the Bahamas' Ministry of Energy & Transport (MOET) charged with the responsibility of investigating all aviation accidents and serious incidents in the Bahamas.

The AAIA does not investigate for the purpose of apportioning blame or to provide a means for determining liability.

The AAIA performs its functions in accordance with the provisions of the Aircraft Accident Investigation Authority Act 2019 and Regulations 2021, International Civil Aviation Organization (ICAO) Annex 13 and, where applicable, relevant international agreements.