

Short Investigation Bulletin

DATE: 20th April, 2020
REPORT # AO-20-000005
AIRCRAFT REGISTRATION: N179JB
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:	17 th February, 2020; 4:40 PM		
Location:	Lynden Pindling International Airport, New Providence, Bahamas		
Persons on Board:	Crew	5	Passengers 51
Injuries:	Crew		Passengers
Commanders License:	ATPL		
Occurrence category:	Incident		
Occurrence type:	Fire- Non Impact		
Investigation status:	Final Report Complete		

Aircraft Details

Aircraft Type and Registration:	EMBRAER ERJ 190-100 IGW, N179JB
Year of Manufacture & Serial #:	2005, 19000006
Number and Type of Engine(s)	2, Turbo-fan
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	None

Occurrence Summary

On the 17th February, 2020 at approximately 4:40 PM, an Embraer ERJ 190 aircraft with United States registration N179JB operated by JetBlue Airways, experienced a tail pipe fire while parked at the gate at the Lynden Pindling International Airport, New Providence, Bahamas (MYNN).

The aircraft was preparing to depart MYNN with fifty six (56) souls on board.

According to the pilot, while initiating the engine start up at Gate C-40 at MYNN, the aircraft experienced a tail pipe fire while parked at the gate. Pilot then initiated an engine shutdown and then "dry motored" the engine to blow it out.

There were no injuries reported and the aircraft received no damages.

The AAIA conducted a limited scope investigation and no safety recommendations were issued.

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.