


SAFETY RECOMMENDATION SR18-007

Details


Synopsis	<p>On the 12th January at approximately 11:30 am LCL, Piper Aztec N222AH was involved in an occurrence near the Great Harbour Cay Airport, Berry Islands, Bahamas. The aircraft departed the Chub Cay Airport, Berry Islands with 5 souls on board, (1 Crew, 4 passengers) enroute to Grand Bahama International Airport.</p> <p>While enroute, the pilot experienced a right engine failure that resulted in a significant loss of altitude. As the aircraft was unable to maintain altitude on the left engine alone, the pilot decided to divert and attempt a landing at nearby Great Harbour Cay airport.</p> <p>However, with the continued loss in altitude the pilot opted to execute a controlled landing in an area of mangroves approximately 1 miles South of the Great Harbour Cay Airport to avoid crashing into trees that were between his position and the runway at Great Harbour Cay.</p> <p>The pilot of the aircraft was the only occupant to receive injuries (minor) and the aircraft received damages as a result (extent unknown). All occupants were able to walk to the main land of Great Harbour Cay where they were assisted by locals. Due to the inaccessibility of the crash site, the AAID is unable to conduct the on-site phase of the investigation.</p>
Recommendation	<p>To the Bahamas Civil Aviation Authority. The Air Accident Investigation Department recommends that the Bahamas Civil Aviation Authority Increase surveillance of the general aviation sections and institute a plan of action to ensure all Bahamas citizens who are owners or operators of foreign registered aircraft are in possession of required Bahamas issued license.</p>
Original Recommendation Transmittal Letter	 <p>Safety Tracking (SI-18-004).pdf</p>
Overall Status	Closed – Exceeds Recommended Action ¹
Location	Nassau Bahamas
Accident Number	A18-00003
Accident Report	Engine failure Inflight
Accident Date	12 th January, 2018
Issue Date	12 th February, 2018
Date Closed	27 th July, 2018
Addressee(s)	Captain Charles Beneby – Director General
Addressee(s) Response	Closed Exceeds Recommended Action



Safety Recommendation History

From	AAIA
To	BCAA
Date	12 th February, 2018

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Response	 Safety Tracking (SI-18-004).pdf
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From	BCAA
To	AAIA
Date	17 th January, 2018
Response	  BCAA SOD Response.pdf BCAA to FAA.pdf

Response Summary	<ol style="list-style-type: none"> 1) The BCAA, SOD has engaged the assistance of the Federal Aviation Administration to assist in the investigation of N222AH. Please see the attached letter from SOD Chief Operations to FAA IFO Manager Mr. James Jelinski (Ref#-Control # 18-000989); 2) Heighten surveillance activities at General Aviation – (three (3) daily shifts @ 6am, 9am and 2pm); 3) Surveillance Operations at Family Island Airports with the assistance of Royal Bahamas Defence Force that provided transport – (FI Airports visited thus far between January to July 2018 – Marsh Harbour, North Eleuthera, San Salvador, San Andros, Freeport, Governors Harbour, Cat Island, Exuma, Rock Sound, South Bimini and Long Island); 4) Joint Operation with the Federal Aviation Administration and Safety Oversight Department at LPIA and General Aviation (One (1) Operation held as of July 2018); 5) Holiday Operations Surveillance activities at (LPIA and Marsh Harbour Airports); 6) Quarterly Industry Meeting/Information Sessions (Three meetings conduct since January 2018 (Next Industry meeting schedule for July 24th, 2018); 7) Launch of revamped Single Pilot Air Operator Certificate and Economic Process (Initiative will provide illegal operators in The Bahamas with an opportunity to qualify through Technical Certification); 8) Establishment of an Aviation Industry Working Group (Meetings will involve representatives from Royal Bahamas Defence Force, Royal Bahamas Police Force, Customs, Immigration, Airport Authority, Bahamas Air Navigations Services Division, and Island Administrators to develop innovative ways to reduce illegal activities throughout The Bahamas at its Airports) This will assist with the Authority will surveillance activities at the airports. Note: The BCAA, SOD are looking to implement other initiatives with the goal of reducing illegal operations throughout The Bahamas at its Family Island Airports); 9) ICAO clearly indicates it's the sole responsibility of the operator of the aircraft to have in its personal possession a valid medical and license, while operating an aircraft whether private or commercial. The license is only valid based on a current medical. This is a global issue whereby ICAO States find it challenging to check ALL aircraft operating
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	<p>within its airspace, for pilot's current medical and licenses for category class and type. ICAO since the 37th General Assembly notes the importance of accountability and as such the responsibility is that of the pilot to ensure he has the correct documentation while operating any aircraft for personal or commercial use.</p> <p>10) It has always been a practice by the former Civil Aviation Department and that of the BCAA, that ALL New License holders familiarize themselves with the legislation and regulations governing Aviation within The Bahamas. It is customary by the Personnel Licensing Office to provide the website (www.bcaa.gov.bs) information where regulations and legislations are readily available for review. It's important to note that the PEL Office also provides the new license holder with the Cabinet Office (Government Publication) information where the REGs and LEGs can be purchased. The BCAA, SOD agrees a knowledge and skill test should be implemented and are in the process of coordinating with an ICAO Member State on the development and establishment of a testing bank.</p> <p>A secondary measure has been developed until the testing bank is complete, which is noted below :-</p> <p>BCAA Safety Oversight Department is in the process of developing an interim law test to commence October 1st, 2018</p> <ul style="list-style-type: none">➤ All New license holders will be required to complete an Air Law exam facilitated by the Personnel Licensing Section;➤ Existing licensed holders will need to complete Air Law exam within two (2) years following the launch on October 1st, 2018;➤ The BCAA, SOD will issue an Electronic Bulletin to the Industry and will utilize the ZNS Community Page of the new requirement; and <p>11) At this time it is not prudent for the Authority to discontinue the issuance of converted and validated licenses, as it is normal practice to ensure the applicants are aware and access the laws and regulations governing Aviation within The Bahamas.</p> <p><i>NOTE ONLY BAHMIAN CITIZENS LICENSES ARE CONVERTED PENDING VERIFICATION FROM THE ISSUING STATE AND SUPPORTING DOCUMENTS. ALL FOREIGN NATIONALS LICENSES ARE VALIDATED PENDING VERIFICATION FROM THE ISSUING STATE AND RECEIPT OF SUPPORTING DOCUMENTATION.</i> Upon issuance of licenses <u>ALL</u> applicants are provided the website and publications information. The Authority will seek to implement an added measure through the execution of testing, which is highlighted in detail in response item # 10.</p>
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From	AAIA
To	BCAA
Date	27 th July, 2018
Status	Closed – Exceeds Recommended Action
Response	

From	
To	
Date	
Response	

From	
To	
Date	
Response	

¹ Closed – Exceeds Recommended Action – Response by recipient indicates action on the safety recommendation has been completed. The action taken surpasses what the AAIA envisioned.