



URGENT SAFETY RECOMMENDATIONS

REQUIRES IMMEDIATE ACTION

ALERT # **SR-17-002**

ORIGINAL ALERT # **SI-17-00026**

TO: Captain Charles Beneby - Director General BCAA

CC: Hon. Dionisio D'Aguilar - Minister of Tourism & Aviation

DATE: April 24, 2017

PURPOSE: **Differences Training Program**

In accordance with Annex 13 to the Convention on International Civil Aviation, Aircraft Accident and Incident Investigation, International Standards and Recommended Practices, Chapter 6, Paragraph 6.8 and the Bahamas Civil Aviation (Investigations of Accident and incidents Investigations) Regulations 14 (3), *"At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety."*

In light of the above, the following has been uncovered during the investigation of the accident involving aircraft C6-HBW, which occurred on February 7th, 2017 at Freeport, Grand Bahama, Bahamas.

Information uncovered:

Post analysis of flight crew training information gathered in the investigation of the accident involving C6-HBW have uncovered the captain of the accident aircraft was given training based on the difference training program approved for Western Air Limited, whereas he should have been given training in line with an initial training approved syllabus.

A difference training program is a reduced training curriculum given to crew who operate one particular aircraft type and now will transition to a different aircraft type of the same variant type of aircraft. (Example, training between the SF340A vs SF 340B models / BE1900C vs BE1900 D). Investigation uncovered that Western Air Limited only operate the SF340A aircraft and therefore should not be approved to also train on the SF340B model as the aircraft is not part of the company fleet. This difference can create confusion especially during periods of heightened stress such as an emergency, especially as the crew does not fly the B model aircraft at all, as is evident in the cause of this accident.

Bahamas Air Accident Investigation Department

Investigation also uncovered that this pilot was recently hired by Western Air Limited from an operator where he flew primarily the SF340B aircraft and now was training to fly the SF340A aircraft which is the only aircraft type in the fleet of Western Air Limited. Additionally, this pilot should have been trained using an initial flight and ground training curriculum, as he is a new employee of Western Air Limited. Instead he was trained using the reduced training curriculum (difference).

The authority (BCAA) after review and evaluation of documents submitted by one operator can grant a reduction in flight and ground training requirements, if the operator can prove the applicant has indeed completed a full training program with the previous operator. However, a review of the Operator file kept by the authority (BCAA) did not reveal any such request for reduction or any grant of waiver for a reduction for this applicant and therefore an initial training curriculum should have been used.

Safety Recommendation Proposed:

Based on information uncovered, the following safety recommendation is being advanced:

- The BCAA should ensure that the difference training program previously approved for Western Air Limited be cancelled as they do not meet the requirement that warrants a difference training curriculum.

Please note: In accordance with Civil Aviation (Investigations of Accident and Incidents) Regulations 14 (4) (a), (bi), (bii) and (c) An undertaking or authority to which a safety recommendation is communicated pursuant to paragraph (1) shall, without delay —

- (a) take the safety recommendation into consideration and, where appropriate, act upon it;
- (b) send to the Chief Investigator one of the following —
 - (i) full details of the measures, if any, it has taken or proposes to take to implement the recommendation without delay and, where it proposes to implement measures, the timetable for securing that implementation;
 - (ii) a full explanation as to why the recommendation is not to be the subject of measures to be taken to implement it; and
- (c) give written notice to the Chief Investigator where at any time information provided to him pursuant to sub-paragraph (b)(i), concerning the measures it proposes to take or the timetable for securing their implementation, is rendered inaccurate by any change of circumstances.