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Short Investigation Bulletin

DATE: 6th November 2020
REPORT # AO- 20-000277
AIRCRAFT REGISTRATION: C6-EDD
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:	6 th October 2020; 11:30 AM			
Location	Lynden Pindling International Airport, Nassau, Bahamas			
Persons on Board	Crew	1	Passengers	3
Injuries:	Crew	0	Passengers	0
Commanders License:	Airline Transport Pilot			
Occurrence category:	Incident			
Occurrence type:	Systems Component Malfunction (Non-Power plant)			
Investigation status:	Completed			

Aircraft Details

Aircraft Type and Registration:	PA23-250; C6-EDD
Year of Manufacture & Serial #:	1979, 27-7954042
Number and Type of Engine(s)	Two;
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	Damage to nose landing gear, aircraft main frame

Occurrence Summary

On the 6th October 2020, at approximately 11:30 AM EDT, a Piper Aztec aircraft with Bahamian registration C6-EDD operating under AOC Certificate Holder Dove Wings Charter, experienced a nose gear landing malfunction at the Lynden Pindling International Airport (MYNN) while maneuvering in the vicinity of Apron 5.

The on-demand commercial flight was preparing to depart MYNN enroute to the Grand Bahama International Airport (MYGF) with a total of four souls (1 crew, 3 passengers) on board. The pilot advised that while maneuvering in the area of Apron 5 and taxiing toward Taxiway Hotel (H), after falling in a pot hole, he felt the aircraft pitch forward and he subsequently realized that the nose gear had failed.

There were no injuries reported in relation to this occurrence. The weather at the time of the accident was visual meteorological conditions and a limited scope investigation was conducted.



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.

Aircraft Accident Investigation Authority

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.