



SAFETY RECOMMENDATION SR16-00001

Details

Synopsis	<p>On January 2, 2016 at around 3:35pm, a Beech 1900 aircraft with 21 souls on board, upon touching down on Runway 10 at the Deadman's Cay Airport at Deadman's Cay, Long Island encountered a situation where a blue Hyundai Accent vehicle crossed the active runway forcing the aircraft to apply all braking and reverse action to avoid a collision with the vehicle.</p> <p>According to the pilot after applying maximum braking and reverse thrust to avoid the collision with the vehicle, the stopping distance between the vehicle and aircraft was approximately 200 to 300 feet. Had the runway been wet or the aircraft's reverse or braking action been compromised, the potential for a catastrophic event was very high. The safety risks associated with this action must be addressed</p>
Recommendation	<p>The Air Accident Investigation Department recommends:</p> <ol style="list-style-type: none">1. The Flight Standards Inspectorate, ensure all operators that use this airport for scheduled air service must be required to establish;<ol style="list-style-type: none">a) a process to identify actual and potential safety hazards and assess the associated risks;b) a process to develop and implement remedial action necessary to maintain an acceptable level of safety; andc) provision for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities.<ol style="list-style-type: none">a. Such actions by operators can include;<ol style="list-style-type: none">i. Supplying their ground staff with radio or other appropriate communication devices where aircraft to ground position can be ascertained.ii. During times of published arrivals or departures, aviation personnel can ensure with the aid of police or other authority figure, that all vehicles that cross the runway at the regular spot where this incident occurred, are notified to remain in place until the aircraft have landed and parked safely or departed safely.iii. A runway inspection is accomplished to ensure that animals are not in the immediate vicinity of the active runway when aircraft are expected.2. Additionally, The Civil Aviation Department with responsibility of out island airports, can as required by Bahamas Civil Aviation Regulation Schedule 21, 21.567 ensure that uncertified aerodromes be subjected to some of the same stringent requirements for ground vehicle and pedestrian usage as those required for certified aerodromes. As this airport in particular (MYLD) is frequented by operators on a scheduled basis, these restrictions should include;

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	<p>(1) limiting access to the aerodrome operational area to those ground vehicles that are necessary for aerodrome and aircraft operations;</p> <p>(2) when an aerodrome control service is in operation at the aerodrome, provide adequate procedures for the safe and orderly access to, and operation on the aerodrome operational area of, ground vehicles and ensure that the procedures provided mandate that –</p> <ul style="list-style-type: none"> (i) each ground vehicle operating on the aerodrome operational area is controlled by two-way radio communications between the vehicle and the aerodrome control service; (ii) if a ground vehicle has no radio, it is accompanied by an escort vehicle with two-way communications with the aerodrome control service; or (iii) if it is not practical to have two-way radio communications or an escort vehicle, adequate measures such as signs, signals or guards for controlling the vehicle are taken. <p>(3) when an aerodrome control service is not in operation at the aerodrome, provide adequate procedures to ensure that ground vehicles operating on the aerodrome operational area are controlled by signs or prearranged signals;</p> <p>(4) ensure that each employee, tenant, or contractor who operates a ground vehicle on any portion of the aerodrome which has access to the aerodrome operational area is familiar and complies with the procedures for the operation of ground vehicles; and</p> <p>(5) ensure that each employee, tenant or contractor who operates on the aerodrome maneuvering area has training related to the safety precautions to prevent runway incursions.</p>
Original Recommendation Transmittal Letter	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  SR-001 MYLD Near Miss.doc.pdf </div> <div style="text-align: center;">  1-21-2016 Corrective Action to SR-001 MYL </div> </div>
Overall Status	Closed – Acceptable Actionⁱ
Location	Deadmans Cay, Long Island, Bahamas
Accident Number	SA16-00001
Accident Report	VOLVON – Near Miss on Surface
Accident Date	2 nd January, 2018
Issue Date	16 th January, 2016
Date Closed	27 th January, 2016
Addressee(s)	Mr. Dudley Pratt – CM Superintendent
Addressee(s) Response	Closed – Acceptable Action

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Safety Recommendation History

From	AAIA
To	BCAA
Date	16 th January, 2016
Response	  SR-001 MYLD Near 1-21-2016 Corrective Miss.doc.pdf Action to SR-001 MYL

¹ Closed – Acceptable Action – Response by recipient indicates action on the safety recommendation has been completed. The action complies with the safety recommendation.