



Safety Recommendations

Date: February 6, 2019

In reply refer to: SI-19-00004 thru 19-00010

Mr. Lenn King
Manager - Air Traffic Operations
Bahamas Air Navigation Services Division (BANSD)

The Air Accident Investigation Department is an independent accident investigation authority mandated by the Government of the Bahamas with investigating aviation accidents and incidents and determining their probable cause, and making recommendationsⁱ to prevent similar accidents or incidents from occurring.

We are providing the following information to urge your organization to take action on the safety recommendations in this letter. The AAID is vitally interested in any action taken on these recommendations because they are designed to prevent accidents and save lives.

These recommendations addresses air traffic control procedures, personnel licensing, medical certification and record keeping procedures. These recommendations are derived from the AAID's investigation of the near midair collision (file number A18-000025) between aircraft C6-JEF and C6-KID which occurred on 22 September, 2018, at Lynden Pindling Int'l Airport on Runway 14/32. These recommendations are supported by the evidence that were found and the analysis performed.

As a result of this investigation, the following recommendations are made to the Bahamas Air Navigation Services Division (BANSD):

SI-19-00004

The AAID recommends that BANSD institute polices to address controllers medical certificate validity.

Beside the controller in question, may other controllers were found to be operating without a current medical certificate in contravention to CAGR Schedule 8.

SI-19-00005

The AAID recommends that a process be put in place to insure ATC duty schedulers are aware of the medical status of ATC personnel prior to scheduling them for active duty.

At the time of the investigation BANSD did not have a procedure or policies to address determination of controllers' medical certificate validity

SI-19-00006

The AAID recommends BANSD liaise with BCAA to ensure all personnel are issued required ATC licenses.

At the time of this incident no air traffic controller was in possession of air traffic control licenses as required by CAGR Schedule 8 when carrying out those air traffic functions.

SI-19-00007

Recommendation is made that ANS refresher classes are conducted on a more structured and frequent basis.

(From review of air traffic controller training records, no refresher course or training was delivered to this controller since 2007, (more than 11 years)).

SI-19-00008

BANSD should address the practise of dual position assignment by one controller during busy periods of the day, unless there is additional manpower to assist with entries required of its new system.

Inquiry board also concluded that there is an overload of an individual required to be responsible for two position and frequencies during high traffic periods with having to man the frequencies, observe and instruct traffic and enter information into the new traffic management system.

SI-19-00009

Recommendation is also made that refresher classes are conducted on the AIRCON2100 Traffic management system for all controllers using the system.

Again based on inquiry board investigation it is evident recurrent training is required of all controllers required to operate the new traffic management system

SI-19-00010

Recommendation is made that BANSD address the manpower shortage or institute a shift system as outlined in recommendation from the inquiry board, as this shortage of manpower and the increased workload on a single controller to be responsible for combined positions and frequencies during busy periods is a serious safety risk

Work overload is a critical component that can lead to an accident or incident that can have dire consequences, therefore BANSD is required to institute ways to eliminate or control the incidence of dual frequencies or combined position by a single controller during heavy traffic periods.

As a result of this investigation, the AAIA has issued (10) safety recommendations;

- (3) are addressed to the Safety Oversight Department (SOD) of the BCAA; and
- (7) are addressed to the Bahamas Air Navigation Services Division (BANSD)

The AAIA would appreciate a response from you within 90 days addressing the actions you have taken or intend to take to implement these recommendations. In your response to the recommendations in this letter, please refer to safety recommendations by number. If you need additional information you may call 397-5513 or 397-5509.

Regards



Delvin R. Major
Chief Investigator of Air Accidents

Cc: Mr. Dionisio D'Aguiar Minister – Tourism and Aviation
Mr. Keith Major – General Manager (BANSD)
Mr. Frederick Lightbourne – Manager Standards and Procedures

ⁱ 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 Air Accidents and Incidents) Amendment Regulations 1.460(a) ***"At any stage of the investigation of an accident or incident, the AAID shall, in a dated transmittal correspondence recommend to the appropriate authorities, including those in other States, those persons or organizations of the aviation community that have a direct interest in the safety issue that was the basis for the safety recommendation as well as to other members of the aviation community who would benefit from the information, any preventive action that the AAID considers necessary to be taken promptly to enhance aviation safety."***