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Short Investigation Bulletin

DATE: February 28, 2020
REPORT # AO-19-000042
AIRCRAFT REGISTRATION: N700HL
INVESTIGATION STATUS: Complete

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:	26 th June 2020, 11:02 PM		
Location	Leonard Thompson International Airport, Marsh Harbour, Abaco		
Persons on Board	Crew	1	Passengers
Injuries:	Crew	0	Passengers
Commanders License:	Private Pilot		
Occurrence category:	Other		
Occurrence type:	Serious Incident		
Investigation status:	Complete		

Aircraft Details

Aircraft Type and Registration:	Socata TBM 700, N700HL
Year of Manufacture & Serial #:	2004; 281
Number and Type of Engine(s)	1; PT6A-64
Type of operation:	Private
Information Source:	Field Investigation
Nature of Damage:	None

Occurrence Summary

On the 26th June 2019, at approximately 11:02 AM, Socata TBM 700 aircraft with registration N700HL landed on closed Taxiway Hotel at the Leonard Thompson International Airport (MYAM), Marsh Harbour, Abaco after being cleared to land on Runway 27 by air traffic control.

The Air Traffic Controller advised that prior to issuing landing clearance, N700HL, while on a 4-5 NM right base for final approach, was the number one (1) aircraft in a sequence of three (3).

Also occurring at the time this aircraft was approaching for landing, was a training certification exercise for a newly hired controller on the tower position.

During the time that the certifying controller was issuing guidance to the trainee relating to the sequencing of aircraft, it was brought to their attention by another controller that the pilot of N700HL had positioned the aircraft for a short base leg to Taxiway Hotel instead of Runway 27.

The certifying controller, based on the attitude and altitude of the aircraft, and the fact that no other aircraft was in the vicinity of Taxiway Hotel, allowed the aircraft to continue approach for the Taxiway. According to ATC manager at the time, this course of action was considered best so as to not interrupt the landing sequence, a critical phase of flight, and potentially endanger the aircraft and/or the other aircraft in sequence to land.

The aircraft landed safely, no reported injuries or damage to aircraft. The weather was visual meteorological conditions at the time of the occurrence and was not a factor in this incident.



(Google Earth image of Leonard Thompson International Airport, Marsh Harbour, Abaco)

Safety Concerns

Safety recommendations issued at the time of this occurrence were later closed as they were no longer relevant.

The air traffic structure and facility in place at the time, that would have benefitted from the recommendations had they been acted upon, this facility was destroyed and the structure no longer in place, due to Hurricane Dorian in later 2019.



(File Photo of aircraft. Taken from airplanemart.com)

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.

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.