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AVIATION OCCURRENCE BULLETIN

DATE: 28TH JUNE 2019
REPORT # AO-18-000014
AIRCRAFT REGISTRATION: N331CK
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 AAID. 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 AAID investigations and research.

GENERAL DETAILS

Date and Time of Occurrence:	3 rd July, 2018, 11:00 AM		
Location	Lynden Pindling International Airport (MYNN), Nassau, Bahamas		
Persons on Board	Crew	3	Passengers 0
Injuries:	Crew	None	Passengers None
Commanders License:	Airline Transport Pilot		
Occurrence category:	Incident		
Occurrence type:	System Component Malfunction (Non-Powerplant)		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Boeing 737-300, N331CK
Year of Manufacture & Serial #:	#23747
Number and Type of Engine(s)	Two
Type of operation:	Commercial
Information Source:	AAID Field Investigation
Nature of Damage:	None

Occurrence Summary:

On the 3rd July 2018 at approximately 2:00 PM LCL, Boeing 737 N331CK was involved in an occurrence while enroute to Miami International airport (KMIA). The aircraft departed from Port Au Prince International airport (MTPP) with three souls on board.

The pilot stated that while enroute and at a distance of 40 miles southeast of Lynden Pindling International airport (MYNN) at 35,000 ft, the aircraft cabin loss pressurization. An emergency descent was initiated down to 10,000 ft. and diversion requested to MYNN. There was a successful landing at MYNN without incident and no injuries were reported.

Weather was not a factor in this accident. A limited scope investigation was conducted, no safety message or recommendations were issued.

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 AAID investigations are conducted in accordance with Annex 13 to the ICAO Convention on International Civil Aviation, and The Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2017. 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 AAID 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.
