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AVIATION OCCURRENCE BULLETIN

DATE: 17TH SEPTEMBER 2019
REPORT # AO-19-000053
AIRCRAFT REGISTRATION: N958JB
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:	September 11,2019; 10:13AM EDT		
Location	Lynden Pindling International Airport		
Persons on Board	Crew	2	Passengers 180
Injuries:	Crew	None	Passengers Minor
Commanders License:	Airline Transport Pilot		
Occurrence category:	Fire/Smoke (none impact)		
Occurrence type:	Incident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Fixed Wing Multi-Engine/ N958JB
Year of Manufacture & Serial #:	2015/ 6859
Number and Type of Engine(s)	Two/ IAE- V2533-A5
Type of operation:	Commercial
Information Source:	AAID Field Investigation
Nature of Damage:	None

Occurrence Summary:

On September 11, 2019 at approximately 10:13 EDT, Flight 1706, Airbus A321-231, registration N958JB was involved in an incident, Fire/Smoke (none impact) at Lynden Pindling International Airport (MYNN). There was 180 souls on board.

It was reported that the schedule flight from Santo Domingo, Dominican Republic (SDQ) to Orlando, FL was diverted to Nassau Bahamas due to warning of smoke in forward cargo. Emergency evacuation was carried out using the aircrafts emergency escape slides after receiving indication of temperature rise in forward cargo while parked at Apron 5.

No injuries were reported. No damage occurred.

A limited scope investigation was conducted, no safety message(s) or recommendation(s) 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.
