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## Short Investigation Bulletin

**DATE:** 1<sup>st</sup> April 2020  
**REPORT #** AO-20-000014  
**AIRCRAFT REGISTRATION:** C6-EAL  
**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 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

<b>Date and Time of Occurrence:</b>	16 <sup>th</sup> March 2020; 4:50 PM		
<b>Location</b>	Governors Harbour Airport, Eleuthera, Bahamas		
<b>Persons on Board</b>	<b>Crew</b>	1	<b>Passengers</b> 3
<b>Injuries:</b>	<b>Crew</b>	0	<b>Passengers</b> 0
<b>Commanders License:</b>	Commercial Pilot		
<b>Occurrence category:</b>	Incident		
<b>Occurrence type:</b>	System Component Failure – Non Powerplant		
<b>Investigation status:</b>	Final Report Complete		

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Piper Navajo PA-31-350; C6-EAL
<b>Year of Manufacture &amp; Serial #:</b>	31-7952175
<b>Number and Type of Engine(s)</b>	2; Lycoming
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	Field Investigation
<b>Nature of Damage:</b>	None

## Occurrence Summary

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On the 16<sup>th</sup> March, 2020 at approximately 4:50 PM, a Piper Navajo aircraft with Bahamas registration C6-EAL registered to Hinsey's Holdings Ltd had a rupture of its nose gear tire during takeoff roll at the Governors Harbor Airport, Eleuthera, Bahamas (MYEM).

The aircraft previously departed the Normans Cay Airport (MYEN), Exuma, Bahamas with four (4) souls on board and was enroute to the Lynden Pindling International Airport (MYNN, Nassau, Bahamas.

According to the pilot, while on takeoff roll at MYEM, the nose gear tire ruptured which subsequently led to him aborting the takeoff. The pilot was able to maintain directional control of the aircraft and safely brought it to rest on the runway. Fire services personnel responded and offered assistance in removing the aircraft from the runway.

There were no injuries reported and the aircraft received no damages. The weather conditions at the time of the incident were visual meteorological conditions and deemed not a factor in this occurrence.

## Safety Concern

During the course of the AAIA's investigation into this occurrence, the presence of foreign object debris (FOD) on runway 15/33 at MYEM was identified as a potential hazard to aircraft. As a result, the safety concern was brought to the attention of the Airport Authority, Family Island Airports Division (FIAD) the operator of the airport, as to what mitigating steps are presently in place or what is intended to be put in place to address this issue.

The FIAD provided details of a plan of action that involves the acquisition and then utilization of equipment that would allow for routine sweeping of the runway that would aid in keeping it free of FOD.

As a result of the FIAD's proposed steps, the AAIA will follow up with the airport operator until the safety concern in relation to this occurrence has been mitigated.



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*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.*

## Aircraft Accident Investigation Authority

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*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.*