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AVIATION OCCURRENCE BULLETIN

DATE: 24TH MAY 2019
REPORT # AO-19-000016
AIRCRAFT REGISTRATION: C6-TIM
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:	15 th May 2019, 10:00 AM		
Location	General Aviation Center, Lynden Pindling International		
Persons on Board	Crew	1	Passengers 1
Injuries:	Crew	None	Passengers None
Commanders License:	Commercial Pilot		
Occurrence category:	Abnormal Contact (Ground)		
Occurrence type:	Incident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Piper PA-23-250, C6-TIM
Year of Manufacture & Serial #:	1967, 27-3643
Number and Type of Engine(s)	Two,
Type of operation:	Commercial
Information Source:	AAID Field Investigation
Nature of Damage:	Damages to nose gear, nose cone and both propellers.

Occurrence Summary:

On the 15th May 2019, at approximately 10:00 AM LCL, Piper Aztec C6-TIM was involved in a ground collision at the General Aviation Center at the Lynden Pindling International Airport (MYNN). There were two souls on board.

The pilot reported that during his taxi on the ramp at the General Aviation Center, while taxiing to a parking spot, his nose gear fell into a pothole that was obscured due to the standing water in the ramp area. The pot hole contact resulted in the nose gear collapsing causing damage to the nose of the aircraft, both propellers and possibly both engines. No injuries were received by the occupants of the aircraft.

The weather at the time of the occurrence was visual meteorological conditions, however, the airport and ramp area contained a substantial amount of standing water due to previous rain showers.

A limited scope investigation was conducted and as a result, two urgent safety recommendations were made. One recommendation was made to Odyssey Aviation the operator of the General Aviation center, to correct the standing water condition as well as address the numerous pot holes observed during the on site investigation. The second recommendation was made to the Bahamas Civil Aviation Authority with responsibility of oversight of aerodrome operators to ensure that operators under their purview are complying with regulations by identifying and mitigating safety hazards and risk when reported.



Photo – General Aviation Center (MYNN)

Recommendations

The following recommendations were issued in relation to this accident:

SI-19-00014

The AAID recommends the BCAA increase its surveillance activities to ensure aerodrome operators are complying with their obligation to mitigate hazards within their facilities in accordance with the Bahamas Civil Aviation General Regulations (CAGR).

SI-19-00016

During the course of our investigation, note was taken of various sections of the ramp area at the General Aviation Center where potholes were present that posed a potential threat to manoeuvring aircraft; especially during wet conditions in the aftermath of rain where these potholes are filled with standing water and are unable to be seen (as was the case in this accident).

The AAID recommends that Odyssey Aviation takes measures to address the hazardous condition of the paved surfaces in the ramp area at the General Aviation Center.

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.
