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AVIATION OCCURRENCE BULLETIN

DATE: 20TH AUGUST, 2019
REPORT # AO-19-000007
AIRCRAFT REGISTRATION: C6-CAB
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:	28 th February, 2019, 5:17 PM		
Location	Lynden Pindling International Airport (MYNN), Bahamas		
Persons on Board	Crew	2	Passengers 18
Injuries:	Crew	none	Passengers none
Commanders License:	Airline Transport Pilot		
Occurrence category:	Power Plant Malfunction		
Occurrence type:	Incident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Embraer E110, C6-CAB
Year of Manufacture & Serial #:	1978, 110-198
Number and Type of Engine(s)	Two, Pratt & Whitney PT6A-34
Type of operation:	Commercial
Information Source:	AAID Field Investigation
Nature of Damage:	None

Occurrence Summary:

On the 28th February 2019 at approximately 5:17 PM LCL, an Embraer E110 aircraft with registration C6-CAB was involved in a power plant malfunction (right engine), after take-off from the Lynden Pindling International Airport (MYNN), Bahamas. The aircraft departed MYNN with 20 souls on board enroute to Great Harbour Cay (MYBG), Berry Islands, Bahamas.

While enroute to MYBG and cruising at an altitude of 4,500, pilots experienced a drastic power surge in the right engine and after following through with abnormal/emergency checklist procedures, a decision was made to return to MYNN. The aircraft returned and landed on runway 09 without incident and no injuries were reported.

The weather at the time of the accident was visual meteorological conditions and 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.
