

THE LAW PROTECTS YOU!

When reporting an occurrence, you and any person mentioned in your report are protected from adverse consequences that may come from your report.

- ◆ Your identity and the identity of anyone mentioned in your report will be protected.
- ◆ Your report will not be disclosed unless necessary for safety.
- ◆ Your report will not be used, inside and outside your organization, to blame you or any person mentioned in it.
- ◆ Exceptions are willful misconduct and unacceptable behavior.
- ◆ In Accordance with Bahamas Civil Aviation Safety Regulations Schedule 19

19.065 OBJECTIVE OF THE REPORTING REQUIREMENTS

- The sole objective of occurrence reporting is the prevention of accidents and incidents through the collection and dissemination of relevant safety information and not to attribute blame or liability.
- The mandatory reporting requirements contribute to the improvement of air safety by ensuring free and full reporting of relevant information on safety is collected, stored, protected and disseminated.
- The voluntary reporting of persons contribute to the improvement of air safety in the interest of flight safety through the same processes and policies applicable to the mandatory reporting requirements.

19.090 ASSURANCE REGARDING PROSECUTION

- The Authority shall not institute proceedings in respect of unpremeditated or inadvertent breaches of the law which come to its attention only because they have been reported under the mandatory or voluntary provisions of this Subpart, except in cases involving dereliction of duty amounting to gross negligence.

Contact us at:

Air Accident Investigation Department
2nd Floor Manx Corporate Center—West Bay Street
Tel: 397-5513/5509 Fax: 327-2192
Tel: (242) 376-1617 / 376-8334 (24Hr)
Email: aaid.mota@gmail.com

For more information see our website at www.baaid.gov.bs

The information contained in this document is for information only and not intended to replace the applicable requirements of the Bahamas Civil Aviation Safety Regulations Schedule 19, Subpart C, Mandatory and Voluntary Occurrence Reporting.



Safety Occurrence?

Report it to your organization

Pilots



Reporting makes our industry safer.

Pilots are mandated to report the following occurrences

AIR OPERATIONS

1. Use of incorrect data or erroneous entries into equipment used for navigation or performance calculations which has or could have endangered the aircraft, its occupants or any other person.
2. Carriage or attempted carriage of dangerous goods in contravention of applicable legislations including incorrect labelling, packaging and handling of dangerous goods.
3. Incorrect fuel type or contaminated fuel.
4. Taxiway or runway excursion.
5. Actual or potential taxiway or runway incursion.
6. Final Approach and Takeoff (FATO) incursion.
7. Any rejected take-off.
8. Inability to achieve required or expected performance during take-off, go-around or landing.
9. Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.
10. Actual or attempted take-off, approach or landing with incorrect configuration setting.
11. Tail, blade/wingtip or nacelle strike during takeoff or landing.
12. Approach continued against air operator stabilized approach criteria.
13. Continuation of an instrument approach below published minimums with inadequate visual references.
14. Precautionary or forced landing.
15. Short and long landing.
16. Hard landing.
17. Loss of control.
18. Aircraft upset, exceeding normal pitch attitude, bank angle or airspeed inappropriate for the conditions.
19. Level bust.
20. Activation of any flight envelope protection, including stall warning, stick shaker, stick pusher and automatic protections.
21. Unintentional deviation from intended or assigned track of the lowest of twice the required navigation performance or 10 nautical miles.
22. Exceedance of Aircraft flight manual limitation.
23. Operation with incorrect altimeter setting.
24. Jet blast or rotor and prop wash occurrences which have or could have endangered the aircraft, its occupants or any other person.
25. Misinterpretation of automation mode or of any flight deck information provided to the flight crew which has or could have endangered the aircraft, its occupants or any other person.

26. Unintentional release of cargo or other externally carried equipment.
27. Loss of situational awareness (including environmental, mode and system awareness, spatial disorientation, and time horizon).

TECHNICAL OCCURRENCES

1. Loss of any part of the Aircraft structure in-flight.
2. Loss of a system.
3. Loss of redundancy of a system.
4. Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of Aircraft structure, systems or equipment, or which has or could have endangered the aircraft, its occupants or any other person.
5. Fuel system malfunctions or defects, which had an effect on fuel supply and/or distribution.
6. Malfunction or defect of any indication system when this results in misleading indications to the crew.
7. Abnormal functioning of flight controls such as asymmetric or stuck/jammed flight controls (for example: lift (flaps/slats), drag (spoilers), attitude control (ailerons, elevators, rudder) devices).
8. Failure or significant malfunction of any part or controlling of a propeller, rotor or power plant.
9. Damage to or failure of main/tail rotor or transmission and/or equivalent systems.
10. Flameout, in flight shutdown of any engine or APU when required (for example: ETOPS, MEL).
11. Engine operating limitation exceedance, including over speed or inability to control the speed of any high-speed rotating component (for example: APU, air starter, air cycle machine, air turbine motor, propeller or rotor).
12. Failure or malfunction of any part of an engine, powerplant, APU or transmission resulting in anyone or more of the following:
 - a. thrust-reversing system failing to operate as commanded;
 - b. inability to control power, thrust or rpm;
 - c. non containment of components/debris.

INTERACTION WITH ANS AND ATM

1. Unsafe ATC clearance.
2. Prolonged loss of communication with ATS or ATM Unit.
3. Conflicting instructions from different ATS Units potentially leading to a loss of separation.
4. Misinterpretation of radio-communication which has or could have endangered the aircraft, its occupants or any other person.
5. Intentional deviation from ATC instruction which has or could have endangered the aircraft, its occupants or any other person.

EMERGENCIES AND OTHER CRITICAL SITUATIONS

1. Any event leading to the declaration of an emergency ('MAYDAY' or 'PAN call').
2. Any burning, melting, smoke, fumes, arcing, overheating, fire or explosion.
3. Contaminated air in the cockpit or in the passenger compartment which has or could have endangered the aircraft, its occupants or any other person.
4. Failure to apply the correct non-normal or emergency procedure by the flight or cabin crew to deal with an emergency.
5. Use of any emergency equipment or non normal procedure affecting in-flight or landing performance.
6. Failure of any emergency or rescue system or equipment which has or could have endangered the aircraft, its occupants or any other person.
7. Uncontrollable cabin pressure.
8. Critically low fuel quantity or fuel quantity at destination below required final reserve fuel.
9. Any use of crew oxygen system by the crew.
10. Incapacitation of any member of the flight or cabin crew that results in the reduction below the minimum certified crew complement.
11. Crew fatigue impacting or potentially impacting their ability to perform safely their flight duties.

EXTERNAL ENVIRONMENT AND METEOROLOGY

1. A collision or a near collision on the ground or in the air, with another aircraft, terrain or obstacle.
2. ACAS RA.
3. Activation of genuine ground collision system such as GPWS /TAWS 'warning'.
4. Wildlife strike including bird strike.
5. FOD.
6. Unexpected encounter of poor runway surface conditions.
7. Wake-turbulence encounters.
8. Interference with the Aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights, lasers, Remotely Piloted Aircraft Systems, model Aircraft or by similar means.
9. A lightning strike which resulted in damage to the Aircraft or loss or malfunction of any aircraft system.
10. A hail encounter which resulted in damage to the Aircraft or loss or malfunction of any aircraft system.
11. Severe turbulence encounter or any encounter resulting in injury to occupants or deemed to require a 'turbulence check' of the aircraft.
12. A significant windshear or thunderstorm encounter which has or could have endangered the aircraft, its occupants or any other person.
13. Icing encounter resulting in handling difficulties, damage to the Aircraft or loss or malfunction of any Aircraft system.
14. Volcanic ash encounter.

SECURITY

1. Bomb threat or hijack.
2. Difficulty in controlling intoxicated, violent or unruly passengers.
3. Discovery of a stowaway.

Always report any other occurrences that you consider safety relevant

For more information visit our website at www.baaid.gov.bs or email us at aaaid.mota@gmail.com