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## AVIATION OCCURRENCE BULLETIN

**DATE:** 6<sup>TH</sup> JANUARY, 2020  
**REPORT #** AO-19-000004  
**AIRCRAFT REGISTRATION:** C6-REX  
**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

<b>Date and Time of Occurrence:</b>	15 <sup>th</sup> February 2019, 2:07 PM		
<b>Location</b>	Grand Bahama International Airport, Bahamas		
<b>Persons on Board</b>	Crew	3	Passengers 20
<b>Injuries:</b>	Crew	none	Passengers none
<b>Commanders License:</b>	Airline Transport Pilot		
<b>Occurrence category:</b>	Incident		
<b>Occurrence type:</b>	System Component Malfunction (Non-Powerplant)		
<b>Investigation status:</b>	Final Report Complete		

### AIRCRAFT DETAILS

Aircraft details	
<b>Aircraft Type and Registration:</b>	Embraer 145LR, C6-REX
<b>Year of Manufacture &amp; Serial #:</b>	145427
<b>Number and Type of Engine(s)</b>	Two, Rolls-Royce AE-3007A1
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	AAID Field Investigation
<b>Nature of Damage:</b>	None

## Occurrence Summary:

On February 15, 2019, at approximately 2:07 PM, C6-REX was involved in an occurrence at the Grand Bahama International Airport (MYGF)

Shortly after landing on runway 06 (MYGF), the Embraer jet experienced a steering issue after receiving an EICAS (Engine Indicating & Crew Alerting System) message “STEER INOP”.

Subsequently, an uncommanded turn to the right was made by the aircraft. The crew followed the necessary procedures and checklists, bringing the aircraft to a stop on the runway. There were no injuries reported and the aircraft did not receive damages.

The weather conditions at the time of the accident was reported as visual meteorological conditions, and was determined to not be a contributing factor in this occurrence. A limited scope investigation was conducted, no safety message or recommendations were issued.

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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.*

*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.*

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