



Tel: (242) 397-5509, 5513, 5514, 5520
24 hr. Mobile: (242) 376-1617, (242) 376-8334
Fax: (242) 327-2192
2nd Floor, Manx Corporate Center
#45 West Bay Street
P. O. Box CB-11702
Nassau, N. P., Bahamas
Website: www.baaid.org
Email: baaid@bahamas.gov.bs

Short Investigation Bulletin

DATE: February 28, 2020
REPORT # AO-20-000007
AIRCRAFT REGISTRATION: C6-FLA
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

| | | | |
|-------------------------------------|--|---|---------------------|
| Date and Time of Occurrence: | 12 th February, 2020; 4:00 PM | | |
| Location | Leonard Thompson International Airport, Marsh Harbour, Abaco | | |
| Persons on Board | Crew | 1 | Passengers 9 |
| Injuries: | Crew | 0 | Passengers 0 |
| Commanders License: | Commercial Pilot | | |
| Occurrence category: | Accident | | |
| Occurrence type: | System Component Failure – Non Power Plant (Landing Gear) | | |
| Investigation status: | Final Report Complete | | |

Aircraft Details

| | |
|--|--|
| Aircraft Type and Registration: | Cessna 402-C; C6-FLA |
| Year of Manufacture & Serial #: | 1978; 402C0031 |
| Number and Type of Engine(s) | 2; |
| Type of operation: | Commercial |
| Information Source: | Field Investigation |
| Nature of Damage: | Damages to right engine and propeller, right gear door |

Occurrence Summary

On the 12th February, 2020, a Cessna 402 aircraft, registration C6-FLA, operated by Flamingo Air Limited, after landing and while taxiing to the terminal, the right landing gear collapsed after falling in a pot hole on the maneuvering surface area at the Leonard Thompson International Airport (MYAM), Marsh Harbour, Abaco, Bahamas.

The scheduled airline flight departed from the Grand Bahama International Airport (MYGF) with a total of ten souls on board (9 passengers, 1 crew) and arrived at MYAM at 4:00 PM.

According to the pilot, the flight enroute was uneventful and after a successful landing, and while taxiing on Taxiway Bravo enroute to the ramp area, the aircraft fell into one of several ‘potholes’ that littered the movement area resulting in the main gear collapsing.



As a result of the gear collapse, the aircraft received damages to its right trailing edge, right propeller and engine, right landing gear door and underneath right side of the fuselage. No injuries were reported. The weather at the time of the accident was visual meteorological conditions and not a factor in this occurrence.

Safety Concern

As a result of the investigation into this occurrence, the AAIA identified the state of the taxiway as a serious safety hazard because of the various potholes of varying size and depth that poses a potential danger to any aircraft unfortunate to fall in any.

Safety concerns identified were addressed to the Family Island Airport Division with responsibility for the operation of the family island airports, as well as the regulator Bahamas Civil Aviation Authority (BCAA) with oversight and surveillance responsibility for aviation in the Bahamas. Both organizations were aware of the deteriorating condition of the aerodrome previously and were addressing the issues. They were however, requested to provide the AAIA with mitigation measures proposed, including timelines to repair the “gaping potholes” and provide information on what immediate measures were put in place or proposed to prevent others using this taxiway from suffering the same fate as C6-FLA.

Up to publication of this report,

- The BCAA have advised they were liaising with FIAD on status of works to correct the hazards.
- FIAD also advised they were coordinating efforts with the Ministry of Works for resurfacing of the area.
- No immediate action to address the hazards were provided by the BCAA nor the FIAD.

The AAIA will continue with follow up with both organizations until the identified hazards have been addressed. Status of all work will be updated on the AAIA website under Safety Recommendations tab at www.baaaid.org.



Area in circle and under left wing shows series of pothole on taxiway

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 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.