



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: 28th June 2021
REPORT # AO21-14
AIRCRAFT REGISTRATION: C6-KID
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:	19 th May 2021
Location	Lynden Pindling Int'l Airport, Nassau, Bahamas
Persons on Board	Crew 3 Passengers 25
Injuries:	Crew 0 Passengers 0
Commanders License:	Airline Transport Pilot
Occurrence category:	Incident
Occurrence type:	System Component Failure (Non power-plant)
Investigation status:	Completed

Aircraft Details

Aircraft Type and Registration:	Saab 340A, C6-KID
Year of Manufacture & Serial #:	2015, 340A-136
Number and Type of Engine(s)	Two, General Electric CT7-5A
Type of operation:	Commercial
Information Source:	AAIA Notification
Nature of Damage:	Right Landing gear tire

Occurrence Summary

On the 19th May 2021, a Saab 340 aircraft operated by Bahamas operator Western Air Ltd, was involved in an incident after departing the Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

The scheduled passenger flight, operating as Flight 900 with three (3) crew members and twenty-five (25) passengers on board, departed for the South Bimini International Airport (MYBS), South Bimini, Bahamas. According to the pilots, the landing gears would not retract after the landing gear selector was moved to the “UP” position.

The pilots advised that they attempted to remedy the situation in accordance with procedures contained in the aircraft’s Quick Reference Handbook¹ (QRH) to no avail.

Air Traffic was notified of the situation and the aircraft returned for a landing at the Lynden Pindling Int’l Airport. The aircraft landed on runway 10 at MYNN, however, during the landing sequence, the right main landing gear tire came off of the aircraft. There were no other damages reported and no injuries to passengers and crew.

The weather at the time of the incident was visual meteorological conditions (VMC) and not a factor in this occurrence. A limited scope investigation was conducted and no safety recommendations were issued.



Photo of aircraft taken from Airliners.net

¹ A Quick Reference Handbook is an aircraft technical document - quick-access manual for aircraft pilots that contains procedures applicable for non-normal and emergency conditions in an easy-to-use format.

Aircraft Accident Investigation Authority

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.