



SAFETY RECOMMENDATION SI-19-00005

Details



Synopsis	<p>On 22 September 2018 around 7:00am, a near mid-air collision occurred over runway 14/32 at Lynden Pindling Int'l Airport when two aircraft simultaneously departed the same runway, from opposite ends, headed toward each other. Based on the tower log, at 11:04:41Z aircraft C6-JEF, a Piper Aztec, piston-driven aircraft, operated by a private operator, was given instructions to depart runway 27 from Kilo intersection at Lynden Pindling Int'l Airport, and continue on course to its destination of Great Harbor Cay, in the Berry Islands. Eight seconds later at 11:04:49Z, C6-KID, a SF-340 turbo-prop aircraft, operating as WST 701, was given instructions to depart from the threshold of runway 14, with instructions for a left turn after departure, destination Freeport, Grand Bahama. Although instructions were issued to C6-JEF to depart runway 27 at Kilo intersection, despite acknowledging instructions for runway 27 departure, C6-JEF taxied onto and departed runway 32, from intersection Lima, contrary to issued instructions. Both aircraft eventually commenced takeoff roll headed toward each other. C6-JEF became airborne first and came into view from security camera footage at time 7:04:34am², approximately midway between Bravo and Delta taxiways and appeared to be approximately 50 ft. in altitude when it was first observed. Approximately 12 seconds had elapsed since C6-JEF came into view during his climb out, before C6-KID was observed on camera footage passing taxiway Echo at 7:04:46am, commencing his take off roll, from the opposite direction, on runway 14, headed southwest. C6-KID rotation occurred just prior to taxiway Delta, slightly abeam the aircraft crash and rescue fire station, at 7:04:53am. By the time C6-KID rotated and became airborne, C6-JEF had already disappeared above him and out of camera range. The near mid-air collision occurred adjacent to the Control Tower and Apron 5, out of camera range. Aircraft separation height over the runway unknown. Neither aircraft was aware of their close proximity or conflict possibility until advised by ATC. It is noted that aircraft C6-CAB was also on the active runway, lined up behind C6-KID, at the time of this incident.</p>
Recommendation	<p>To the Bahamas Air Navigation Services Division (BANSD). The AAIA recommends that a process be put in place to insure ATC duty schedulers are aware of the medical status of ATC personnel prior to scheduling them for active duty. At the time of the investigation BANSD did not have a procedure or policies to address determination of controller's medical certificate validity.</p>
Original Recommendation Transmittal Letter	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  Safety Recommendation AccC6-KID - C6-JEF BANS </div> <div style="text-align: center;">  Recommendation </div> </div>
Overall Status	Closed – Acceptable Action
Location	Nassau Bahamas
Accident Number	A19-000002
Accident Report	Near Mid Air Collision
Accident Date	22 nd September, 2018


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Issue Date	2 nd June, 2019
Date Closed	12 th April, 2021
Addressee(s)	Mr. Lenn King –Director – Bahamas Air Navigation Services Authority (BANSAs)
Addressee(s) Response	Closed – Acceptable Action


Safety Recommendation History

From	AAIA
To	BCAA
Date	2 nd June 2019
Response	  Safety Recommendation Recommendation AccC6-KID - C6-JEF BANS

From	BANSD
To	AAIA
Date	28 th September, 2020
Response	 Safety Recommendations - Response from BANSD.pdf



From	AAIA
To	BANSD
Date	14 th January, 2021
Response	 BANSD SR Response from AAIA.pdf (Command Line)

From	AAIA
To	BANSD
Date	3 rd March, 2021
Response	 E-mail Correspondence AAIA to BANSD.pdf

From	AAIA
To	BANSD
Date	31 st March, 2021
Response	 E-mail Correspondence AAIA to BANSD (a).pdf

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From	AAIA
To	BANSA
Date	8 th April, 2021
Response	 Safety Recommendations - Response from BANSA.pdf  BANSA Safety Recommendation Response(1).pdf