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The following Safety Recommendations were issued as a result of the AAIA Aviation Accident Report “Near Mid-Air Collision, involving a Piper 23-250 Aztec E, C6-JEF and a SAAB 340 A, C6-KID at the Lynden Pindling International Airport, New Providence, Bahamas on 22nd September 2018.” Report number AO-19-000002. Final report published on 8th April, 2019. Safety recommendations were issued June 2, 2019.

Safety Recommendation Number	Safety Recommendation Recipient	Safety Recommendation Text
SR-19-00001	Bahamas Civil Aviation Authority (BCAA)	The BCAA should re-examine the pilot for his competence to hold a Bahamas issued pilot license.
SR-19-00002	Bahamas Civil Aviation Authority (BCAA)	The pilot should be reassessed (as a result of prior questionable medical history) by a medical assessor for medical fitness to be operating an aircraft in the national airspace.
SR-19-00003	Bahamas Civil Aviation Authority (BCAA)	Without delay, the BCAA should issue all ATC personnel with requisite ATC licenses as required by CAGR Schedule 8, Subpart B and Subdivision IX, as license and current medical certificates are required any time personnel are completing duty assignments requiring a license or medical certificate.
SR-19-00004	Bahamas Air Navigation Services Department (BANSD)	BANSD should institute policies to address controllers medical certificate validity. Beside the controller in question, may other controllers were found to be operating without a current medical certificate in contravention to CAGR Schedule 8.
SR-19-00005	Bahamas Air Navigation Services Department (BANSD)	The AAID 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.
SR-19-00006	Bahamas Air Navigation Services Department (BANSD)	The AAID recommends BANSD liaise with BCAA to ensure all personnel are issued required ATC licenses. At the time of this incident no air traffic controller was in possession of air traffic control licenses as required by CAGR Schedule 8 when carrying out those air traffic functions.



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SR-19-00007	Bahamas Air Navigational Service Department	Recommendation is made that Air Navigational Service refresher classes are conducted on a more structured and frequent basis. Based on review of air traffic controller training records, it appears as though the last refresher course or training was delivered to the controller under investigation in 2007 (more than 11 years).
SR-19-00008	Bahamas Air Navigational Service Department	BANSF should address the practice of dual position assignment by one controller during busy periods of the day, unless there is additional manpower to assist with entries required of its new system. Inquiry board also concluded that there is an overload of an individual required to be responsible for two position and frequencies during high traffic periods with having to man the frequencies, observe and instruct traffic and enter information into the new traffic management system.
SR-19-00009	Bahamas Air Navigational Service Department	Recommendation is also made that refresher classes are conducted on the AIRCON2100 Traffic management system for all controllers using the system. Again based on inquiry board investigation it is evident recurrent training is required of all controllers required to operate the new traffic management system
SR-19-00010	Bahamas Air Navigational Service Department	BANSF address the manpower shortage or institute a shift system as outlined in recommendation from the inquiry board, as this shortage of manpower and the increased workload on a single controller to be responsible for combined positions and frequencies during busy periods is a serious safety risk. Work overload is a critical component that can lead to an accident or incident that can have dire consequences, therefore BANSF is required to institute ways to eliminate or control the incidence of dual frequencies or combined position by a single controller during heavy traffic periods.