



## Safety Recommendations

*The objective of a safety investigation is to identify and reduce safety-related risk*

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**Date:** February 6, 2019

**In reply refer to:** SI-18-00035 - 39

Mr. Milo B. Butler III  
Manager – Airport Authority  
Lynden Pindling Int'l Airport  
Nassau N. P. Bahamas

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The Air Accident Investigation Department (AAID) is mandated by the Ministry of Tourism and Aviation to investigate and determine probable cause(s) of air transportation accidents and incidents, issue safety recommendation(s)<sup>1</sup> to prevent similar accidents or incidents from occurring, study transportation safety issues and evaluate the safety effectiveness of agencies and stakeholders involved in air transportation.

The following information is provided to urge your organization to take action on the safety recommendations in this letter. The AAID is vitally interested in any action taken on these recommendations because they are designed to prevent accidents and save lives.

The recommendations contained here involves runway conditions, crash and rescue readiness and emergency personnel qualification and availability at the Rock Sound International Airport in Rock Sound, Eleuthera, Bahamas. These recommendations are derived from the AAID's investigation of the accident involving a Cessna C421B aircraft (file number A18-000009), which occurred on 5<sup>th</sup> June, 2018, at Rock Sound Int'l Airport, Rock Sound, Eleuthera, Bahamas. These recommendations are supported by the evidence that were found and the analysis performed.

While the conditions that are the focus of these recommendations were not directly contributory to the accident investigated, they were identified as safety concerns that can have a serious impact on other aircraft using this airport and the serious consequences a future accident or incident can have if the conditions identified are not rectified in a timely manner.

As a result of this investigation, the following observation and recommendations are made to the Airport Authority (AA):

### **Observations**

An audit report was previously prepared by inspectors of the Safety Oversight Department (SOD) and presented for resolution to the Bahamas Civil Aviation Authority (BCAA) on November 29<sup>th</sup>, 2017 outlining the safety concerns observed at the Rock Sound Int'l Airport. The AAID during the investigation of the accident involving aircraft N421MM on June 5<sup>th</sup>, 2018 uncovered the same conditions noted by the SOD audit team.

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<sup>1</sup> In accordance with Annex 13 to the Convention on International Civil Aviation, Aircraft Accident and Incident Investigation, International Standards and Recommended Practices, Chapter 6, Paragraph 6.8 and the Bahamas Civil Aviation (Investigations of Air Accidents and Incidents) Amendment Regulations 1.460(a) "*At any stage of the investigation of an accident or incident, the AAID shall, in a dated transmittal correspondence recommend to the appropriate authorities, including those in other States, those persons or organizations of the aviation community that have a direct interest in the safety issue that was the basis for the safety recommendation as well as to other members of the aviation community who would benefit from the information, any preventive action that the AAID considers necessary to be taken promptly to enhance aviation safety.*"

**Observations included;**

- Pavement, runway hold short markings and runway markings are faded and in most cases non-existent, this is critical as airmen not familiar with this airfield are probable to commit errors which can lead to runway incursions or other errors that can be catastrophic.
- The pavement is “fair to poor” as assessed by the aerodrome inspection department of the BCAA. There are “copious amounts of voids and irregularities along the entire runway surface.” This condition can result in a catastrophic event as airmen can be challenged in maintaining directional control of their aircraft during take-off and landing. This condition is exacerbated during times of precipitation as puddles can form, due to lack of proper drainage, obscuring these voids and creating a more dangerous condition for the aircraft and its occupants.
- There is only one fireman available. As the airport is open 7 days a week, sunrise to sunset, this is a serious safety concern. Should an accident or incident occur during the time the fireman is not on duty, this can be a very serious condition. Additionally, there are no records of initial or recurrent training for the fireman stationed at this airport.
- While there are 2 – 300 pound fire extinguishing bottles positioned at the terminal, there is no vehicle to transport the fire bottles to any other area of the ramp or the runway area, should an accident or incident requiring firefighting assistance occur and they are needed.
- The fire truck stationed at the airport has not been in service for more than 10 years. While aircraft operated by the national flag carrier, (ATR 42 and 72), many corporate jets and other Bahamas scheduled airlines use this airport on a daily basis, with, in many cases, as many as 70 passengers, it is advisable that some sort of fire extinguishing vehicle or apparatus, (with the capacity to handle the largest size aircraft that use this aerodrome), be made available at the airport and manned by qualified personnel.

As a result of this investigation, the AAID has issued eight (8) safety recommendations; these recommendations, based on the conditions noted above, were addressed specifically to the entity that has the responsibility to take corrective action(s) and are listed here for informational purposes.

- (2) recommendations are addressed to the Safety Oversight Department (SOD) of the BCAA;
- (5) recommendations are addressed to the Airport Authority (AA); and
- (1) recommendation is addressed to the Ministry of Tourism and Aviation (MOTA)

**Recommendation:**

**To the Airport Authority:**

Given the hours of operation of the Rock Sound Int’l Airport the AAID recommends the Airport Authority;

**SI-18-00035**

Ensure adequate crash and rescue personnel are available during periods the airport is officially noted as open to the public.

**SI-18-00036**

Ensure personnel at this and all airports under its control, are provided initial and recurrent training relative to the crash and rescue and firefighting tasks they are mandated to perform.

**SI-18-00037**

Coordinate with the relevant authority to ensure proper markings are in place where required on the airport surfaces.

**SI-18-0038**

Ensure adequate equipment is available to transport the fire-extinguishing bottles from their location at the ramp to any position on the airfield, should they be needed.

**SI-18-00039**

Conduct a survey of the airfield and coordinate with other government agencies, as applicable, to correct drainage and eroded surfaces of the runway and taxiways.

The above recommendations are hereby classified as **“Open –await response<sup>2</sup>”**

The AAID would appreciate a response from you within 90 days addressing the actions you have taken or intend to take to implement these recommendations. In your response to the recommendations in this letter, please refer to safety recommendations by number. If you need additional information you may call 397-5513 or 397-5509.

Regards



Delvin R. Major  
Chief Investigator of Air Accidents

Cc: Hon. Dionisio D’Aguilar Minister – Tourism and Aviation

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<sup>2</sup> **Open – Await Response** – When a safety recommendation is issued, the status “Open – Await Response” automatically assigned. In the case of a recommendation that supersedes an existing recommendation, the AAID may decide to carry over the status of the superseded recommendation to the new recommendation.