

SAFETY RECOMMENDATIONS (RE-ISSUE)

REQUIRES IMMEDIATE ACTION

ALERT # **SR-17-001**

ORIGINAL ALERT # **SI-17-00011**

TO: Capt. Charles Beneby – Director General BCAA

CC: Hon. Dionisio D-Aguilar – Minister of Tourism & Aviation

DATE: February 27, 2017

PURPOSE: **Emergency Amended Checklist**

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 Accident and incidents Investigations) Regulations 14 (3), *"At any stage of the investigation of an accident or incident, the accident or incident investigation authority of the State conducting the investigation shall recommend to the appropriate authorities, including those in other States, any preventive action that it considers necessary to be taken promptly to enhance aviation safety."*

In light of the above, the following has been uncovered during the investigation of the accident involving aircraft C6-HBW, which occurred on February 7th, 2017 at Freeport Grand Bahama, Bahamas.

Information uncovered:

Post analysis by the investigation team of information contained on the Cockpit Voice Recorder have uncovered that the checklists used by the crew to meet the extent of the emergency as it related to the electrical and hydraulic situation they were faced with, differed from the manufacturers' checklist. Some information in the notes below each check list items were not present in the operator's checklist. This information may be essential for the crew guidance and considerations. While the missing information may not have differed in an adverse way, its inclusion could possibly have led the crew into some further actions which may have averted the final outcome they experienced.

Safety Recommendation Proposed:

Based on information uncovered, the following safety recommendation is being advanced:

- The BCAA should immediately ensure that checklists required for emergency or abnormal situations for the SF-340 aircraft by this, and other operators of this type of aircraft, are in conformance with the manufacturers' guidance and notes and other information of a guidance

Bahamas Air Accident Investigation Department

nature are not excluded, as these additional information could possible lead the crew into additional actions that could be taken to avoid the kind of accident that occurred.

Please note: In accordance with Civil Aviation (Investigations of Accident and Incidents) Regulations 14 (4) (a), (bi), (bii) and (c) An undertaking or authority to which a safety recommendation is communicated pursuant to paragraph (1) shall, without delay —

- (a) take the safety recommendation into consideration and, where appropriate, act upon it;
- (b) send to the Chief Investigator one of the following —
 - (i) full details of the measures, if any, it has taken or proposes to take to implement the recommendation without delay and, where it proposes to implement measures, the timetable for securing that implementation;
 - (ii) a full explanation as to why the recommendation is not to be the subject of measures to be taken to implement it; and
- (c) give written notice to the Chief Investigator where at any time information provided to him pursuant to sub-paragraph (b)(i), concerning the measures it proposes to take or the timetable for securing their implementation, is rendered inaccurate by any change of circumstances.