



# SAFETY RECOMMENDATION SI-19-00003

## 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 7:04:34am<sup>2</sup>, 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 Civil Aviation Authority. The AAIA recommends that 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.</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 BCAA         </div> <div style="text-align: center;">               Recommendation         </div> </div>
Overall Status	Open – Await Response
Location	Nassau Bahamas
Accident Number	A19-000002
Accident Report	Near Mid Air Collision
Accident Date	22 <sup>nd</sup> September, 2018

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Issue Date	2 <sup>nd</sup> June, 2019
Date Closed	
Addressee(s)	Captain Charles Beneby - Director General
Addressee(s) Response	Open – Await Response

## Safety Recommendation History

From	AAIA
To	BCAA
Date	2 <sup>nd</sup> June, 2019
Response	  Safety Recommendation Recommendation AccC6-KID - C6-JEF BCAA

From	
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