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Short Investigation Bulletin

DATE: 24th July 2024
REPORT # OCC- 2024/0013
AIRCRAFT REGISTRATION: C6-MIC
INVESTIGATION STATUS: Complete

Summary

Occurrence Bulletins are concise reports that detail the facts surrounding an aviation occurrence, as received in the initial notification and any follow-up enquiries. They provide an opportunity to share safety messages in the absence of a full investigation.

Released as required, the Bulletin provides a summary of the less-complex factual investigation reports conducted by the AAIA. The results, based on information supplied by organizations or individuals involved in the occurrence, detail the facts behind the event, as well as any safety actions undertaken. When applicable, the Bulletin also highlights important Safety Messages for the broader aviation community, drawing on earlier AAIA investigations and research.

General Details

Date and Time of Occurrence:	February 23 rd , 2024; 3:40 pm (2040 UTC)		
Location	Lynden Pindling Int'l Airport (MYNN), Nassau Bahamas		
Persons on Board	Crew	2	Passengers 14
Injuries:	Crew	0	Passengers 0
Commanders License:	Commercial Pilot		
Occurrence category:	Power plant failure or malfunction (SCF-PP)		
Occurrence type:	Serious Incident		
Investigation status:	Complete		

Aircraft Details

Aircraft Type and Registration:	Embraer 110 P1, C6-MIC
Year of Manufacture & Serial #:	S/N 110-407
Number and Type of Engine(s)	Twin Pratt & Whitney PT6A-34
Type of operation:	Commercial
Information Source:	Occurrence Notification
Nature of Damage:	None

Meteorological Information

Condition of Light:	Day	Conditions at Accident Site:	VMC
Observation Facility:	MYNN	Observation Time:	2000 UTC
Distance from Accident Site:	Not Applicable	Temperature/Dew Point:	25°C/14°C
Lowest cloud condition:	FEW025	Wind Direction/Speed:	100/09 knots
Lowest Ceiling:	BKN060	Visibility:	>6 statute miles
Altimeter Setting:	29.95 in. Hg	Type of Flight Plan:	Visual Flight Rules

Occurrence Summary

On February 23rd, 2024 at approximately 3:40 pm local (2040 UTC), an Embraer E110 operated by Bahamas AOC holder Pineapple Air Limited with Bahamas registration C6-MIC was involved in an occurrence at the Lynden Pindling International Airport (MYNN), Nassau Bahamas (MYNN). There were sixteen persons onboard.

The pilot reported that after departing from the Governors Harbor Airport (MYEM), Eleuthera, Bahamas enroute to MYNN, while at an altitude of 4,500 feet, all checks appeared normal. Moments later during approach to MYNN, a master caution warning light illuminated and alerted the flight crew.

An immediate check of the aircraft instruments were performed when the right oil pressure gauge was observed fluctuating. Immediately after which, the flight crew observed a loss of power to the right engine.

The flight crew then began to follow emergency procedures in accordance with the manufacturers' specifications. Nassau Air Traffic Control was advised of the emergency situation and provided the aircraft with a clearance to land runway 28 at MYNN. The aircraft landed without further incident.

There were no injuries reported at the time of the occurrence. There was no damage to the aircraft.

Analysis

Post investigation analysis revealed an internal failure of the right engine (#2 bearing). A comprehensive review of the aircraft maintenance records showed that the aircraft was inspected and maintained as prescribed by the aircraft manufacturer and regulatory requirements.

A limited scope investigation was conducted; no safety message or recommendations were issued.

This Occurrence Bulletin contains facts which have been determined up to the time of issue. It is published to inform the aviation industry and the public of the general circumstances of accidents and serious incidents and should be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

All AAIA investigations are conducted in accordance with Annex 13 to the Convention on International Civil Aviation, and The Aircraft Accident Investigation Authority Act and Regulations. The sole objective of the investigation of an accident or incident under these Regulations is the prevention of future accidents and incidents. It is not the purpose of such an investigation to apportion blame or liability. Accordingly, it is inappropriate that AAIA reports should be used to assign fault or blame or determine liability, since neither the investigation nor the reporting process has been undertaken for that purpose.