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AVIATION OCCURRENCE BULLETIN

DATE: NOVEMBER 12TH, 2019
REPORT # AO-19-000060
AIRCRAFT REGISTRATION: 9Y-BGI
INVESTIGATION STATUS: COMPLETED

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 AAID. 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 AAID investigations and research.

GENERAL DETAILS

General details			
Date:	November 9 th , 2019	Investigation status:	Completed
Time:	9:50 PM	Investigation type:	Occurrence Investigation
Location	Lynden Pindling Int'l Airport, Nassau, New Providence	Occurrence type:	Engine Failure
State:	Bahamas	Occurrence category:	Serious Incident
Report status	Final	Highest injury level:	None

AIRCRAFT DETAILS

Aircraft details	
Aircraft manufacturer:	Boeing
Aircraft model:	737-800
Aircraft registration:	9Y-BGI
Serial number:	28232
Type of operation:	Commercial
Sector:	Jet engine
Damage to aircraft:	Unspecified

Occurrence Summary

On the November 9th, 2019 at approximately 9:50 PM LCL, Caribbean Airlines Boeing 737-800, registration number 9Y-BGI operating as flight number 526 was involved in an occurrence at the Lynden Pindling International airport (MYNN), Nassau, Bahamas. The aircraft departed from Georgetown, Guyana (SYCJ) with one hundred, forty-two (142) souls on board.

While cruising at an altitude of flight level 380 at a distance of approximately 300 NM from LPIA, there was a failure of the number two (2) engine that led to the pilots declaring an emergency landing and subsequently diverting to MYNN. The aircraft landed at 9:50 PM and there were no reported injuries.

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 AAID investigations are conducted in accordance with Annex 13 to the ICAO Convention on International Civil Aviation, and The Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2017. 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 AAID 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.
