



Cayman Islands Fire Service

Memorandum

To: MFS&HA Chief Officer
MFS&HA Dep Chief Officer
MFS&HA Chief HR Officer
CIAA Chief Executive Officer
CIAA Chief of Safety
CIFS HR Manager

From: Chief Fire Officer

CC:

Date: 19 December 2018

Dear all,

Notification of Incident Involving a 767 Aircraft Movement – 7 November 2018

It was brought to my attention of an incident which took place on 7th November 2018 where a 767 aircraft (Registration Number N662GT) landed at approximately 12:50 and took off at approximately 15:15 from Owen Roberts International Airport. It is alleged that Air Traffic Control requested Category 9 fire cover at short notice which in turn lead to a chain of events that require further investigation. At the time of request, CIFS was operating at Cat 7 which consists of 8 personnel, the requested Cat 9 movement consists of 12 personnel and therefore the crew compliment would have to be increased by 4 persons.

The watch commander that day was Acting Station Officer Larue Nixon. During an initial interview conducted with him and the HR Manager on 13th Dec 18, he stated he made calls to off duty personnel for them to come to work and cover the Cat 9 movement. He went on to state that as they had not arrived when he was notified by ATC that the aircraft was 15 minutes out, the Aerodrome SMT consisting of Acting Deputy Chief Fire Officer Brevon Elliott, Acting Senior Divisional Officer Gilbert Rankin and Acting Divisional Officer Marcus Scott and Fire Officer James Ebanks made up the personnel for the Cat 9 movement.

It should be noted that Acting DCFO Elliott does not hold a valid certificate or a valid maintenance of competency required to participate as a member of a firefighting team on a licensed aerodrome and Acting SDO G Rankin is on extended light duties and was walking with the aid of a walking stick when the incident took place.

In view of the above please note an extract from the following document:

“OVERSEAS TERRITORIES AVIATION REQUIREMENTS (OTARs) Part 140

RESCUE AND FIRE-FIGHTING SERVICES (RFFS) REQUIREMENTS

140.51 Personnel

An RFFS provider shall establish systems and procedures to ensure that:

(a) personnel selected for operational rescue and fire-fighting duties are assessed as medically fit, both initially and on a recurring basis, and capable of their duties; and

(b) all RFF personnel forming part of the minimum staffing level are trained and assessed to an appropriate standard of competence as applicable to their role and task;”

Acting Stn O Nixon also stated that he was informed the aircraft was a cargo flight; however, he had later been informed by hearsay that the aircraft may have been carrying over 200 passengers. CIAA Aeronautical Information Services have since confirmed that this was in fact a passenger aircraft and passengers were on board upon arrival.

Preliminary investigations into the incident have revealed that the Watch Officers log was created on 7th Nov 18 which makes reference to the availability of personnel for the 767 movements, it was then modified on 23rd Nov 18 to read what seems to be a different account of the events surrounding the 767 movements.

The whole incident has identified a number of alleged concerns that need to be investigated in greater detail, which are as follows;

- Time of notification of flight to CIAA
- Time of notification of flight to CIFS
- Time of request from CIAA for Category 9 cover
- Time of arrival of 767 aircraft
- Number of persons on board the 767 aircraft upon arrival and take off
- Reason for what seems to be short notification from CIAA of the arrival of aircraft and requested upgrade in Category
- CIAA declaring the 767 aircraft was a cargo flight when it seems over 200 passengers may have been on board
- Reason for requesting Cat 9 cover for a Cat 8 aircraft
- Insufficient fit and/or qualified personnel on duty to cover the Cat 9 movement which appears to have resulted in submitting a false declaration of Cat 9 to ATC
- Members of the Senior Management Team placing themselves on shift whilst being on light duties or not holding a valid certificate
- SMT and Watch Commander not reporting the incident to higher authorities

- SMT seemingly not being aware of/not taking the correct course of action if an airfield Category cannot be achieved

It should be noted that revocation of an aerodrome certificate can be warranted if the aerodrome operator: a) is incapable or unwilling to carry out corrective action or has committed or repeated serious violations; b) has demonstrated a lack of responsibility, such as deliberate and flagrant acts of non-compliance or falsification of records jeopardizing aviation safety; c) has made it convincingly clear that the continued operation of the aerodrome will be detrimental to the public interest.

In view of this, in my capacity of the Aerodrome Fire Service Manager, I have a duty to report this matter to the Airport Authorities and I am taking the following steps:

- Inform CIAA and MFS&HA
- Carry out a joint CIFS/CIAA investigation into events relating to the incident. Investigation by CIFS to be carried out by Stn O Aerodrome Sherman Yates
- Complete a Mandatory Occurrence Report (MOR) to CAACI
- Remove the aerodrome SMT and Watch Commander from current acting ranks and roles and revert to substantive ranks and roles at least whilst the investigation is conducted and recommendations are made
- Ensure briefing of CIFS aerodrome line managers to ensure the correct declaration of category is adhered to at all times and documentation is completed in the correct manner

I look forward to receiving the full support from CIAA and MSF&HA in bringing the investigation to a successful conclusion.

Kind regards

A handwritten signature in blue ink, appearing to read 'David Hails', with a stylized flourish at the end.

David Hails GFireE MIFSM MIFPO MInstLM MCM1
Chief Fire Officer