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## Short Investigation Bulletin

**DATE:** December 3<sup>rd</sup>, 2021  
**REPORT #** OCC-2021/0034  
**AIRCRAFT REGISTRATION:** C6-SGD  
**INVESTIGATION STATUS:** Closed

### 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

<b>Date and Time of Occurrence:</b>	12 <sup>th</sup> November 2021; 4:45 PM EST			
<b>Location</b>	Black Point Airport (MYEB), Black Point, Exuma, Bahamas			
<b>Persons on Board</b>	<b>Crew</b>	1	<b>Passengers</b>	6
<b>Injuries:</b>	<b>Crew</b>	0	<b>Passengers</b>	0
<b>Commanders License:</b>	Commercial Pilot			
<b>Occurrence category:</b>	Runway Excursion			
<b>Occurrence type:</b>	Incident			
<b>Investigation status:</b>	Closed			

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Cessna 402C/ C6SGD
<b>Year of Manufacture &amp; Serial #:</b>	S/N 402C1014
<b>Number and Type of Engine(s)</b>	Two/Turbo Charged Reciprocating
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	AAIA
<b>Nature of Damage:</b>	Left and Right gear door

## Occurrence Summary

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On November 12<sup>th</sup> 2021 at approximately 4:45 PM EST (16:45 UTC), a Cessna 402C aircraft with Bahamas registration C6-SGD, was involved in an occurrence at the Black Point Airport (MYEB) Exuma, Bahamas.

The flight departed the Lynden Pindling International Airport, Nassau, Bahamas (MYNN) with six (7) souls on board and landed at MYEB.

The pilot reported that after touchdown at MYEB, upon applying brakes, it was discovered that the right brakes had failed, and due to insufficient runway remaining, he was unable to conduct a go around. The pilot subsequently reduced the speed of the aircraft utilizing the remaining left brake while simultaneously applying back pressure on the yoke to maintain directional control.

The aircraft exited the useable portion of the runway and came to rest in bushes approximately 250 ft. to the right of the runway.

There were no injuries reported. The aircraft received minor damages to the left and right main landing gear doors.

A limited scope investigation was conducted and later revealed a hydraulic fluid leak from a fitting on the right brake master cylinder. The weather at the time of the occurrence was visual meteorological conditions (VMC) and not a factor.

No safety message(s) or recommendation(s) were issued.

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*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.*