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Short Investigation Bulletin

DATE: August 18th, 2021
REPORT # AO21-016
AIRCRAFT REGISTRATION: N997TA
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

Date and Time of Occurrence:	May 31 st , 2021, 12:45PM		
Location	South Bimini Airport, Bimini, Bahamas (MYBS)		
Persons on Board	Crew	1	Passengers 0
Injuries:	Crew	0	Passengers 0
Commanders License:	Commercial Pilot		
Occurrence category:	Runway Incursion		
Occurrence type:	Serious Incident		
Investigation status:	Closed		

Aircraft Details

Aircraft Type and Registration:	Cessna 402C, N997TA
Year of Manufacture & Serial #:	1980, 402C-0231
Number and Type of Engine(s)	2, Reciprocating
Type of operation:	Commercial
Information Source:	AAIA
Nature of Damage:	Gear and fuselage damage

Occurrence Summary

On May 31st, 2021 at approximately 12:45 pm a Cessna 402C aircraft with United States registration N997TA, was involved in an occurrence at the South Bimini Airport (MYBS), Bimini, Bahamas. There was only one (1) soul on board.

It was reported that the flight departed the Opa-Locka Airport (KOPF), Opa Locka, Florida, USA with destination the South Bimini Airport, South Bimini, Bahamas. The pilot landed the aircraft on Runway 10L which was closed at the time due to ongoing construction.

Upon landing, the aircraft collided with the orange barricades which had been erected across the runway to warn pilots that the runway was unserviceable. As a result of this collision the nose gear and right main gear collapsed forcing the aircraft to spin to the right resulting in a runway excursion. There were no injuries reported; however, the aircraft sustained substantial damages.

Notices to Airmen (NOTAM) #A0151/21 was issued on 21 May 2021 for the MYBS airport advising airmen that the runway was closed for construction and that white markings were installed at both ends. Airmen were advised to exercise extreme caution as men and equipment were in the vicinity. Additionally, orange barriers were erected to prevent airmen inadvertently using the runway when departing the terminal area.

Despite all notification and physical barriers erected, the pilot landed the aircraft on the closed runway, proceeded through the barriers, resulting in damages to the aircraft before the runway excursion occurred.

Attempts were made to contact the pilot for an interview, as her written statement declaring an engine failure was disputed by company personnel who inspected the aircraft shortly after the event. Company personnel also attempted to get an interview and have the pilot contact the AAIA for a follow up interview, all attempts were unsuccessful.

Requests were also made to the FAA IFO to attempt contact with the pilot, FAA IFO attempted contact also without success.

As Bahamas regulations were contravened by landing on a closed runway, the Civil Aviation Authority of the Bahamas (CAAB) was also engaged to follow up and conduct any investigation they deemed necessary.

The FAA was also advised to conduct whatever investigation they deem appropriate in light of the fact that an airman and aircraft of USA registry was involved in a contravention of both USA and Bahamas regulations.

The AAIA has determined pilot error to be the cause of the breach of safety regulations, resulting in the airman landing on a runway notamed with visible barriers denoting runway as closed.

The safety investigation by the AAIA is deemed closed.



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.