

Short Investigation Bulletin

DATE: 17th March, 2020
REPORT # AO-20-000012
AIRCRAFT REGISTRATION: N2366G
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:	13 th March, 2020		
Location	Lynden Pindling International Airport		
Persons on Board	Crew	1	Passengers 0
Injuries:	Crew	0	Passengers 0
Commanders License:	Private Pilot		
Occurrence category:	Serious Incident		
Occurrence type:	SCF-NP		
Investigation status:	Closed		

Aircraft Details

Aircraft Type and Registration:	N2366G Cessna 182S
Year of Manufacture & Serial #:	Unknown, 18280379
Number and Type of Engine(s)	1, Lycoming
Type of operation:	Private
Information Source:	Field Investigation
Nature of Damage:	None

Occurrence Summary

On 13th March, 2020, at approximately 10:00 AM, a Cessna 182S aircraft with registration N2366G was involved in an occurrence at the Lynden Pindling International Airport (MYNN), Nassau, New Providence, Bahamas.

Due to technical challenges with the aircraft's radio and a low fuel indication, the pilot landed the aircraft on runway 14 despite runway 10 being the active runway.

A limited scope investigation was conducted, and as a result, there were no recommendations 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.