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## AVIATION OCCURRENCE BULLETIN

**DATE:** 24<sup>TH</sup> MAY 2019  
**REPORT #** AO-19-000018  
**AIRCRAFT REGISTRATION:** C6-AAL  
**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

<b>Date and Time of Occurrence:</b>	20 <sup>th</sup> May, 2019; 10:25 AM		
<b>Location</b>	Staniel Cay Exuma Airport (MYES), Bahamas		
<b>Persons on Board</b>	Crew	1	Passengers 8
<b>Injuries:</b>	Crew	None	Passengers None
<b>Commanders License:</b>	Airline Transport Pilot		
<b>Occurrence category:</b>	Runway Excursion		
<b>Occurrence type:</b>	Accident		
<b>Investigation status:</b>	Final Report Complete		

### AIRCRAFT DETAILS

Aircraft details	
<b>Aircraft Type and Registration:</b>	Cessna C402C, C6-AAL
<b>Year of Manufacture &amp; Serial #:</b>	1981, 402C0332
<b>Number and Type of Engine(s)</b>	Two, TSIO-520
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	AAID Field Investigation
<b>Nature of Damage:</b>	Damage to left propeller and wing, nose cone, left main gear and assembly, undercarriage

### Occurrence Summary:

On the 20<sup>th</sup> May 2019, at approximately 10:25 AM LCL, a Cessna 402 aircraft, registration C6-AAL was involved in a runway excursion after landing at the Staniel Cay Airport (MYES), Exuma, Bahamas. The aircraft had recently departed from the Lynden Pindling International Airport (MYNN) with a total of nine souls on board.

According to the pilot, the flight was uneventful up until the point of landing. After landing and during roll-out, the pilot observed that although brakes were being applied, there was no braking action on the left side. The pilot advised that he continued to apply brakes, whilst maintaining back pressure on the yoke, however, only the right brakes responded and subsequently there was a loss of directional control that led to a runway excursion taking place (to the left).

The aircraft received extensive damages including to its left propeller and wing, nose cone, left main gear and assembly, undercarriage. The weather at the time of this occurrence was visual meteorological conditions and was not a factor. No injuries were reported.

A limited scope investigation was conducted, no safety message or recommendations 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 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.*

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