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## AVIATION OCCURRENCE BULLETIN

**DATE:** 30<sup>TH</sup> AUGUST 2019  
**REPORT #** AO-19-000050  
**AIRCRAFT REGISTRATION:** N602TS  
**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>	10 <sup>th</sup> August, 2019, 4:30 PM		
<b>Location</b>	Lynden Pindling International Airport (MYNN), Nassau, Bahamas		
<b>Persons on Board</b>	Crew	2	Passengers 0
<b>Injuries:</b>	Crew	None	Passengers None
<b>Commanders License:</b>	Airline Transport Pilot		
<b>Occurrence category:</b>	Abnormal Runway Contact		
<b>Occurrence type:</b>	Accident		
<b>Investigation status:</b>	Final Report Complete		

### AIRCRAFT DETAILS

Aircraft details	
<b>Aircraft Type and Registration:</b>	Canadair CL-600-2B16, N602TS
<b>Year of Manufacture &amp; Serial #:</b>	#5002
<b>Number and Type of Engine(s)</b>	Two, General Electric CF34 Series
<b>Type of operation:</b>	Private
<b>Information Source:</b>	AAID Field Investigation
<b>Nature of Damage:</b>	Damages to aircraft nose cone, nose gear undercarriage and left main gear.

## Occurrence Summary:

On the 10<sup>th</sup> August, 2019 at approximately 4:30 PM, a Challenger 600 Jet (N602TS), was involved in runway excursion at the Lynden Pindling International Airport (MYNN), Nassau, Bahamas. The aircraft departed Pompano Beach Airpark (KPMP), Florida, with destination Nassau, Bahamas, with two (2) souls on board.

According to the pilot, the flight was uneventful. The pilot stated that, while on final approach to runway 14, while at approximately 300 ft., he noticed an increase in airspeed of approximately 10 knots, as a result he increased power. The pilot further stated that just prior to touchdown, there was another variance in airspeed with no power setting adjustments, as a result of these variations, the airplane “slammed on to the runway.” The aircraft bounced several times becoming airborne momentarily each time. The aircraft eventually veered off the runway to the left side where the nose gear subsequently collapsed during the excursion sequence.

The aircraft received damages to the nose cone, nose undercarriage and left main landing gear. There were no injuries reported.

Convective activities including thunderstorms and rain showers were present in the vicinity of the aerodrome at the time of landing, which may have played a role in this accident. 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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