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AVIATION OCCURRENCE BULLETIN

DATE: 28 JUNE, 2019
REPORT # AO-18-000008
AIRCRAFT REGISTRATION: N802CS
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

Date and Time of Occurrence:	2 nd April, 2019 1:45pm Local		
Location	Great Harbor Cay		
Persons on Board	Crew	1	Passengers 0
Injuries:	Crew	None	Passengers 0
Commanders License:	Commercial Pilot		
Occurrence category:	Runway Excursion		
Occurrence type:	Incident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Cirrus SR22, N802CS
Year of Manufacture & Serial #:	2006, 1935
Number and Type of Engine(s)	1, Continental Motor IO-550-N
Type of operation:	Private, General Aviation
Information Source:	AAID Field Investigation
Nature of Damage:	Minor

Occurrence Summary:

On 2nd April, 2018 at approximately 1:45pm local a Cirrus SR22 aircraft, registration N802CS was involved in a runway excursion upon landing at the Great Harbor Airport (MYBG), Berry Islands, Bahamas. The aircraft departed Ft; Lauderdale Executive Airport (KFXE), with one soul on board. No injuries were reported.

The pilot stated that upon landing, there was a blow out of the left main tire which resulted in a loss of directional control and the subsequent runway excursion.

The weather at the time of the incident was visual meteorological conditions and not a factor in the incident.

A limited scope investigation was conducted and no safety messages or recommendations were 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 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.
