



Aviation Investigation Final Report

Location:	Georgetown,	Accident Number:	DCA11RA092
Date & Time:	July 30, 2011, 05:25 UTC	Registration:	9Y-PBM
Aircraft:	Boeing 737	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Serious, 161 None
Flight Conducted Under:	Non-U.S., commercial		

Analysis

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Factual Information

History of Flight

Landing	Runway excursion (Defining event)
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On July 30, 2011, at 1:25 am local time (0525 UTC), a Boeing 737-800, Trinidad & Tobago registration 9Y-PBM, operated by Caribbean Airlines as flight 523, overran the runway upon landing at Cheddi Jagan International Airport, Georgetown, Guyana. Of the 156 passengers and six crew on board, there was reportedly one serious and multiple minor injuries. Weather was reported as raining at the time of the accident. Preliminary details from local authorities indicate that the airplane fractured in two pieces as a result of the overrun. The flight was a scheduled passenger flight from Piarco International Airport, Port of Spain, Trinidad & Tobago.

The accident is being investigated by the Guyana Civil Aviation Authority (CAA). The NTSB has designated a U.S. Accredited Representative as the state of manufacture. All inquiries should be directed to the Guyana CAA at:

Civil Aviation Authority
Fairlie House Lot 96
Duke St
Kingston
Georgetown

Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	9Y-PBM
Model/Series:	737 800	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	Caribbean Airlines	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	Night/dark
Observation Facility, Elevation:	SYCJ	Distance from Accident Site:	
Observation Time:	05:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 1400 ft AGL	Visibility	
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	25°C / 24°C
Precipitation and Obscuration:	Light - Showers - Rain		
Departure Point:	Port of Spain	Type of Flight Plan Filed:	IFR
Destination:	Georgetown	Type of Clearance:	
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Georgetown SYCJ	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	06	IFR Approach:	
Runway Length/Width:	7450 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 155 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 161 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): English, William

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note: The NTSB traveled to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=81289>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).