

INCIDENT

Aircraft Type and Registration:	British Aerospace Jetstream 3102, G-CCPW	
No & Type of Engines:	2 Garrett AiResearch TPE331-10UGR-516H turboprop engines	
Year of Manufacture:	1987	
Date & Time (UTC):	7 March 2006 at 1905 hrs	
Location:	Belfast City Airport	
Type of Flight:	Public Transport (Passenger)	
Persons on Board:	Crew - 2	Passengers - 6
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propellers and three runway lights	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	34 years	
Commander's Flying Experience:	2,600 hours (of which 370 were on type) Last 90 days - 110 hours Last 28 days - 40 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquires by the AAIB	

Synopsis

While taxiing along Runway 04 to line up on Runway 22 the aircraft's nose wheel left the paved surface at the end of the runway. Damage was caused to the aircraft's propellers and three runway lights.

History of the flight

The crew were operating their third sector of the day from Belfast City Airport to Ronaldsway, Isle of Man. The commander was the PF for this sector and taxied the aircraft. The weather was light drizzle with a visibility of 5 km, the wind was 150°/5 kt and it was dark.

The commander reported that after an uneventful start

up, the aircraft was cleared by ATC to enter, back track and line up on Runway 22. He planned to use the turning circle at the threshold of Runway 22 to turn the aircraft around. Due to the weather, he was using the windscreen wipers intermittently.

The commander taxied the aircraft slowly down the centre of Runway 04 towards the threshold of Runway 22 and he could see continuously the red stop-end lights at the end of the runway. Suddenly he became aware that he had nearly reached the end of the paved surface and quickly applied the toe brakes. At the same time he heard the co-pilot shout "Stop, Stop."

The co-pilot reported that as he was writing down the ATC clearance, he was monitoring the aircraft's progress down the runway. He noticed that the red stop end lights were slowly approaching. He quickly realised that the aircraft was not entering the turning circle and was not going to stop before the end of the runway. He shouted "Stop, Stop" and applied his toe brakes.

The aircraft came to rest with its nosewheel off the paved surface. The aircraft was shut down and the crew and passengers vacated the aircraft, uninjured, with the airfield emergency services in attendance.

Discussion

The commander feels that this accident might have been caused by a distortion of his depth perception due to water droplets on the windscreen. This would have made the red stop end lights appear further away than they were.

He added that while he had back tracked to Runway 22 at Belfast City "several thousand" times, he also operates regularly from Ronaldsway Airport, Isle of

Man. He thinks there might be a "very small possibility" that he subconsciously thought he might have been at Ronaldsway. While there are no turning circles at Ronaldsway, both Runway 26 and Runway 08 have displaced thresholds. This means that an aircraft would taxi over the red stop-end runway lights before turning around at the end of the paved surface prior to takeoff.

The aircraft suffered damage to its propeller tips when they struck and broke three runway stop end lights as it left the paved surface.

Conclusion

As a result of water droplets on the aircraft's windscreen the commander's depth perception might have been distorted so he was unable to correctly assess the length of runway ahead. This resulted in the aircraft taxiing off the end of the paved surface and the propellers striking the runway end lights.

The possibility that the commander subconsciously believed he was at Ronaldsway or some form of distraction can not be discounted.