
Department for Transport

AAIB Bulletin S5/2006

SPECIAL

ACCIDENT

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| Aircraft Type and Registration: | Boeing 737-301SF, OO-TND |
| No & Type of Engines: | 2 CFM-56 3B2 turbofan engines |
| Year of Manufacture: | 1987 |
| Constructor's No: | 23515 |
| Date & Time (UTC): | 15 June 2006 at 0440 hrs |
| Location: | Nottingham East Midlands Airport with subsequent landing at Birmingham Airport |
| Type of Flight: | Public Transport (Cargo) |
| Persons on Board: | Crew - 2 Passengers - None |
| Injuries: | Crew - None Passengers - N/A |
| Nature of Damage: | Substantial |
| Commander's Licence: | Airline Transport Pilot's Licence |
| Commander's Age: | 42 years |
| Commander's Flying Experience: | 4,000 hours on type Last 90 days - 85 hours Last 28 days - 37 hours |
| Information Source: | AAIB Inspector's Investigation |

This bulletin contains facts which have been determined up to the time of issue. This information is published to inform the aviation industry and the public of the general circumstances of accidents and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

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History of flight

The aircraft departed Liège Airport, Belgium, on a cargo flight to London Stansted Airport. On arrival in the London area, the weather conditions at Stansted had deteriorated below forecast and the visibility was less than the minimum required for the aircraft to make an approach. The crew entered a holding pattern to await an improvement in the weather.

While in the hold, the crew confirmed with their company that the preferred commercial alternate was Nottingham East Midlands Airport (EGNX). After 30 minutes in the hold and with continued deterioration in the visibility at Stansted, the commander initiated a diversion to EGNX. The weather at EGNX required the crew to plan and conduct a Category IIIA approach to Runway 27.

The commander was the handling pilot in the left cockpit seat and the approach was uneventful until, at approximately one mile from the runway threshold, the autopilot was momentarily disconnected and re-engaged. The aircraft then went above the glide-slope before developing a high rate of descent. At the same time, it deviated to the left of the centre-line. A go-around was initiated but the aircraft touched down heavily on the grass area to the left of the runway threshold. The right main landing gear broke off, causing damage to the right inboard flap, wing/body fairing and rear freight hold door and resulting in the loss of hydraulic System 'A'. The aircraft continued for a short distance with the right

engine, right outboard flap track fairing and right wing tip in contact with the ground before lifting off again.

Once airborne, the crew declared a 'MAYDAY', diverted to Birmingham Airport (EGBB) where the weather conditions were good, and made an emergency landing on Runway 33 at 0502 hrs. During the subsequent ground roll, the right engine sustained further damage but the aircraft came to rest on the runway supported by the left main landing gear and right engine. The flight crew were uninjured and there was no fire, fuel spillage or disruption to the cargo.

The accident resulted in operations at both airports being disrupted. EGNX was closed for a short period while the debris was cleared from the runway 'sterile area'. EGBB was closed for approximately three hours before Runway 33 was cleared for 'reduced length operations'; the airport was fully operational some 10 hours after the landing.

Subsequent action

The investigation is continuing into the circumstances of the accident with the full assistance of the aircraft manufacturer, aircraft operator, the flight crew and both airport authorities. The Chief Inspector of Air Accidents has ordered an Inspector's Investigation of the accident.

At this early stage of the investigation, it is not considered necessary to make any formal safety recommendations.