
Department for Transport

AAIB Bulletin S7/2006

SPECIAL

SERIOUS INCIDENT

Aircraft Type and Registration:	Dornier 328 Series 100, TF-CSB	
No & type of Engines:	2 Pratt and Whitney 119B turboprop engines	
Year of Manufacture:	1997	
Date & Time (UTC):	22 June 2006 at 1952 hrs	
Location:	Aberdeen Airport	
Type of Flight:	Public Transport (Passenger)	
Persons on Board:	Crew - 3	Passengers - 16
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	13,000 hours (of which 300 were on type) Last 90 days - 111 hours Last 28 days - 64 hours	
Information Source:	AAIB Field Investigation	

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After a normal landing at Aberdeen the co-pilot, who was the pilot flying (PF), was unable to release the latches on the power levers and move them rearwards from the flight idle position into the beta control range to assist with aircraft retardation. After two further unsuccessful attempts the commander took control and, whilst braking aggressively, made four further unsuccessful attempts to release the latches.

The aircraft overran the end of Runway 34, and travelled some 350 m over rough grass before coming to rest. The commander steered the aircraft to avoid lights and antenna installations and attempted to move the condition levers to shut the engines down. Although aircraft movement over the uneven ground and the design of the condition levers made this difficult, he was eventually successful. The aircraft came to rest intact, there was no fire and all occupants were uninjured.

A similar accident at Genoa in 1999, also to a Dornier 328, was investigated by the Italian Ministry of Infrastructures and Support. That aircraft landed normally, but overran the runway at speed and came to rest in the sea; four people drowned. The Italian report concluded that the accident was:

'caused by the pilot being unable to move the power levers from the flight idle position to the ground idle position and then to the reverse thrust position'.

The following Safety Recommendation was made to Fairchild Dornier GmbH, who were then the Type Certificate holders for the aircraft: ...

'[Fairchild Dornier should]define an emergency procedure allowing the crew to manage incidents where it is repeatedly impossible to move the power levers from the flight idle position during the period of travel after landing'. It has not been possible to determine if a response to this Recommendation was forthcoming.

AAIB engineering evaluation of the design of the power lever gate and latches is continuing in consultation with the current Type Certificate holder, Avcraft Aerospace GmbH i.I. It is deemed appropriate however, to draw this issue to the attention of all operators of Dornier 328 turboprop aircraft, and the following Safety Recommendation is made:

Safety Recommendation 2006-104

It is recommended that Avcraft Aerospace GmbH i.I advise all operators of Dornier 328 turboprop aircraft to detail procedures, and provide adequate training, to ensure that their pilots are able to act appropriately if the beta control range on the power levers cannot be selected after landing.