

INCIDENT

Aircraft Type and Registration:	Piper PA-31-350 Navajo Chieftain, G-BBNT	
No & Type of Engines:	2 Lycoming LTIO-540-J2BD piston engines	
Year of Manufacture:	1973	
Date & Time (UTC):	16 August 2006 at 1552 hrs	
Location:	Sandown Aerodrome, Isle of Wight	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 2	Passengers - 4
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	8,396 hours (of which 61 were on type) Last 90 days - 43 hours Last 28 days - 28 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB	

Synopsis

After touching down on Runway 23 the pilot continued the landing roll onto the runway overrun to avoid a motor vehicle.

good with an estimated surface wind of 180°/5 kt and an air temperature of 18°C.

History of the flight

At the end of a flight from London (City Airport), the pilot made a visual approach for a landing on Runway 23 at Sandown Aerodrome. The runway had a dry grass surface and an LDA of 884 m. The exit to the northern taxiway is at the end of the runway. Beyond the end of the runway there is an overrun of approximately 100 m which crosses an uncontrolled minor public road. For the landing the weather was

The pilot reported that he made a normal touch-down and commenced gentle braking. Towards the end of his landing run, he was preparing to vacate the runway to the right when he became aware of a vehicle entering the overrun area of the runway from the public road. As the vehicle appeared to be turning left towards the aircraft, the pilot considered that his most prudent action was to continue straight ahead onto the overrun and across the road. This he did and he succeeded in avoiding the vehicle. He then turned G-BBNT around

through 180° and vacated the runway onto the northern taxiway. The pilot reported that the vehicle was driven off at high speed.

Performance calculations

The reported weight of G-BBNT on landing was 2,869 kg compared to the maximum landing weight of 3,175 kg. Based on the prevailing conditions, the Airplane Flight Manual required a landing distance from

50 ft of 585 m on dry grass using maximum braking. With the Public Transport factor of 1.43 applied, the LDR (Landing Distance Required) was 837 m which was within the LDA.

Corrective action

After this incident the aerodrome management installed barriers to restrict vehicular movement on the road during certain aircraft movements.