SERIOUS INCIDENT

Aircraft Type and Registration:	Britten-Norman BN2B-20 Islander, G-SICA
No & Type of Engines:	2 Lycoming IO-540-K1B5 piston engines
Year of Manufacture:	2006 (Serial no: 2304)
Date & Time (UTC):	16 January 2013 at 1007 hrs
Location:	Lerwick/Tingwall Airport
Type of Flight:	Commercial Air Transport (Cargo)
Persons on Board:	Crew - 2 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	None
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	47 years
Commander's Flying Experience:	5,259 hours (of which 1,348 were on type) Last 90 days - 46 hours Last 28 days - 10 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

At the beginning of the takeoff roll, on an untreated runway surface contaminated with ice, the aircraft started an uncontrollable drift to the left. The takeoff was abandoned and the aircraft slid off the runway at slow speed without suffering any damage. The Airport Authority and aircraft operator have amended their procedures for operations on runway surfaces contaminated by snow or ice.

History of the flight

The aircraft was departing from Runway 20 at Lerwick/Tingwall Airport, with the commander PF. The wind was variable at a speed of less than 5 kt and the air temperature was 0ºC. The runway was contaminated with ice but the commander had taken off and landed on it within the previous hour.

As the takeoff roll began, the aircraft started to veer to the left. The commander was unable to correct this drift, using differential braking and nosewheel steering, so he closed the throttles and abandoned the takeoff. At a speed estimated to be between 10-20 kt, the aircraft slid about two metres off the paved surface and came to a stop. It was undamaged but a frangible runway edge light had been damaged. The pilot considered that the condition of the runway was responsible for his inability to control the drift but could only surmise that a gust of wind had initiated it. The airport AFISO thought it possible that the ice on the runway may have started to thaw in the sunlight and "glazed" the surface.

The Airport Authority stated that the operator of the aircraft had recently requested that they stop treating

icy or compressed snow contaminated runways with sand,because of the risk of sand ingestion into turbine engines. Following this incident, the Airport Authority has reversed this decision on the proviso that the runway will be swept if turbine-powered aircraft operations are to take place. The operator also amended its operating procedures to preclude operations on untreated runways contaminated with ice or packed snow.

BULLETIN CORRECTION

The following correction was published in the July 2013 Bulletin

AAIB Bulletin No 6/2013, page 35 refers

The report in AAIB Bulletin 6/2013 stated in the first sentence in the **Synopsis**:

At the beginning of the takeoff roll, on an untreated runway surface contaminated with ice, the aircraft started an uncontrollable drift to the **left**.

This should have read:

> At the beginning of the takeoff roll, on an untreated runway surface contaminated with ice, the aircraft started an uncontrollable drift to the **right**.

Also, in the first sentence of the second paragraph in the **History of the flight**, it stated:

As the takeoff roll began, the aircraft started to veer to the **left**.

This should have read:

> As the takeoff roll began, the aircraft started to veer to the **right**.