

Serious Incident

Aircraft Type and Registration:	ATR 72-212 A, G-IACZ	
No & Type of Engines:	2 Pratt & Whitney Canada PW127M turboprop engines	
Year of Manufacture:	2018 (Serial no: 1482)	
Date & Time (UTC):	15 April 2025 at 1940 hrs	
Location:	On approach to Cornwall Airport, Newquay	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 4	Passengers - 38
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None reported	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	13,547 hours (of which 1,298 were on type) Last 90 days - 76 hours Last 28 days - 45 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries made by the AAIB	

Synopsis

The flaps could not be deployed to full extension for landing and the commander decided to perform a go-around. Weather conditions were unfavourable so after initially declaring a MAYDAY, the aircraft diverted to Exeter Airport where landing flap was achieved. The landing was uneventful, but several unrelated anomalies were reported to have occurred during the subsequent ground taxi.

History of the flight

The plan was to fly two sectors as a return service between Newquay and London Gatwick. The crew rejected the initial aircraft because of water ingress on the flight deck, but they accepted G-IACZ as an alternative airframe.

The return sector to Newquay proceeded normally with the commander electing to fly the approach because the weather conditions were described as challenging. When the flaps were selected to 30° for landing, the cockpit indications showed that they remained at 15° and the cabin crew confirmed that the flaps had not extended. Recycling the flap lever had no effect, and the commander decided to perform a go-around. As the aircraft climbed away there was an intermittent airframe de-ice fault and a "MAYDAY" was declared. The crew decided to divert to Exeter, where the flaps extended normally.

Investigation

The operator tested the flap system on the ground and no faults were apparent. The AAIB downloaded the Flight Data Recorder, which showed an anomaly with the flap command signal during the approach to Newquay. This information was passed to the operator, who released the aircraft for further flight after functional testing was complete. The aircraft completed several flights without recurrence, until the flaps stopped responding to selections again. The operator sought advice from the aircraft manufacturer, who recommended installing a replacement flap selector switch. This was completed and no further flap problems have been reported on G-IACZ.