

Follow-up Action on Occurrence Report

ACCIDENT TO FALCON 900EX, VP-BMS, AT LONDON STANSTED AIRPORT ON 9 FEBRUARY 2004

(RUNWAY EXCURSION ON LANDING ROLL AFTER PARTIAL COLLAPSE OF RIGHT MAIN LANDING GEAR)

CAA FACTOR NUMBER : F26/2005
FACTOR PUBLICATION DATE : 07 July 2005
OPERATOR : Foreign Operator
CAA OCCURRENCE NUMBER : 2004/00741
AAIB REPORT : Bulletin 6/2005

SYNOPSIS

(From AAIB Report)

The aircraft departed from Kilimanjaro en route to London (Luton) Airport with a known hydraulic problem. The crew believed, incorrectly, that this was allowed under the terms of the Minimum Equipment List. During the approach at Luton the crew were unable to obtain indications that the gear was down and locked following selections on both the normal and emergency systems. The crew requested a diversion to Stansted and the aircraft was configured for a full flap landing on Runway 05. During the landing roll the right main landing gear partially retracted and the aircraft veered to the right until it finally left the paved surface, crossed the grass, and came to rest about 139 metres to the right of the runway centreline. Four safety recommendations have been made as a result of the investigation.

FOLLOW UP ACTION

The four Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

Recommendation 2005-23

It is recommended that Dassault Aviation should review Section 29, Part 1 of the Master Minimum Equipment List to make it clear that this refers to the pump caution lights and not the pumps.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-24

It is recommended that Dassault Aviation review the indications likely to be seen following a failure of either hydraulic system and, if necessary, amend the checklist accordingly.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-25

It is recommended that FlightSafety International should review their process for ensuring the accuracy of the documents used in training and should promote the same procedures used in training that will be used when flying the aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-26

It is recommended that FlightSafety International, in coordination with Dassault Aviation, should review their flight simulators used for Falcon 900 training to ensure they represent with acceptable realism the correct pilot input, as defined in the operations manual, to successfully lock down the landing gear during emergency gear extension.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed