

## Follow-up Action on Occurrence Report

*ACCIDENT TO DORNIER 328-100, G-BWIR, AT LONDON CITY AIRPORT ON 20 FEBRUARY 2005*

(AIRCRAFT VEERED TO THE RIGHT AND DEPARTED THE RUNWAY ON LANDING)

CAA FACTOR NUMBER : F12/2006  
FACTOR PUBLICATION DATE : 10 April 2006  
OPERATOR : Suckling Airways  
CAA OCCURRENCE NUMBER : 2005/01171  
AAIB REPORT : Bulletin 2/2006

### SYNOPSIS

(From AAIB Report)

Shortly after touchdown at London City Airport (LCY), the aircraft veered to the right and departed the runway before the flight crew were able to bring it under directional control. The investigation revealed that a combination of crosswind and asymmetric reverse thrust caused the initial divergence. Because the aircraft was held in a slightly more nose-up attitude than normal, the nose wheel steering (NWS) system did not become enabled. The consequent unavailability of nose wheel steering resulted in the crew not acquiring directional control immediately. Directional control was only gained after the aircraft had departed the runway when differential braking and asymmetric reverse thrust were applied.

### FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

#### Recommendation 2005-139

It is recommended that AvCraft, the Dornier 328 type certificate holder, produce guidance to all Dornier 328 operators regarding post-touchdown elevator handling and the implications of the noseleg weight-on-wheels switch not being activated.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**