

Follow-up Action on Occurrence Report

ACCIDENT TO DHC-8-402 (Q400), G-JEDW, AT LEEDS BRADFORD AIRPORT ON 20 OCTOBER 2005
(HEAVY LANDING DURING CONTINUATION TRAINING)

CAA FACTOR NUMBER : F36/2006
FACTOR PUBLICATION DATE : 10 October 2006
OPERATOR : flybe
CAA OCCURRENCE NUMBER : 2005/08676
AAIB REPORT : Bulletin 9/2006

SYNOPSIS

(From AAIB Report)

The aircraft was conducting a practice CAT II ILS approach to Runway 32 at Leeds Bradford International Airport in VMC. Contrary to company standard operating procedures, the co-pilot flew the approach and the landing. At a height of approximately 80 ft, the co-pilot retarded both power levers, resulting in a high rate of descent. Both pilots applied power and the co-pilot flared positively in an attempt to reduce this rate of descent. In doing so, the aircraft was pitched-up to an angle sufficient to cause the underside of the rear fuselage to contact the ground. Damage was confined to the composite fairing covering the 'runway touched' sensor. There were no injuries. Although not a cause of the incident, the investigation revealed that the heading selectors for the commander and co-pilot operated independently, resulting in a temporary deviation from the ATC assigned heading. This was not noticed immediately by the non-handling commander. Two safety recommendations are made.

FOLLOW UP ACTION

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

Recommendation 2006-49

It is recommended that the aircraft operator, Flybe, expedite the reconfiguring of the heading selector systems on their DHC-8-400 (Q400) aircraft that do not have coupled heading selectors, such that operation of either heading selector results in an identical selection being presented on both the commander's and co-pilot's flight instruments.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

The Civil Aviation Authority should ensure that co-pilots of Bombardier DHC-8-400 series aircraft operated by Flybe, receive training and practice n landing the aircraft from a Category II ILS approach.

CAA Response

The CAA accepts this Recommendation. The CAA is working closely with the operator, Flybe, and will ensure that co-pilots of Bombardier DHC-8-400 series aircraft will receive training and practice in landing the aircraft from a Category II ILS approach.

CAA Status - Open