

## Follow-up Action on Occurrence Report

**SERIOUS INCIDENT INVOLVING DORNIER DO328-110, D-CPRW, ON APPROACH TO R/W 24 MANCHESTER AIRPORT  
ON 18 JANUARY 2006**

**(AIRCRAFT DESCENDED VERY LOW ON THE APPROACH)**

**CAA FACTOR NUMBER** : F40/2006  
**FACTOR PUBLICATION DATE** : 10 November 2006  
**OPERATOR** : Euromanx  
**CAA OCCURRENCE NUMBER** : 2006/00364  
**AAIB REPORT** : Bulletin 10/2006

### SYNOPSIS

(From AAIB Report)

The aircraft failed to capture the glideslope during an ILS approach in IMC conditions to Runway 24R at Manchester Airport. The operating crew did not monitor the flight path of the aircraft and were only alerted that they had descended (with a high vertical speed) dangerously close to the ground some 5.5 nm from touchdown, by a "GLIDESLOPE" aural alert triggered by the EGPWS. The commander disconnected the autopilot and performed a go-around. ATC provided radar vectors to re-position the aircraft for another ILS approach, following which the aircraft landed without further incident.

### FOLLOW UP ACTION

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

#### Recommendation 2006-86

It is recommended that the Austrian aviation authority, AustroControl, review the flight crew training and operational procedures of EuroManx Airlines GmbH, with the intent of ensuring that the operation of their aircraft is conducted in accordance with approved procedures.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**