

Follow-up Action on Occurrence Report

**SERIOUS INCIDENT INVOLVING AVRO 146-RJ100, G-CFAH, AT LONDON CITY AIRPORT ON 29 MARCH 2005
(ON TOUCHDOWN, UNDERSIDE OF THE REAR FUSELAGE CONTACTED THE RUNWAY SURFACE)**

CAA FACTOR NUMBER : F44/2006
FACTOR PUBLICATION DATE : 12 December 2006
OPERATOR : BA CitiExpress
CAA OCCURRENCE NUMBER : 2005/02177
AAIB REPORT : Bulletin 11/2006

SYNOPSIS

(From AAIB Report)

The first officer had stabilised the aircraft on an ILS approach, at night, to Runway 10. At 400 ft the commander sighted the runway lights, took control in accordance with the Operator's procedures and disconnected the autopilot and autothrottle. During the landing flare the rate of descent appeared to be high and the commander corrected this by increasing the pitch attitude. The aircraft touched down at a body angle that exceeded the safe limit, causing the underside of the rear fuselage to contact the runway surface.

FOLLOW UP ACTION

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

Recommendation 2006-95

It is recommended that BAE Systems review the work jointly undertaken with the operator regarding tail strike prevention on the Avro 46-RJ00 aircraft with a view to promulgating the information to other operators.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed