

Follow-up Action on Occurrence Report

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ACCIDENT TO ATR 72, G-BWDA, AT GUERNSEY AIRPORT ON 23 MAY 2006

CAA FACTOR NUMBER : F11/2007
FACTOR PUBLICATION DATE : 11 April 2007
OPERATOR : Aurigny
CAA OCCURRENCE NUMBER : 2006/04206
AAIB REPORT : Bulletin 3/2007

SYNOPSIS

From AAIB Report:

The aircraft bounced on touchdown due to insufficient landing flare being applied. In an attempt to cushion the second touchdown the co-pilot, who was the handling pilot, over pitched the aircraft resulting in the tail bumper making contact with the runway surface. The co-pilot was relatively inexperienced, this being his first airline aircraft type, and he could not recall every having received formal instruction in recovery techniques for bounced landings. One safety recommendation was made.

FOLLOW UP ACTION

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

Recommendation 2006-124

The UK Civil Aviation Authority should require UK aircraft manufacturers, operators and training providers to issue appropriate guidance to pilots in the techniques for recovering from bounced landings.

CAA Response

The CAA partially accepts this Recommendation.

As far as operators and training providers are concerned, in the short term, the CAA will, in the course of its normal oversight, check that operators have appropriate guidance in place. In the longer term, the CAA will issue an appropriate publication (either FODCOM or AIC) alerting industry to the incident and surrounding issues, further recommending that appropriate guidance be made available.

As far as UK manufacturers are concerned, since September 2003 legal competence for airworthiness of this class of aircraft has been granted to the European Aviation Safety Agency (EASA). This part of the recommendation is therefore not accepted.

CAA Status - Open