

Follow-up Action on Occurrence Report

SERIOUS INCIDENT TO DASSAULT FAN JET FALCON SERIES 20E, G-FRAI,
AT DURHAM TEES VALLEY AIRPORT ON 09 AUGUST 2012

CAA FACTOR NUMBER : F4/2013
FACTOR PUBLICATION DATE : 22 July 2013
TYPE OF FLIGHT : Commercial Air Transport (Passenger)
CAA OCCURRENCE NUMBER : 201209391
AAIB REPORT : 6/2013

SYNOPSIS

From AAIB Report

The aircraft overran the runway when takeoff was abandoned due to a potential birdstrike. The crew stated that V1 had not been called when the decision to stop the takeoff was made but analysis of available recorded data indicated that the aircraft was approximately nine knots above V1 when actions were taken to reject the takeoff. No aircraft faults were found to have contributed to the incident although the surface friction characteristics of the runway stopway adversely affected the deceleration rate achieved during the final stages of the rejected takeoff. The lack of a CVR or FDR severely limited the ability of the investigation to determine the exact sequence of events during the incident.

FOLLOW UP ACTION

Recommendation 2013-004

It is recommended that Durham Tees Valley Airport takes action to ensure that, in accordance with the requirements of *CAP 683 – The Assessment of Runway Surface Friction Characteristics*, the surface of the Runway 23 stopway has friction characteristics not substantially less than those of the associated runway.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2013-005

It is recommended that the Civil Aviation Authority cease to grant Cobham Leasing Limited exemptions from the Air Navigation Order flight recorder requirements for their Falcon 20 fleet.

CAA Response

The CAA accepts this recommendation and has advised the operator that it would no longer be appropriate to issue exemptions against the Air Navigation Order requirement for the fitting of flight recorders. The operator has responded positively to this and has engaged with a design organisation for the modification of the aircraft to meet the flight recorder requirements. The age of

the aircraft complicates the process as there are no 'off the shelf' solutions currently available. The plan, which is accepted by the CAA, calls for the design and Supplemental Type Certification of the appropriate modifications to be completed by December 2013 and fleet implementation to take place between January 2014 to June 2015. Flight recorder exemptions will only continue as necessary to support this programme.

CAA Status - Closed