

Flight Safety News Letter

- In Focus - Precautions during Adverse Weather
- Safety Journal - ARC (Abnormal Runway Contact)
- Upcoming Events - SRBM (Safety Review Board Meeting)

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In Focus

Precautions during Adverse Weather (April to August 2024)

DIAL requests all concerned stakeholders at IGI Airport to take necessary precautions in view of the forthcoming adverse weather conditions like thunderstorm, strong wind, monsoon season and consequent past occurrences at IGI Airport, New Delhi. The following actions shall be taken during adverse weather/monsoon conditions from April to August:

- Secure the aircraft properly as per recommendations given by the aircraft manufacturer.
- Apply chokes on both sides of the wheel of the aircraft
- General aviation operators should moor their aircraft with mooring stones. Rotors of helicopter to be secured by lacing.
- Avoid going near turboprop aircraft until it stops and propeller blades are secured by lacing.
- Engage Jack Plates and chokes for making equipment stabilized on the apron.
- Look out for unsecured/unattended equipment on apron. Retrieve and secure them to their designated areas.
- All loose material should be removed from worksites & barricades secured.

In Focus

Precautions during Adverse Weather (April to August 2024)

- Vehicles should be parked with hand brakes-ON.
- Step Ladders be parked safely.
- Bridge Mounted Equipment to be rolled back immediately after their disconnection from the aircraft.
- Cargo Pallets should be fastened to dollies or stacked through lacing.
- ULDs should be fastened to racks or dollies and secured.
- Avoid driving or walking in Apron during strong surface winds.
- Discontinue passenger boarding or disembarking by step ladders during strong surface winds.
- All garbage bins should be tied to hooks with the help of chains.
- Ensure serviceability of the brakes and beacon lights of all vehicles / equipment.
- In case of any breakdowns in movement area, inform Operations Duty Manager / Apron Control at 9717390402, 011-61234750 or AOCC at 9717390390.

Safety Journal

ARC (Abnormal Runway Contact)

The ATR72 operated a commercial flight from Kannur to Hubli airport. During the first approach runway 26, the aircraft touched down on the runway and bounced consecutively four times. The crew initiated a “Go-Around”. During the second approach, the aircraft bounced consecutively three times, before coming to rest on the runway. The crew switched off the engines on the runway and requested assistance from the ground staff.

1. Weather Information :- The investigation concluded that the weather was not a contributory factor to the accident.
2. Serious Incident Description :- The ATR 72 carried out a non-precision approach on runway 26. The captain was the Pilot Flying (PF) and the first officer was the Pilot Monitoring (PM).

First approach:- The approach occurred with a Vapp +13 knots and a pitch angle of -0.3° . The first touchdown occurred with a high vertical load due to delayed flare (5ft). However, instead of initiating a “Go-Around”, a nose down order was applied after the first touchdown. Consequently, the aircraft bounced.

The second touchdown occurred on the nose landing gear first with -2.0° of pitch angle & with high vertical load. This time the PM gave a call for “Go-Around”, but PF did not agree and replied, “Hold Hold”. The aircraft encounter another bounce and PF maintained the nose down order.

The third touchdown occurred on nose landing gear first with -3.7° of pitch angle and a high vertical load. The “Go-Around” call given by the PM was disagreed by PF. Aircraft encountered another bounce. The fourth touchdown occurred. The aircraft touched down on the nose landing gear first with -5.9° pitch angle & with high vertical load. A “Go-Around” was initiated.

Safety Journal

ARC (Abnormal Runway Contact)

Second approach:

On landing, the aircraft touched down on MLG with +3.3° of pitch angle, power lever were at FI just before touchdown and the aircraft bounced. PM gave a call for “Go-Around” PF replied “No, Hold”. A second touched down occurred with +0.3° of pitch angle. Aircraft bounced again with a high vertical load. Subsequently third touched down occurred followed by another bounce.

When the nose landing gear wheel touched down, the flight crew heard a grinding noise and felt a vibration. Therefore, the flight crew stopped the aircraft on the runway and informed ATC Hubli of a suspected nose wheel tire burst. The crew switched off the engines on the runway and requested assistance from the ground facilities.

3. **Damage to Aircraft** :- The Aircraft sustained substantial damage during the event. Damage was observed in the aircraft’s forward section skin and frames. NLG and RH MLG had also suffered severe damages. Due to the severity of damages to the aircraft, the occurrence classification changed to accident.
4. **Contributing Factors** :- The probable cause of this accident is attributed to inappropriate aircraft landing technique and not following the bounced landing recovery procedure, delayed flare, high speed at touchdown and delay in initiating a “Go-Around”. Contributory factors for this accident were lack of situational awareness and lack of commitment to initiate a “Go-Around” after experiencing a significant bounce.
5. **Safety Recommendations** :-
Safety recommendation to the operator:
(i) The organization may sensitize all pilots regarding bounced landing and recovery procedure in detail.

Safety Journal

ARC (Abnormal Runway Contact)

Safety recommendation to Civil Aeronautics administration:

- (ii) DGCA may formulate a procedure to ensure post flight medical examination/ BA test in case of serious incidents also.
- (iii) Corrective training under DGCA guidelines may be imparted to the involved crew. The corrective training should stress upon “Go-Around” procedure, bounced landing and recovery procedure in detail.

6. ATR Recommendations

ATR strongly recommend the use of the FDM to.

- Support training
- Support SOP development
- Assess operational risk and take mitigating action.
- Assist to identify a collective operational deviation from the SOP.

Landing technique:

- Maintain standard final approach slope and final VAPP until 20 ft. Reduce PL to Fl and flare visually as required. During flare the airspeed decreases, resulting in a touchdown speed 5 to 10 kt lower than the stabilized approach speed (FCOM.NOP.ANOR.1)

Respect the final approach speed – Vapp
(FCOM.LIM.3.4 Landing speed)

Bounced:

Bouncing at landing usually is the result of high energy approach. In-service experience shows that most of the events involving bounces at landing resulted from the following factors:

Safety Journal

ARC (Abnormal Runway Contact)

- Excessive airspeed during approach
- Engine power on touchdown
- Late flare initiation
- Incorrect flare technique

Some environmental factors could also contribute to experience bounce at landing, such as:

- Windshear
- Thermal activity

For further information: FCTM

Flight Crew Training Manual 42/72 - 600 (attractive.com)

BE prepared for a GO-AROUND

- Review the main task sharing (PM & PF) in a short briefing.
- Identify the Threat(s) on this specific approach. (Complex trajectory, congested airport, ...)
- Identify the Threat(s) that could destabilize the approach (low visibility, wind, ATC runway change, ...).

Approaches must be stabilized and remain stable to touchdown

(FCTM - Stabilization policy)

- 1000 ft AAL in IMC conditions
- 500 ft AAL in VMC conditions
- 300 ft AAL following circle-to-land

(ARTICLE BY M/s ATR)

Upcoming Events

SRBM (Safety Review Board Meeting)

Scheduled on 15th May 2024

Our Fleet

ATR 72-600

ATR 42-600

HAL Do-228





सादर/ Regards,

विकास शर्मा / Vikas Sharma

उड़ान संरक्षा प्रमुख / Chief of Flight Safety, Head-ERP

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