

Follow-up Action on Occurrence Report

ACCIDENT TO DORNIER 328-100, G-BWIR, AT EDINBURGH AIRPORT ON 6 MARCH 2002
(DOOR OPENED ON TAKE-OFF RUN)

CAA FACTOR NUMBER : F18/2004
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OPERATOR : Suckling Airways
CAA OCCURRENCE NUMBER : 2002/01415
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SYNOPSIS

(From AAIB Report)

Prior to the planned flight the forward passenger door was closed and locked. The flight crew confirmed the correct positioning of the door during their pre-start checks. During the take-off run, at about 100 kt, the door opened and the flight crew aborted the take off. The door and locking mechanism were undamaged, however, the hinge arms of the integral air stairs were so severely damaged that it is unlikely that the door and the integral stairs would have remained attached had the aircraft continued to accelerate and become airborne. It is concluded that the most probable way in which the door opened was that the door-handle was inadvertently operated during the take-off run. The ergonomic features of the cabin crew station would have contributed to the handle being inadvertently grasped during this phase of flight. A recommendation has been made to the European Aviation Safety Agency regarding the design characteristics of the door.

FOLLOW UP ACTION

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

Recommendation 2003-109

It is recommended that the European Aviation Safety Agency review the design characteristics of the door operating, attachment and restraint mechanisms of the Dornier 328 aircraft type, in order to minimise the possibility of inadvertent door operation and to ensure that there is sufficient residual strength in the door/airstair attachments to prevent separation of the door in the event of a door coming open during takeoff or initial climb.

CAA Response

This recommendation is not addressed to the CAA.

CAA Status - Closed