

Follow-up Action on Occurrence Report

ACCIDENT TO A320, C-GTDK, AT BRISTOL LULSGATE AIRPORT ON 16 JUNE 2003
(TAIL CONTACTED GROUND AFTER LANDING BOUNCE)

CAA FACTOR NUMBER : F50/2004
FACTOR PUBLICATION DATE : 14 December 2004
OPERATOR : SkyService Airlines
CAA OCCURRENCE NUMBER : 2003/03732
AAIB REPORT : Bulletin 11/2004

SYNOPSIS

(From AAIB Report)

The aircraft and pilots were normally based in Canada but were operating for a six month period over the summer from Bristol Airport as part of a wet-lease agreement. The inexperienced co-pilot had been undergoing a protracted period of line training and had been rostered to fly on four consecutive days with the same line-training captain. They had agreed that should a suitable opportunity present itself, the co-pilot would practise flying the aircraft without the autopilot, autothrust and flight directors being engaged. On the third day the co-pilot flew an ILS approach to Runway 09 at Bristol with the aircraft configured in this condition. At touch down the aircraft bounced and on touching down a second time, the tail contacted the ground.

FOLLOW UP ACTION

The four Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

Recommendation 2004-55

SkyService Airlines should review its policy for pilots' competency and experience requirements both before and during conversion training.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-56

SkyService Airlines should review its procedures for the training and supervision of training captains.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-57

Airbus should highlight to airlines the need for pilots to press the sidestick priority button when intervening to correct an erroneous control input by the handling pilot.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-58

Airbus should introduce an aural warning to its fly-by-wire aircraft types to alert pilots of excessive pitch angle or excessive pitch rate during landing.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed