

## SYNOPSIS

<b>Aircraft Type and Registration:</b>	Boeing 737-436, G-DOCT
<b>No &amp; Type of Engines:</b>	2 CFM56-3C1 turbofan engines
<b>Year of Manufacture:</b>	1992
<b>Date &amp; Time (UTC):</b>	8 July 2005 at 1006 hrs
<b>Location:</b>	Aberdeen Airport
<b>Type of Flight:</b>	Public Transport (Passenger)
<b>Persons on Board:</b>	Crew - 6 Passengers - 149
<b>Injuries:</b>	Crew - None Passengers - None
<b>Nature of Damage:</b>	Damage to tailplane and elevator
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	35 years
<b>Commander's Flying Experience:</b>	8,500 hours (of which 3,965 were on type) Last 90 days - 185 hours Last 28 days - 67 hours
<b>Information Source:</b>	AAIB Field Investigation

On takeoff, sections of a blast pad positioned at the runway threshold lifted and broke up, causing damage to the aircraft's tailplane and elevator. The crew were unaware of the damage to the aircraft and completed the takeoff and flight to their destination without further incident. The investigation identified issues concerning the construction and marking of the blast pad and other factors concerning the conduct of the takeoff. 10 safety recommendations were made.