

SYNOPSIS

On 30 January 2012, Etihad Airways Airline Airbus A330, was scheduled to operate a commercial passenger flight ETD045 from Abu Dhabi International Airport, the United Arab Emirates, to Dublin International Airport, Ireland, with 11 crew and 216 passengers onboard. The scheduled departure was delayed by 68 minutes as the departure airport was in low visibility operations (LVO) due to fog. The visibility during taxi and takeoff was 175 meters. During takeoff at 0346 LT, the flight crew rejected the takeoff at 86 knots ground speed after the Commander heard unusual loud thumps coming from the nose gear. After the Aircraft came to a stop, the crew noticed that the Aircraft was aligned on the left hand edge of runway 31L instead of the runway centerline. The Aircraft had travelled a distance of approximately 775 meters. Eleven left hand edge runway lights were damaged and one of the Aircraft nose wheel tires was punctured. There were no injuries to the crew, or passengers.

The Air Accident Investigation Sector determines that the cause of aligning the Aircraft with the left hand edge of runway 31L instead of runway centerline was the loss of situation awareness by the crew. The root cause of the loss of situation awareness was not determined.

Following this Incident, the Aircraft Operator and the Air Traffic Control Unit implemented safety actions to avoid a reoccurrence.

The Investigation has also made several safety recommendations to the General Civil Aviation Authority (GCAA) and the International Civil Aviation Organization (ICAO) addressing runway edge lighting, runway lights testing, procedural verification of Aircraft takeoff position and medical testing.