

## SYNOPSIS

### SERIOUS INCIDENT

**Aircraft:**

Registration, type

YR-FZA, F28

Model

Fokker F28 Mark 0100

**Class/Airworthiness**Normal, Certificate of Airworthiness and valid Airworthiness Review Certificate (ARC)<sup>1</sup>.**Operator**

Carpatair S.A.

**Time of occurrence**

06/04/2016, 21:35 hrs during darkness

Note: All times are given in Swedish daylight saving time (UTC<sup>2</sup> + 2 hours)**Place**

level)

Gällivare Airport, Norrbotten County, (position 6708N 02047E, 1 027 feet above mean sea

**Type of flight**

Commercial Air Transport

**Weather**According to METAR<sup>3</sup>: wind 030 degrees 8 knots, visibility 1 500 meters in snow and rain, vertical visibility 800 feet. temperature/dew point 0°/-0°C, QNH<sup>4</sup> 994 hPa**Runway conditions**

Reported friction coefficients: 0.36, 0.34, 0.35, contamination 1 mm slush

**Persons on board:**

55

crew members including cabin crew

4

passengers

51

**Injuries to persons**

None

**Damage to aircraft**

Slightly damaged

**Other damage**

None

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<sup>1</sup> ARC - Airworthiness Review Certificate.

<sup>2</sup> UTC – Coordinated Universal Time is a reference for the exact time anywhere in the world.

<sup>3</sup> METAR – Meteorological Aerodrome Report.

<sup>4</sup> QNH - Barometric pressure reduced to mean sea level.

## **SUMMARY**

The serious incident occurred during a scheduled flight from Arvidsjaur to Gällivare airport and involved an aeroplane of the model Fokker F28 Mark 0100 with the registration marks YR-FZA. The aircraft was operated by the Romanian operator Carpatair on behalf of the Swedish airline Nextjet.

During the instrument approach to runway 30 at Gällivare airport, which was performed in darkness with snow and rain, the runway threshold was crossed at approximately 50 feet with a recorded speed of 134 knots. After a hard landing in the touchdown zone with unchanged speed the aeroplane bounced and was displaced in yaw. Reported friction coefficients were 0.36, 0.34 and 0.35.

After the landing, which was performed with full flaps and extended speed brake, the lift dumpers on the wing's upper surface extended. According to interviews, maximum reverse was activated and the brakes were applied immediately after the displacement in yaw. Data from the recordings indicate that reverse rpm increased from low idle only 20 seconds after touchdown at a speed of about 50 knots. Engine reverse rpm then only reached 75 % and 65 %, while the maximum speed limitation is 95.5 %.

The aeroplane overran the end of the runway and came to a full stop on the runway strip. There were no injuries and the damage to the aeroplane was limited.

The serious incident was caused by the gradual decrease of the conditions for a safe landing, which was not perceived in due time.