



交通部民用航空局飛安公告

Aviation Safety Bulletin

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SUBJECT:

Air operators should establish the "Rejected Landing" operating procedures and revise the corresponding training and check into the relevant manual. In addition, flight crew should exercise CRM effectively to lower the risk of incident occurrence.

DESCRIPTION:

An air operator suffered a tail strike incident during landing. The crew reported that the aircraft has touched down and the reversers have been activated while the pitch angle of the aircraft was increasing and the aircraft seemed to be airborne at that time. The crew decided to go-around and resulted in the tail strike incident. After the go-around the crew completed relevant procedures then landed the aircraft safely.

RECOMMENDATIONS:

1. Air operators should educate their flight crew pertaining to the difference between "Go-Around" and "Rejected Landing". In addition, the operating procedures of Rejected Landing and the corresponding training/check should be added to the relevant company manual.
2. Flight crew should be familiar with the ground clearance of the operating aircraft type. Taking care of pitch and bank angle limits during takeoff, landing and go around to lower the risk of the aircraft's tail, engine or wingtip touching the ground.
3. Flight crew should exercise CRM and standard call out to avoid the similar incident from happening.