

# Occurrence Report

B7815

<b>State reporting</b>	Taiwan Island	<b>Date entered</b>	2011/8/2
<b>Reporting org.</b>	Taiwan (ASC)	<b>Report last modified</b>	2014/7/9 PM 04:51:05
<b>State file number</b>	ASC-AIR-00-12-001	<b>Report status</b>	Closed

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**Headline** Runway Excursion after landing in the rain at KHH Airport, Uni Air B7815 , B-17919, MD-90

<b>Occurrence class</b>	Serious incident	<b>Occurrence category</b>	RE: Runway excursion
<b>Local date</b>	2000/8/24 PM 01:48:00	<b>UTC date</b>	2000/8/24 AM 05:48:00
<b>State/area of occurrence</b>	Taiwan Island	<b>Latitude of occ</b>	22:34 North
<b>Location of occ</b>	RCKH Airport	<b>Longitude of occ</b>	120:21 East

## Aircraft Involved

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<b>Manufacturer/model</b>	MCDONNELL-DOUGLAS - MD90-30	<b>Aircraft registration</b>	B-17919
<b>Call sign</b>	GLORY	<b>Operator</b>	Taiwan - Uni Air - (to be coded)
<b>Flight phase</b>	Landing		

**TAIWAN ISLAND, ASC-AIR-00-12-001****Filing information**

<b>Headline</b>	Runway Excursion after landing in the rain at KHH Airport, Uni Air B7815 , B-17919, MD-90		
<b>State reporting</b>	Taiwan Island	<b>Date entered</b>	2011/8/2
<b>State file number</b>	ASC-AIR-00-12-001	<b>Reporting org.</b>	Taiwan (ASC)

**When**

<b>Local date</b>	2000/8/24 PM 01:48:00	<b>UTC date</b>	2000/8/24 AM 05:48:00
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**Where**

<b>State/area of occurrence</b>	Taiwan Island	<b>Latitude of occ</b>	22:34 North
<b>Location of occ</b>	RCKH Airport	<b>Longitude of occ</b>	120:21 East

**Classification**

<b>Occurrence class</b>	Serious incident	<b>Occurrence category</b>	RE: Runway excursion
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**Severity**

<b>Damage aircraft</b>	None	<b>Damage aerodrome</b>	None
<b>Third party damage</b>	No	<b>Injury level</b>	None

**Injury totals**

	<b>Fatal</b>	<b>Serious</b>	<b>Minor</b>	<b>None</b>	<b>Unknown</b>	<b>Total</b>
<b>Total on ground</b>	0	0	0	0	0	0
<b>Total on aircraft</b>	0	0	0	69	0	69
<b>Grand total</b>	0	0	0	69	0	69

**ATM relation**

<b>ATM contribution</b>	None	<b>Effect on ATM service</b>	No effect
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**NARRATIVE (ENGLISH)**

On August 24, 2000, UNI Air flight 815, bearing registration no. B-17919, aircraft type MD-90, departed from Songshan Airport for Kaohsiung International Airport at 1308 local time (Taipei) and landed at 1348:41. After passing the end of Runway 09L and the clearway, the aircraft overran the runway for around 31.4 meters on the grass. No injuries were reported, and the aircraft suffered no damages. Findings 1. The flight crews were properly qualified and licensed. 2. The aircraft was released for duty according to MEL and complied with airworthiness directives. 3. Weight and Balance of the aircraft was within the regulated limits. 4. The meteorological condition during the accident was conformed to the operating limitations of MD-90 aircrafts of UNI Air. 5. In the Flight Operations Manual, the crew callouts were merely listed till the moment before landing. 6. The check procedures and operations of the pilots were not conformed to the requirements of "MD-90 Flight Crew Operation Manual". 7. The pilots made excessive conversations in the cockpit leading to the reduction of situation awareness and affected flight operations. 8. The inexistence of the Auto brakes System was not confirmed by the before landing checklist. 9. Landing flaps for wet runway was 28. 10. The landing speed was 12.5 knots faster than normal value. 11. The touchdown point of the aircraft was 3,270 feet from the threshold of Runway 09L, too late to touch down. 12. The timing of the brakes

**NARRATIVE (ENGLISH)**

used on the runway was late, the captain was not able to realize in time, and the first officer was not able to realize or remind in time as well. 13. After the aircraft passed the end of runway 09L and the clearway, it overran the runway for around 31.4 meters on the grass, no injuries were reported and the aircraft suffered no damages. 14. The teamwork, coordination and interaction were insufficient among crewmembers. 15. After the accident, the hydraulic pressure, brake system and wheels of the aircraft were all checked to be normal. Probable Causes Before the aircraft landed, the inexistence of the Autobrakes System was not confirmed, landing speed was faster than normal speed and the touchdown was overshoot; After touchdown, the focus of the flight crew was not completely on maneuvering the aircraft, insufficient teamwork and too late to decelerate leading to the incapability of stopping the aircraft on the runway.

**EVENTS****The aircraft ran off the end of the runway , during Landing roll. {Occurrence}**

Flight crew's control of the aircraft's airspeed : Too high

*Flight crew., Human interface-Standard Operating Procedures : Not followed*

*Flight crew., Non-sterile cockpit/workplace : Illegal/violation*

Flight crew's control of the aircraft's touchdown : Too late

*Flight crew., Human interface-Standard Operating Procedures : Not followed*

Runway surface condition generally : Wet

Flight crew's operation of flaps : Improper

Flight crew's operation of brakes : Late use

*Flight crew., Use of automation : Not checked*

*Flight crew., The interface between humans in relation to coordination crew/team resource management training : Poor*

*Pilot., The interface between humans in relation to communications between crew members : Poor*

*Pilot., Psychological action or error-timing : Too late*

**WEATHER****General weather conditions**

<b>Weather conditions</b>	VMC	<b>Light conditions</b>	Daylight
<b>Weather relevant</b>	No	<b>Wind speed</b>	13.607 kt
<b>Speed measured at</b>	Surface	<b>Visibility</b>	9999 m

**Clouds**

<b>Cloud amount</b>	Few clouds (1/8-2/8)	<b>Height of cloud base</b>	656.168 ft
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**Temperature**

<b>Air temperature</b>	25 C	<b>Dew point</b>	23 C
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**Precipitation and other weather phenomena**

<b>Precipitation intensity</b>	Light	<b>Precipitation type</b>	Rain	<b>Characteristics</b>	Showers
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**Weather reports**

	Report validity	Content wx report
METAR	Valid	

**MCDONNELL-DOUGLAS - MD90-30, B-17919****Aircraft identification**

Manufacturer/model	MCDONNELL-DOUGLAS - MD90-30	State of registry	Taiwan Island
Year built	1997	Aircraft registration	B-17919
Aircraft serial number	53569	Call sign	GLORY
		Flight number	B7815

**Aircraft Operation**

Operator	Taiwan - Uni Air - (to be coded)	Operation type	Commercial Air Transport - Scheduled revenue ops - Domestic - Passenger
Operator type		ICAO information	

**Aircraft description**

Aircraft category	Fixed wing	Wake turb. category	Medium
Propulsion type	Turbofan	Mass group	27 001 to 272 000 Kg
Number of engines	2	Maximum take-off mass	75296 kg
Landing gear type	Tricycle, retractable	GNSS installed	
EFIS	Yes, full		

**Aircraft status**

Total cycles a/c	5160	Maintenance docs.	Current
Aircraft total time	3095 Hour(s)	Airworthiness cert.	Valid

**Fuel**

Fuel type used	Turbine engine fuel - Jet A-1 (F35 NATO)	Recommended fuel type	
Fuel quantity on board			

**HISTORY OF FLIGHT****Itinerary**

Last departure point	Taiwan - RCSS (TSA): Taipei/Songshan Airport - (to be coded)	Flight phase	Landing
Planned destination	Taiwan - RCKH (KHH): Kaohsiung International Airport - (to be coded)	Duration of flight	42 Minute(s)
		Occ. on ground	Yes

**ATS route**

ATS route name	A-1	SID route	
ATS route type	RNAV	STAR	
Relevant segment			

**Speed and altitude at first event**

Speed (first event)	146.328 kt	True airspeed	
Type of speed	Indicated airspeed		

**Landing**

Type of landing	Regular landing	Automatic landing
Electronic landing aids		Landing location.

**Approach**

Visual approach type	Traffic pattern	A/c app for prec app
VASI used		Precision app. cat.
Approach RVR status		Instr. approach type
Approach stabilized		Approach errors
Instr. landing proc.		

**Person at controls**

Person at controls	Pilot-in-command
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**INJURIES****Injuries**

	Fatal	Serious	Minor	None	Unknown	Total
Pilot	0	0	0	1	0	1
Co-pilot	0	0	0	1	0	1
Cabin crew	0	0	0	4	0	4
Other flight crew	0	0	0	0	0	0
Crew Total	0	0	0	6	0	6
Passengers	0	0	0	63	0	63
Other on Aircraft	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>69</b>

**Injury types**

	Fatal injuries	Non-fatal injuries	Unknown
Burns	0	0	0
Drowning	0		0
Fumes/gases	0	0	0
Impact	0	0	0
Shock exposure	0	0	0
Other reasons	0	0	0
Unknown	0	0	0

**Autopsy**

Persons autopsied	None
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**AIRCRAFT RECORDINGS****Cockpit voice recorder**

<b>CVR location</b>	Rear fuselage	<b>CVR recovery</b>	Recovered
<b>CVR Recording medium</b>	Solid state	<b>Underwater locator (CVR)</b>	
<b>Number of channels</b>	4	<b>CVR Reason for data loss</b>	None/not applicable
<b>CVR Recording duration</b>	120 Minute(s)	<b>CVR Recording quality</b>	Good
<b>Hot microphone</b>	yes		

**Flight data recorder**

<b>FDR location</b>	Rear fuselage	<b>FDR recovery</b>	Recovered
<b>FDR Recording medium</b>	Solid state	<b>Underwater locator (FDR)</b>	
<b>Number of parameters</b>	137	<b>Reason for data loss</b>	
<b>FDR Recorder type</b>	Digital FDR	<b>FDR data recovery</b>	Completely recovered
		<b>FDR Data usefulness</b>	Useful

**AIR TRAFFIC SERVICES****Flight level, altitude**

	Height	Altimeter (QFE)	Altitude	Altimeter (QNH)	Flight level
<b>Actual</b>			0 ft		
<b>Cleared</b>					
<b>Requested</b>					
<b>Co-ordinated entry</b>					
<b>Co-ordinated exit</b>					

**FLIGHT CREW****PILOT-IN-COMMAND****Flight crew member**

<b>Age</b>	42 Year(s)	<b>Category</b>	Pilot-in-command
<b>Gender - Crew Member</b>	Male		

**Flight crew rest/duty**

<b>Duty last 24 hours</b>	2 Hour(s)	<b>Rest before duty</b>	13.5 Hour(s)
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**Flight crew experience**

	Last 24 hours	Last 90 days	Total
<b>This Aircraft type</b>	2 Hour(s)	186 Hour(s)	1312 Hour(s)
<b>All types</b>	2 Hour(s)	186 Hour(s)	7710 Hour(s)

**Flight crew licences**

License type	Ratings	Validity	Registry State issued	Instructor rating	Instrument rating
Aeroplane pilot - Airline transport pilot	Held required rating	Valid, no waivers	Yes	Yes	

**CO-PILOT****Flight crew member**

<b>Age</b>	40 Year(s)	<b>Category</b>	Co-pilot
<b>Gender - Crew Member</b>	Male		

**Flight crew rest/duty**

<b>Duty last 24 hours</b>	2 Hour(s)	<b>Rest before duty</b>	72 Hour(s)
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**Flight crew experience**

	<b>Last 24 hours</b>	<b>Last 90 days</b>	<b>Total</b>
<b>This Aircraft type</b>	2 Hour(s)	106 Hour(s)	383 Hour(s)
<b>All types</b>	2 Hour(s)	106 Hour(s)	2140 Hour(s)

**Flight crew licences**

<b>License type</b>	<b>Ratings</b>	<b>Validity</b>	<b>Registry State issued</b>	<b>Instructor rating</b>	<b>Instrument rating</b>
Aeroplane pilot - Airline transport pilot	Held required rating	Valid, no waivers	Yes		

**AERODROME****Aerodrome identification**

<b>Aerodrome type</b>	Land	<b>Aerodrome latitude</b>	22:34 North
<b>Location indicator</b>	Taiwan - RCKH (KHH): Kaohsiung International Airport - (to be coded)	<b>Aerodrome longitude</b>	121:21 East
<b>Aerodrome status</b>	Public aerodrome	<b>Elevation above MSL</b>	29.528 ft

**RECOMMENDATIONS****Recommendations**

<b>Recommendations</b>	Personnel - Study/review Procedures - Study/review Personnel - Management Procedures - Compliance Personnel - Training Other - Study/review Procedures - Inspection
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**MANAGEMENT****Occurrence report**

<b>Report identification</b>	B7815	<b>Report last modified</b>	2014/7/9 PM 04:51:05
<b>Report moderator</b>		<b>Report status</b>	Closed
<b>Report source</b>	Accident/Incident investigation	<b>Reporting form type</b>	ICAO - Final Report
<b>Date report created</b>	2011/8/2 PM 04:15:26		