

Occurrence Report

B7660

State reporting	Taiwan Island	Date entered	2012/2/3
Reporting org.	Taiwan (ASC)	Report last modified	2014/7/9 PM 04:39:01
State file number	ASC-AOR-06-12-001	Report status	Data

Headline Left Wing Tips Scraped on Runway during landing in Kaohsiung Airport, UNI Air B7660, B-17922, MD-90

Occurrence class	Serious incident	Occurrence category	ARC: Abnormal runway contact
Local date	2005/9/2 PM 12:35:00	UTC date	2005/9/2 AM 04:35:00
State/area of occurrence	Taiwan Island	Latitude of occ	22:34 North
Location of occ	RCKH Airport	Longitude of occ	120:21 East

Aircraft Involved

Manufacturer/model	MCDONNELL-DOUGLAS - MD90-30	Aircraft registration	B-17922
Call sign	GLORY	Operator	Taiwan - Uni Air - (to be coded)
Flight phase	Landing		

TAIWAN ISLAND, ASC-AOR-06-12-001**Filing information**

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Where

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Classification

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Severity

Damage aircraft	Minor	Damage aerodrome	None
Third party damage	No	Injury level	None

Injury totals

	Fatal	Serious	Minor	None	Unknown	Total
Total on ground	0	0	0	0	0	0
Total on aircraft	0	0	0	23	0	23
Grand total	0	0	0	23	0	23

ATM relation

ATM contribution	None	Effect on ATM service	No effect
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NARRATIVE (ENGLISH)

On September 2, 2005, UNI AIRWAYS CORPORATION (hereinafter called UNI Air) flight B7660, aircraft type MD-90, nationality mark and registration no. B-179222. At 1211pm Taipei time, departed from Magong Airport (RCQC); At 1235, during visual approach for Runway 27 in Kaohsiung International Airport (RCKH), the aircraft conducted a go-around above the runway; At 1247, the aircraft taxied back and shut down, and executed after landing checks, scratches were discovered on the lower left wingtip, landing light and position light of left wingtip were damaged. The aircraft carried 2 pilots (CM-1 and CM-2), 4 cabin crewmembers, and 17 passengers, total 23 people were uninjured. Findings related to the probable causes 1. The maneuver of the pilot when leaving the glide path and entering flare lacked for smoothness, and changes were encountered in wind direction and speed when flared and the pilot did not input adequate manipulation to the ailerons timely, which caused excessive left banks, at RA 6 feet, left wingtip touched the ground. Findings Related to the Risks 1. The aircraft made an early turn from the 3rd leg to the 4th leg, shortened the length of the final leg, which affected the consequent descent maneuver. 2. The distance of the final leg was shortened, which made the aircraft to increase rate of descend to intercept glide path, the average descent rate exceeded the recommended upper limit from the manual.

EVENTS**Unstabilized approach , during Final approach. {Aircraft - B-17922}**

Flight crew's control of the aircraft's rate of descent : Too steep

*Pilot., Psychological action-in-flight planning : Inappropriate***Genuine ground proximity warning system warning , during Level off-touchdown. {Occurrence}**

Windshift : Not expected

Flight crew's aircraft handling : Inappropriate

Flight crew's control of the aircraft's landing flare : Not suitable

Damage to aircraft , during Landing. {Occurrence}

A visual flight rules go-around : Too late

Wingtip : Damaged

Rejected landing , during Landing. {Aircraft - B-17922}**WEATHER****General weather conditions****Weather conditions**

Weather relevant No

Speed measured at

Light conditions

Wind speed

Visibility

MCDONNELL-DOUGLAS - MD90-30, B-17922**Aircraft identification****Manufacturer/model** MCDONNELL-DOUGLAS - MD90-30**Year built** 1998**Aircraft serial number** 53601**State of registry** Taiwan Island**Aircraft registration** B-17922**Call sign** GLORY**Flight number** B7660**Aircraft Operation****Operator** Taiwan - Uni Air - (to be coded)**Operator type****Operation type** Commercial Air Transport - Scheduled revenue ops - Domestic - Passenger**ICAO information****Aircraft description****Aircraft category** Fixed wing**Propulsion type** Turbofan**Number of engines** 2**Landing gear type** Tricycle, retractable**EFIS** Yes, full**Wake turb. category** Medium**Mass group** 27 001 to 272 000 Kg**Maximum take-off mass** 75296 kg**GNSS installed****Aircraft status****Total cycles a/c** 13151**Aircraft total time** 10588 Hour(s)**Maintenance docs.** Current**Airworthiness cert.** Valid**Fuel****Fuel type used** Turbine engine fuel - Jet A-1 (F35 NATO)**Fuel quantity on board****Recommended fuel type**

HISTORY OF FLIGHT**Itinerary**

Last departure point	Taiwan - RCQC (MZG): Magong Airport - (to be coded)	Flight phase	Landing
Planned destination	Taiwan - RCKH (KHH): Kaohsiung International Airport - (to be coded)	Duration of flight	24 Minute(s)
		Occ. on ground	No

ATS route

ATS route name	W-6	SID route	
ATS route type	RNAV	STAR	
Relevant segment			

Speed and altitude at first event

Speed (first event)	132.289 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	PAPI	Precision app. cat.	
Approach RVR status	Above minima	Instr. approach type	Not applicable
Approach stabilized	No	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	17	0	17
Other on Aircraft	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	0	0	0	23	0	23

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**

CVR location	Rear fuselage	CVR recovery	Recovered
CVR Recording medium	Solid state	Underwater locator (CVR)	
Number of channels	4	CVR Reason for data loss	Bulk eraser activated
CVR Recording duration	30 Minute(s)	CVR Recording quality	Good
Hot microphone	yes		

Flight data recorder

FDR location	Rear fuselage	FDR recovery	Recovered
FDR Recording medium	Solid state	Underwater locator (FDR)	
Number of parameters	87	Reason for data loss	
FDR Recorder type	Digital FDR	FDR data recovery	Completely recovered
		FDR Data usefulness	Useful

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

Age	52 Year(s)	Category	Pilot-in-command
Gender - Crew Member	Male		

Flight crew rest/duty

Duty last 24 hours	2.3 Hour(s)	Rest before duty	24 Hour(s)
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Flight crew experience

	Last 24 hours	Last 90 days	Total
This Aircraft type	2.3 Hour(s)	218 Hour(s)	7572 Hour(s)
All types	2.3 Hour(s)	218 Hour(s)	17571 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, medical waivers	Yes		

CO-PILOT**Flight crew member**

Age	59 Year(s)	Category	Co-pilot
Gender - Crew Member	Male		

Flight crew rest/duty

Duty last 24 hours	2.3 Hour(s)	Rest before duty	10 Hour(s)

Flight crew experience

This Aircraft type	Last 24 hours	Last 90 days	Total
All types	2.3 Hour(s)	241 Hour(s)	4643 Hour(s)
	2.3 Hour(s)	241 Hour(s)	14328 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, medical waivers	Yes		

AERODROME**Aerodrome identification**

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

RECOMMENDATIONS**Recommendations**

Recommendations	Personnel - Training Procedures - Compliance Procedures - Info dissemination Personnel - Proficiency check

MANAGEMENT**Occurrence report**

Report identification	B7660	Report last modified	2014/7/9 PM 04:39:01
Report moderator		Report status	Data
Report source	Accident/Incident investigation	Reporting form type	ICAO - Final Report
Date report created	2012/2/3 PM 12:04:59		