



**Aviation Safety Council
Taipei, Taiwan**

**FAR EASTERN AIR TRANSPORT
FLIGHT EF066 AIRCRAFT TYPE MD-83
REGISTRATION NO.B-28031 RIGHT
MAIN WHEEL TEMPORARILY VEERED
OFF RUNWAY WHEN LANDED AT
TAIPEI SONGSHAN AIRPORT**

Executive Summary

Executive Summary

On July 14, 2006, Far Eastern Air Transport Corp. (hereinafter called Far Eastern) flight EF066, aircraft type MD-83, registration no.B-28031, departed from Hualien Airport and arrived at Taipei/Songshan Airport (hereinafter called Songshan Airport), ILS approach of Runway10 was conducted, landed at 1915 Taipei time. After the aircraft landed and inspected, weeds were found wrapped around the right landing gear, according to the on-site investigation, a tire track veered south off the runway at around 1,950 feet from the threshold of Runway 10, and re-entered the runway at around 3,600 feet. CM-1 was pilot flying and CM-2 was pilot monitoring, all 57 people on board were uninjured.

Findings related to the probable causes

1. The aircraft landed at night, due to the increase in rainfall which affected the pilots' visibility outside and only runway edge lights were left for references, therefore when the aircraft continued shifting to the right , they were not able to find out and correct timely, 6 seconds after landing, the right main wheel veered off the runway, causing this accident.

Findings Related to the Risks

1. Before approaching to land, the aircraft encountered a strong convection zone moving east and close to Songshan Airport, with a width about 1.5km, the wind direction and velocity became stable before landing, but heavy sudden rain before touchdown affected the visibility.

2. If the pilots found that the increasing rainfall could affect the landing safety, a miss approach should be conducted immediately to avoid accident from happening.
3. The description “..... Lose effective runway visual references” in section 8.9.13 of Far Eastern Flight Operation Manual was not easy to make concrete assessment when executing.
4. The spacing among Runway 10 edge lights in Songshan Airport was conformed to the recommended runway centerline lights criteria of CAT 1 precision approach in “Civil Aerodrome Design and Operation Standards”.

Other Findings

1. The licenses possessed by the pilots and the duty dispatch were conformed to the requirements of Civil Aviation Act.
2. Work and rest time were normal 72 hours before the accident, no evidence showed that before the accident, the crew were affected physically, mentally, by medication or alcohol.
3. The approach to land condition of the aircraft was conformed to the requirements of “stable approach”, “descend below DA/MDA criteria”, and “Standard Operating Procedures listed in the Far Eastern Flight Operation Manual.
4. 6 seconds after the main wheels touched down, right main wheel veered off the runway (airspeed 106knots) and returned to the runway 10 seconds later (airspeed 61 knots) .

Safety Recommendations

To CIVIL AERONAUTICS ADMINISTRATION, CAA

1. Consider to increase runway centerline lights when renovating runways in Songshan Airport in the future, to increase visual references when conducting LVO approaches.
(ASC-ASR-07-12-001)

To FAR EASTERN AIR TRANSPORT

1. Require the pilots to conduct miss approach procedures when runway visibility reduced suddenly which could affect landing safety. (ASC-ASR-07-12-002)
2. Review the phraseology used during miss approaches in section 8.9.13 of the Flight Operation Manual.
(ASC-ASR-07-12-003)

Intentionally Left Blank