



NOTICE OF AIRCRAFT INCIDENT

- ✓ *This notice is issued for accident prevention effects only.*
- ✓ *This is ONLY a summary of provisional factual information, being subjected to future alterations along with investigation progress.*
- ✓ *The aim of safety investigation is not to apportion blame or liability but only to retrieve lessons susceptible of preventing future accidents.*

PROCESS Nr: 02/INCID/2013			
Date/Time (UTC ¹): 02-03-2013 / 21:10		Local: Ponta Delgada (LPPD), Azores	
Aircraft	Type: A-310	Registration: CS-TGU	Serial Nr: 571
Operator	SATA International		
Origin/Destination	Lisboa (LPPT) / Ponta Delgada (LPPD)		
People on board	125		
Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor / None	8	117	
Aircraft damage: Light			

BRIEF DESCRIPTION:

The aircraft was operating a commercial passenger's transport flight from Lisbon airport to Ponta Delgada airport, in S. Miguel Island, Azores.

Airborne at 19:06, the flight was uneventful until Ponta Delgada, where the weather was characterised by a scattered sky, light rain showers, moderate southerly wind (180º/14kt) and air temperature of 15°C.

Even if landing runway in use was 12, the PIC elected to land on runway 30, equipped with ILS, considering the tail wind component (-07kt) fell within acceptable limits.

During landing manoeuvre, aircraft attitude was taken to a high angle of nose up and the tail contacted the runway surface.

A primary inspection to the aircraft tail showed some buckling (picture nr 1 – orange circles), a significant tail skid detrition (red arrow) and skin tears (red circles) on pulled rivets zone.



Picture Nr 1

¹ - All times in this report, unless other specified, are UTC time (Universal Coordinated Time). By that date, local time in mainland Portugal and Madeira was equal to UTC, while in Azores local time was equal to UTC -1.

A more detailed inspection found some drain masts bent and worn by contact with runway surface and internal structure with buckled beams and, at frame 77, diagonal strut sheared and vertical struts bent (*picture nr 2*).



Picture Nr 2

As this consubstantiates a Serious Incident, according ICAO Annex 13, Attachment "C", Attachment to European Parliament and Council Regulation (EU) Nr 996/2010 and Portuguese AIP (ENR 1.14.2), GPIAA, fulfilling the nr 1 of art. 11 of Decree-Law Nr 318/99, from August 11th, opened an investigation process on the event.

Lisbon, March 14th, 2013.