

In-progress Safety Investigation Statement

Ref. AAIU-2021-01-30-01
Issue date: 17 February 2023

This document informs about the initiation and progress of a safety investigation that has been initiated by the Air Accident Investigation unit (Belgium) in accordance with Annex 13 to the Convention on International Civil Aviation and Regulation (EU) No 996/2010.

The information may still be subject to change

SYNOPSIS

Occurrence class	Serious Incident
Occurrence category	Runway excursion (RE) - overrun
Date and time ¹	30 January 2021 19:57 UTC
Location	Airport Antwerp/Deurne (EBAW)
Aircraft	Cessna Citation 525A
Aircraft category	Fixed wing - Small aeroplane (MTOW ≤ 5700 kg)
Location of departure	Naples-Capodichino Airport, Italy (LIRN)
Planned destination	Airport Antwerp/Deurne (EBAW)
Type of operation	Commercial Air Transport - Air Taxi
Phase of flight	Landing
Injuries	None
Aircraft damage	Minor

During a landing, at night and wintery conditions, the airplane overran runway 11 of Antwerp airport and stopped 40m behind the runway end

Upon touching down at runway 11, the captain called for ground flaps which the first officer deployed instantly. The captain stated that when he started to apply the brakes, he realized that the brakes were irresponsive and that he was unable to apply any pressure to them as the brake pedals felt rock hard. The captain then applied the emergency brake.

At the first application of the emergency brake the aircraft started to veer a bit to the left, but the captain corrected the path and applied even more force to the brakes trying to stop the aircraft before the end of the runway. The wheels blocked and the aircraft overran the runway 11 by 40 meters and came to a full stop on the runway strip.

There was no evidence of any fire or smoke so the crew decided that there was no need for an emergency evacuation.

¹ All time data in this report are indicated in UTC, unless otherwise specified

All occupants exited the aircraft uninjured



PROGRESS OF THE INVESTIGATION

For the investigation, the following sources were used;

- witness statements,
- aircraft inspection and test
- operator's analysis
- aircraft system and performance analysis
- webcam images
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The Operator, Jungsky, developed the following actions;

1. Briefing with all flight crew members on the result of the internal investigation and its findings with particular attention on: stowage of the landing data calculation, landing within the touchdown zone, power brake system and airport markings.
2. Evaluate all findings from this occurrence and define necessity of additional SIM sections with particular emphasis on abnormal procedures (including the Power brake failure) and landing within the touchdown zone for all the crews of the company. In case the evaluation shows the necessity, additional SIM training will be organized.

AAIU (Be) supports the safety actions of the operator

The report is being finalised.

In accordance with ICAO Annex 13 standards and EU 996/2010 regulation, the report will be forwarded to the following organisations to receive their comments and remarks: - EASA, - DGTA/DGLV - the Croatian Civil Aviation Authority, as the state of operation and the NTSB as the State of Design and Manufacture, of the aircraft.

After reception of the comments and remarks, the final report will be published on the website of the Federal Public Service for Mobility and Transport.