



Havarikommisjonen
Accident Investigation Board Denmark

Statement 2024-193



Serious incident to N959CS (Textron Aviation Cessna T206 H) in Nuuk (BGGH) on 25-3-2024

ISSUED MAY 2024

INTRODUCTION

This statement reflects the opinion of the Danish Accident Investigation Board regarding the circumstances of the occurrence and its causes and consequences.

In accordance with the provisions of EU Regulation 996/2010, the Danish Air Navigation Act and pursuant to Annex 13 of the International Civil Aviation Convention, the safety investigation is of an exclusively technical and operational nature, and its objective is not the assignment of blame or liability.

The safety investigation was carried out without having necessarily used legal evidence procedures and with no other basic aim than preventing future accidents and serious incidents.

Consequently, any use of this statement for purposes other than preventing future accidents and serious incidents may lead to erroneous or misleading interpretations.

A reprint with source reference may be published without separate permit.

GENERAL

State file number: 2024-193
UTC date: 25-3-2024
UTC time: 16:40
Occurrence class: Serious incident
Location: Nuuk (BGGH)
Injury level: None
Aircraft registration: N959CS
Aircraft make/model: Textron Aviation Cessna T206 H
Current flight rules: Instrument Flight Rules (IFR)
Operation type: Private
Flight phase: Landing
Aircraft category: Fixed wing
Last departure point: Goose Bay (CYJR)
Planned destination: BGGH
Aircraft damage: None
Engine make/model: 1 x Lycoming TIO-540-AJ1A

Notification

All time references in this statement are Coordinated Universal Time (UTC).

On 25-3-2024 at 17:37 hours (hrs), the Air Traffic Service provider in Sisimiut (BGSS) notified the Aviation Unit of the Danish Accident Investigation Board (AIB) of the serious incident.

The AIB notified the Danish Civil Aviation and Railway Authority (DCARA), the US National Transportation Safety Board (NTSB), the European Aviation Safety Agency (EASA), and the Directorate-General for Mobility and Transport (DG MOVE) on 27-3-2024 at 14:44 hrs.

FACTUAL INFORMATION

History of flight

As a part of a multiple leg ferry flight of the aircraft from the United States (US) to the United Kingdom (UK), the serious incident occurred during a private IFR flight from Goose Bay (CYYR) to Nuuk (BGGH).

The night before the serious incident, the pilot landed in CYYR. According to the pilot, a lot of snow and ice covered CYYR with an average snow depth of approximately 20 centimetres.

On the day of the serious incident, the pilot performed a pre-flight check and an engine run-up without any remarks. The ground conditions in CYYR were similar to those experienced the night before.

During taxi for departure, the aircraft brakes felt normal to the pilot.

After departure, the aircraft climbed to Flight Level 130 (cruise altitude).

The cruise flight phase lasted more than four hours. During cruise, the outside air temperature was approximately -30° Celsius.

When the aircraft was 20 nautical miles from BGGH, the Aerodrome Flight Information Service (AFIS) operator in BGGH transmitted the following landing information:

Runway 04 for landing, wind 100° magnetic at 18 knots, visibility more than 10 kilometres, no precipitation, overcast 4,000 feet, QNH 991, temperature 2° Celsius, runway wet and no reported traffic.

At a distance of nine nautical miles, the pilot got the aerodrome in sight and set up for a visual approach to runway 04.

Because of turbulence on short final, the pilot aborted the first landing attempt.

On the second approach, the aircraft touched down approximately 300 metres after the runway threshold, and the pilot activated the toe brakes to stop the aircraft, but without any effect.

The pilot pumped the toe brakes and reported: “I have lost the brakes”.

The AFIS operator acknowledged the reported information.

While decelerating slowly, the aircraft continued rolling down the runway. Shortly before the end of the runway, the left brake started working intermittently.

At low speed and slightly left of the centreline, the aircraft overran the runway. The aircraft continued rolling approximately 20 metres before hitting a 25 centimetres high soft snow bank and stopped.

The pilot shut down the engine and exited the aircraft.

This serious incident occurred in daylight and under Visual Meteorological Conditions (VMC).

Injuries to persons

<i>Injuries</i>	<i>Crew</i>	<i>Passengers</i>	<i>Others</i>
Fatal			
Serious			
None	1		

Damage to aircraft

None.



Figure 1. The aircraft stopped in a low snow bank.

Meteorological information**a. Aviation Routine Weather Report - METAR**

METAR BGGH 251450Z 06017KT 9999 OVC030 02/M01 Q0992 REFZRASN
SPECI BGGH 251630Z 07018KT 9999 OVC042 02/M01 Q0991
METAR BGGH 251650Z 08016KT 9999 BKN039 OVC045 02/M01 Q0991

b. Terminal Aerodrome Forecast - TAF

TAF AMD BGGH 251310Z 2513/2521 02015KT 9999 FEW008 BKN030 TEMPO
2513/2521 4000 -SNRA BKN020=

c. Surface Condition Report - SNOWTAM

SNOWTAM BGGH 03251530 04 5/5/5 100/100/100 NR/NR/NR WET/WET/WET
RWY 04 MEASURED FRICTION COEFFICIENTS 54/54/54 SKH.
REMARK/ RWY 04 TAKEOFF SIGNIFICANT CONTAMINANT THIN RWYCC 5/5/5

Additional information

Upon towing the aircraft to the aerodrome apron, a functional test of the aircraft main wheel brakes gave no rise to remarks.

It was the pilot's opinion that snow and ice, accumulated in the aircraft wheel spats (wheel fairings) while operating on ground in CYR, froze en route and prevented braking during ground roll in BGGH.

Aerodrome information

Aerodrome chart - BGGH

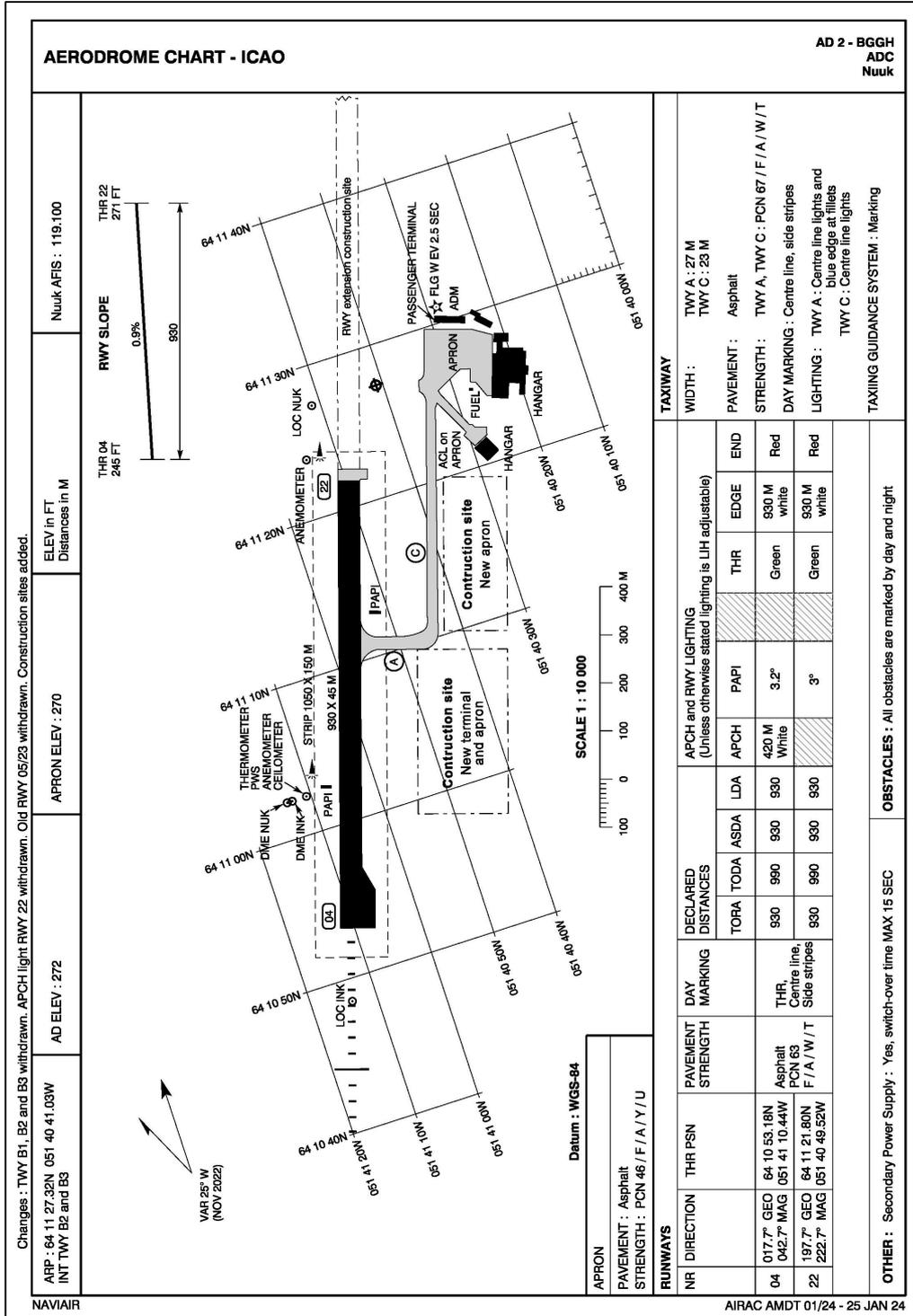


Figure 2. Aerodrome chart for BGGH.

Factual information

AIB safety investigation process

Upon ending the preliminary safety investigation, the AIB decided - in accordance with article 5 of EC Regulation No. 996/2010 and § 138 of the Danish Air Navigation Act - not to conduct any further safety investigations.

With reference to article 16 of EC Regulation No. 996/2010 and § 143 of the Danish Air Navigation Act, this statement closes the AIB safety investigation.