



Havarikommisjonen

Accident Investigation Board Denmark

Statement 2021-240



Serious incident to YL-AAQ (Airbus A220-300) at Copenhagen, Kastrup (EKCH) on 11-7-2021.

ISSUED AUGUST 2021

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:	2021-240
UTC date:	11-7-2021
UTC time:	16:40
Occurrence class:	Serious incident
Location:	Copenhagen, Kastrup (EKCH)
Injury level:	None
Aircraft registration:	YL-AAQ
Aircraft make/model:	Airbus A220-300
Current flight rules:	Instrument Flight Rules (IFR)
Operation type:	Scheduled
Flight phase:	Landing
Aircraft category:	Fixed wing
Last departure point:	Riga (EVRA)
Planned destination:	Copenhagen, Kastrup (EKCH)
Aircraft damage:	None
Engine make/model:	Pratt & Whitney PW 1521G-3

Notification

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

The Aviation Unit of the Danish Accident Investigation Board (AIB) was notified of the serious incident by the Transportation Safety Board of Canada (TSB) on 13-7-2021 at 17:50 hours.

On 23-7-2021 and in accordance with the International Civil Aviation Organization (ICAO) Annex 13 Chapter 5, the AIB delegated the whole safety investigation to the TSB. .

The justification for the AIB delegation of the whole safety investigation to the TSB was that Canada was the State of Design and the State of Manufacture, and it would be more practical and beneficial for the result of the safety investigation if delegated to the TSB.

The AIB accredited a non-travelling representative to the TSB safety investigation. The AIB accreditation mainly involved the collection of data for the safety investigation.

FACTUAL INFORMATION

History of flight

The serious incident occurred during a scheduled passenger flight from Riga (EVRA) to Copenhagen, Kastrup (EKCH).

When the aircraft began the descent inbound EKCH, with the autopilot and the autothrottle engaged, the flight crew retarded the thrust levers to the idle position resulting in a disengagement of the autothrottle.

Shortly after the disengagement of the autothrottle, the R THROTTLE FAIL master caution light illuminated. The flight crew performed the applicable Non-normal Airplane Flight Manual procedure.

Upon touchdown, with both main landing gears on the ground, an uncommanded dual engine shutdown occurred.

The flight crew maintained aircraft control, vacated the runway and came to a full stop on the taxiway.

There were no injuries.

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

Damage to aircraft

None.

Safety investigation process

The TSB continues the safety investigation.

For further information, please contact the TSB.

Website: <https://www.tsb.gc.ca>