



Press release

Serious incident to CS-TNV (Airbus A320) in Copenhagen on 8-4-2022

Notification

Upon notification and a preliminary safety investigation, the Danish Accident Investigation Board (AIB) classified the occurrence to be a serious incident and opened a full safety investigation.

In accordance with international standards, the AIB notified:

- The Danish Civil Aviation and Railway Authority (DCARA).
- The Portuguese Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPIAAF).
- The French Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA).
- The European Aviation Safety Agency (EASA).
- The Directorate-General for Mobility and Transport (DG MOVE).
- The International Civil Aviation Organization (ICAO).

The GPIAAF, BEA and EASA appointed accredited representatives and technical advisors to the AIB safety investigation.

Aborted landing to runway 30 in Copenhagen (EKCH)

During the landing sequence, the flight crew decided to abort the landing, and the pilot flying initiated a go-around.

Upon applying Take-off/Go-around thrust (TOGA), the aircraft at low altitude started veering to the left and did neither climb nor accelerate as expected by the flight crew, which temporarily made it difficult for the flight crew to maintain control of the aircraft.

The flight crew noticed an indication for engine no. 1 thrust reverser door(s) to be unlocked. Engine no. 1 was at idle thrust.

The flight crew regained control of the aircraft and established a single engine climb toward a safe altitude.

During the climb, the flight crew declared an emergency ("Mayday") and performed relevant checklists.

Air Traffic Control issued radar vectors for a priority landing on runway 22L.

Without any further occurrences, the aircraft landed on runway 22L.

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

There were no injuries to the 109 persons onboard.



Havarikommissionen

Accident Investigation Board Denmark

Preliminary safety investigation

An external inspection of runway 30, the grass areas surrounding runway 30, and the aircraft revealed:

- No imprints of aircraft ground contact.
- No external damages to the aircraft (including aircraft fuselage, wings, tail and engine nacelles).
- Three out of four thrust reverser doors on engine no. 1 were in the fully deployed position.



Photo 1. Left side of engine no. 1.



Photo 2. Right side of engine no. 1.

AIB safety investigation process

The continued AIB safety investigation in cooperation with notified international safety investigation authorities and technical advisors includes thorough technical and operational investigations like, among other things:

- Download and readout of flight recorders and all relevant non-volatile memory computers.
- Review of technical and operational documentation.
- Examination of the involved engine and its accessories.
- Simulations and/or animations.
- Weather observations.
- Voice recordings.
- Interviews.

Further contact

If you have any questions to this press release, you are most welcome to contact the AIB via either phone or e-mail.

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