

newsdesk

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ACCIDENTS & INCIDENTS

22 June 2006

Dornier 328-100 TF-CSB

The AAIB has now published its report on this accident (SCAN July 2006- *note corrected date*). Whilst landing at Aberdeen, the aircraft overran Runway 34 by 350m when the crew were unable to decelerate the aircraft due to being unable, repeatedly, to select the power levers into the "beta" range.

Aberdeen Airport

City Star Airlines

23 May 2007

Reims/Cessna F182Q G-BGFH

(Updating the report in SCAN July 2007)

The aircraft had departed from Cumbernauld on the return leg of a flight from Eddsfield, Yorkshire. Whilst orbiting in the vicinity of the Forth Bridges waiting for clearance to cross the approach to Runway 24 at Edinburgh, the engine stopped and the aircraft made a forced landing in a field near Burntisland. It is possible that during the period of orbiting, the bulk of the fuel onboard transferred to the left tank with the right tank outlet pipe being left uncovered. The aircraft was subsequently destroyed when vandals set it alight.

Near Burntisland, Fife

Private

9 June 2007

Pioneer 300 G-CEEG

The aircraft suffered damage when the right main undercarriage leg seized whilst only partially extended and the nose-wheel subsequently collapsed on landing at Oban Airport.

Oban Airport, Oban

Private

30 September 2007

Tecnam P2002-JF G-NESE

During take off, the aircraft ran over a bump in the grass runway causing the steerable nosewheel to lift off the ground. The aircraft then ran off the runway and was substantially damaged when it went into a ditch.

Lude Farm, Blair Atholl Perthshire

Private

30 December 2007

Zenair CH601HD G-BVPL

The aircraft crashed close to its base at Midlem Airstrip in what is reported as "thick fog". Tragically, the pilot who was the only occupant was killed.

Eastfield Farm, Midlem, Selkirk

Private

1 February 2008

Fokker F-27-500 TC-MBG

Whilst preparing to depart from Edinburgh, the aircraft moved forward before all ground equipment was clear and the starboard propeller struck a ground power unit resulting in the starboard engine being torn partially free from its mounts. Fortunately no-one was injured in the incident. The aircraft is being assessed by engineers, and may be a write off.

Edinburgh Airport

MNG Kargo

6 February 2008

BAe 146-200 G-DEFM

The aircraft struck a ground vehicle when arriving on its parking stand damaging the starboard wingtip. It is believed that the stand guidance system had been activated even though the stand was not completely clear.

Aberdeen Airport

Flightline

AIRPORT & AIRFIELD NEWS

The Scottish Government has announced that it is in discussions with the European Commission on its plans to extend the Air Discount Scheme (ADS) for a further 3 year period from 1st April 2008. The ADS gives a 40% reduction in core air fares for registered residents in Shetland, Orkney, North West Sutherland, the Western Isles, Islay, Jura and Caithness. A report on the impact of the scheme, established in 2006 is shortly to be published and is expected to show significant increase both in passenger numbers and in frequency and capacity on routes where the scheme applies.

As part of the Scottish Governments National Planning Framework development of both Glasgow and Edinburgh airports are listed as "National developments" and as such reduce likely planning obstacles to actually delivering the planned improvements

BAA

EDINBURGH

Runway 06/24 is to undergo a £16m resurfacing and upgrade project this summer. Work will mean the closure of the runway every Sunday – Friday night from the 30 March through to November between 2300 and 0545. During the closure period flights will be restricted to using runway 12/30 and will also mean some restrictions on remote aircraft parking availability. The work will also mean a temporary degradation of the lighting system on runway 06/24 which could have an impact during periods of low cloud and/or reduced visibility.

With the airport forecasting that International passenger numbers could overtake domestic ones by 2011, serious consideration is being given to "flipping" the operation so that Domestic flights would use the current international gates to the West end of the terminal with international flights moving the other way. A further 3 aircraft parking stands will be