



FINAL REPORT

**INCIDENT OF SRILANKAN AIRLINES FLIGHT UL 5302
DHC-3T , REGISTRATION 4R- ARB
ON 05TH JUNE 2007
AT COLOMBO AIRPORT, RATMALANA**

Released by the Director General of Civil Aviation Sri Lanka

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**LIST OF ABBREVIATIONS**

AASL	-	Airport and Aviation Services (Sri Lanka) Limited
ATC	-	Air Traffic Controller
BIA	-	Bandaranaike International Airport
CAA	-	Civil Aviation Authority
CPL	-	Commercial Pilot License
DGCA	-	Director General of Civil Aviation – Sri Lanka
PIC	-	Pilot in Command
UTC	-	Universal Time Constant
VIP	-	Very Important Person

**AIRCRAFT INCIDENT REPORT****SYNOPSIS:**

Operator and Owner : SriLankan Airlines
Level 22, East Tower,
World Trade Centre, Echelon Square
Colombo 01

Aircraft Make, Model : Turbo Otter, DHC 3T

Aircraft Nationality : 4R (Sri Lanka)

Aircraft Registration : ARB

Place of incident : Runway 22,
Colombo Airport, Ratmalana

Date and Time : 05th June 2007 at 0947 UTC
(1517 Hrs local time)

The incident was notified to the Director General of Civil Aviation by the Aerodrome Operator –AASL through a telephone call. Accordingly, an investigation was initiated by an investigator appointed by the Director General of Civil Aviation. The incident site was immediately visited by CAA inspectors on the advice of the investigator.

The incident occurred at 1517 Hrs (local) on 05th June 2007 at Colombo Airport, Ratmalana. SriLankan Airlines Flight UL 5302 (Reg. 4R-ARB) landed on runway 22 without the Landing Gears being extended. The aircraft skidded along the runway on floats before coming to a stop.

The aircraft did not suffer serious damages. After the passengers and crew disembarked safely, the aircraft taxied to the parking area after being subjected to an inspection.



1. FACTUAL INFORMATION

1.1. History of Flight: On 05th June , 2007, at 1517 Hrs (local), SriLankan Airlines flight UL 5302, Turbo Otter, DHC 3T –Float Plane, registration 4R-ARB, landed on Runway 22 at Colombo Airport, Ratmalana.

The aircraft operated as a charter passenger flight, departing Konduwatuwana tank in Ampara for Colombo Airport, Ratmalana. It was a single crew operation and the pilot landed after being satisfied with the technical performance of the aircraft, but with no landing gears down. The pilot later realized the situation and has taken necessary action to minimise the damage occurred.

1.2. Injuries to Persons: There were no injuries to the crew or passengers.

1.3. Damage to Aircraft: The lower skin structure of both the floats was damaged. The starboard main wheel tyre warned out. Extensive inspections were requested to detect any other invisible damages.

1.4. Other Damages: None.

1.5. Personnel Information:

Pilot-In-Command : Capt. Neil E. Robinson, Male, 51 years
Licence : Valid Commercial Pilot Licence (No.CPL/A/003) issued by the DGCA Sri Lanka
Flying Experience : Total: P1 13,998 hrs.
Total on type: 2000 hrs as at 05.06.2007
Aircraft Ratings : PIC, DHC 3T
Instrument Rating : Valid until 01.05.2008

1.6. Aircraft Information:

Type and Model : Float Plane, DHC 3T
Manufacture's Serial Number : 393
Date of Manufacture : 1960
Certificate of Registration : No.199, Registered in Sri Lanka Civil Aircraft Register
Certificate of Airworthiness : Valid till 4th January 2008
Total Airframe Hours : 10,836 hrs as at 05.06.2007
Total Cycles : 2406
Engines : Single TP 6A-34 Turbo engines
Propellers : Single HC-B 3TN – 3DY; Hart zell

1.7. Meteorological Information: Reported wind was 240/10kts and visibility was 10 km

1.8. Aids to Navigation: Not applicable



- 1.9. Communication:** Voice communication between the Air Traffic Controller and the Pilot in Command had been in good order.
- 1.10. Aerodrome Information:** Not applicable
- 1.11. Flight Recorders:** Data not considered essential to the investigation
- 1.12. Wreckage and Impact Information:** Impact of the aircraft on ground on floats did not cause major damage.
- 1.13. Medical and Pathological Information:** No fatalities or injuries caused to passengers and the pilot
- 1.14. Fire:** There was no fire. The airport is of fire category 4.
- 1.15. Survival Aspect:** Not applicable.
- 1.16. Test and Research:** Not applicable for this incident
- 1.17. Additional Information:** Not Applicable.

2. ANALYSIS

- 2.1. General** – The aircraft left BIA at 1430 hrs, for Konduwatuwana water aerodrome to pick up passengers bound for Colombo Airport- Ratmalana. After a one hour flight from Konduwatuwana water aerodrome the aircraft prepared for landing at Colombo Airport – Ratmalana. Immediately after touching down the pilot realised the aircraft was rigid on controls and managed to stop on the runway running about 320 meters on floats. The pilot later admitted that he forgot to extend the Landing Gears.
- 2.2. Human Factors** - The aircraft was in its last revenue flight as the operator had decided to cease the operations, due to non viability. The pilot's statement reveals that he was worried and frustrated over the cessation of the float plane operation. The pilot repeatedly stressed in his interview, the avenues available in the country to generate income through this operation and entertainment that a tourist would gain. The pilot seems to have been worrying over loss of employment. He was in chronic fatigue.
- 2.3. Landing Checks** – The pilot stated that the Operator did not introduce a sterilised cockpit check list for aircraft landing. He further said that he insisted on using checklist at critical phases of aircraft operation rather than doing it by memory.
- However, the investigation revealed that there was a printed landing checklist provided in the cockpit. The tendency for not using a checklist especially in single pilot operation can render a pilot vulnerable to mental errors, particularly when under pressure or distraction.
- 2.4. Ill Health** – The aviation medical officer appointed to help the investigation, in consultation with a medical officer employed by the Operator found that the pilot was under treatment for Hepatitis 'C' infection.
- 2.5. Mind set** – The pilot seems to have not focused on the duties of the pilot as a result of distractions associated with non-flight issues, mainly the loss of employment.



As his previous landing was on water, the investigators believe that the pilot had a “mind set” to land on water.

3. CONCLUSION

3.1.Probable Cause: The failure of the pilot to extend the landing gears due to not following a sterile cockpit check list procedures for landing.

3.2. Findings:

1. The records show that the aircraft pilot was qualified and adequately rested before the flight.
2. The pilot’s previous landing was on water at Konduwatuwana tank water aerodrome to pick-up passengers.
3. The aircraft is certified for single pilot operation and sterile check list for landing was not performed by the pilot before preparing for landing.
4. The pilot was in the situation of chronic fatigue due to aircraft operator’s decision to cease the operation thereby him loosing employment.

4. SAFETY RECOMMENDATIONS:

1. The use of cock-pit sterile checklist should be re-emphasised during Pilot Proficiency Checks for single pilot operations.
2. All critical phases to be addressed in appropriate Checklists.



APPENDIX – 1 - STATEMENT OF PILOT –IN- COMMAND

Publication of this Appendix withheld in compliance with Chapter 5 Paragraph 5.12 of ICAO Annex 13 to the convention.