

**SOUTH AFRICAN**



**CIVIL AVIATION  
AUTHORITY**

## INTERIM INCIDENT STATEMENT

**Reference Number** : CA18/3/2/1020

The information provided herein is of an interim nature. Readers are advised that new information may become available that may alter this interim statement prior to the publication of the final report.

This report is issued in accordance with International Civil Aviation Organisation (ICAO) Standard Annex 13 Paragraph 6.6.

1. The South African Civil Aviation Authority (SACAA) is conducting a safety investigation into a Gabonese flight involving TR-LSR (Embraer EM 120 ER) which had a brake and steering system failure on 27 November 2013 at Lanseria International Aerodrome in Gauteng Province.
2. The investigation is being conducted in accordance with the international protocol set out by the International Civil Aviation Organisation (ICAO). The investigation team includes Investigator In-Charge (IIC) from the South African Civil Aviation Authority and representatives from the National Civil Aviation Agency (ANAC) Gabon, the operator La Nationale Regionale Transport (NRT), Transport Safety Board of Canada (TSB) and Centro de Investigacao e Prevencao de Aciodnte (CENIPA ).



Embraer EM 120 ER

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## History of flight

- 2.1 Following maintenance on a Traffic Avoidance Collision System (TCAS), the aircraft was to depart Lanseria International Airport (FALA) for Kruger Mpumalanga International Airport (FAKM).
- 2.2 The aircraft was given taxi clearance and instructed to hold prior to entering the runway.
- 2.3 The pilot advanced throttle from idle and realised that he could not steer or brake the aircraft. He elected to stop the aircraft by shutting down engines and pulled on the park brake. The aircraft came to a stop after impacting barriers span on the edge of the taxi way.
- 2.4 The pilots were not injured and the aircraft had minimal damages.

## Findings

3. Although the investigation is ongoing, the following findings have been made:
  - 3.1 The pilot was properly licenced and rated on the type.
  - 3.2 The aircraft was registered and issued with a Certificate of Airworthiness.
  - 3.3 The aircraft was issued with a Certificate of Release to Service on 22 November 2013 at 30 051.1 flying hours and it had flown a further 422.0 flying hours.
  - 3.4 The investigation revealed that the relay connected to the left hand main gear proximity switch was stuck in the flight mode. The switch was replaced and the system was then in ground mode.
  - 3.5 When the relay is in flight mode, the brakes and steering are disabled and the throttle cannot be retarded bellow flight idle.

## Recommendations

4. The following safety recommendation has been issued by the SACAA.
  - 4.1 None at this stage.
5. The SACAA investigation is on-going and we will be looking into other aspects of this incident which may have safety implications.

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