

Suites données aux recommandations de sécurité

Accident survenu le 3 mai 2000 à Valencia à la Corvette SN 601 - immatriculée EC-HIA

The aircraft was being used in air taxi services. On the day of the event it was planned to carry out a flight from Valencia airport to Tenerife Norte Airport. Before the passengers boarded the aircraft, the flight crew carried out a pre-flight inspection, completed the pre-start checklist, and started the right hand engine. At some moment afterwards, the co-pilot hit the landing gear lever with his knee or with the knee pad, the lever moved to the gear up position, and the retraction cycle started. Both main landing gear legs folded up, and the aircraft hit the ground with the rear part of the fuselage and then with both wings.

Le rapport du BEA espagnol (CIAIAC)

Réception par la DGAC : 21 Octobre 2004

Recommandation 01

CIAIAC (extrait)

REC25/04 It is recommended to the Direction Générale de l'Aviation Civile of France (DGAC-F) that requests EADS France (Formerly Aerospatiale), as holder of the type design of the aircraft, to modify the airplane Flight Manual of the SN-601 Corvette in order to include instructions to verify the position of the landing gear actuation devise ("crash button") as a part of check to be carried out by the crew before the flight.

Réponse de la DGAC

Airbus a pris en compte la recommandation du bureau enquêtes accidents espagnol. Une modification du manuel de vol de l'avion rajoutant la vérification du fil à casser du Crash Button dans les procédures de contrôle AVANT MISE EN ROUTE a été approuvée par l'AESA (Décision AESA A.A. 01062 du 03/11/05). La consigne de navigabilité correspondante a été publiée sous la référence F-2006-034 le 24 janvier 2006.

Degré d'avancement (07 Décembre 2007)

