

INCIDENT

Aircraft Type and Registration:	ATR 72-212 A, EI-REM	
No & Type of Engines:	2 Pratt & Whitney PW127F turboprop engines	
Year of Manufacture:	2007 (Serial no: 760)	
Date & Time (UTC):	22 December 2015 at 1553 hrs	
Location:	Ronaldsway, (Isle of Man) Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 4	Passengers - 66
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Light abrasion damage to tail bumper	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	46 years	
Commander's Flying Experience:	9,332 hours (of which 7,741 were on type) Last 90 days - 130 hours Last 28 days - 67 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The co-pilot, who was undergoing line training under supervision, mishandled the flare slightly and the tail bumper, on the underside of the rear fuselage, made light contact with the runway. The aircraft was inspected and no maintenance action was necessary for it to continue in service.

History of the flight

The aircraft was operating a scheduled passenger service from Birmingham to the Isle of Man when the incident occurred. The co-pilot, who was the handling pilot for the flight, was undergoing line training under the supervision of a Line Training Captain.

The captain reported that the aircraft made a stable approach in good flight conditions, but that the co-pilot flared the aircraft slightly too early for landing and selected a slightly higher pitch attitude than required. The aircraft flew level just above the runway before starting to sink. There was a light skip as the main wheels touched down, and the captain made a steadying input on the control column to guard against the co-pilot making a large forward control input which would risk touching down again on the nose landing gear first. The aircraft touched down firmly on the main landing gear and the rest of the landing run appeared normal to the flight crew.

As the aircraft touched down, an observer adjacent to the runway saw sparks from under

the rear fuselage. He passed this information on to ATC who alerted the flight crew. The tail bumper on the lower rear fuselage was found to have suffered light abrasion damage. The damage was limited in its extent, such that no maintenance action was required for the aircraft to continue in service.