

**AAIU Report No.: 2002/010**  
**AAIU File No.: 2002/0030**  
**Published: 10 September 2002**

<b>Aircraft Type and Registration:</b>	Shorts 360, G-SSWR
<b>No. and Type of Engines:</b>	Two, PT6A-65 Turboprop
<b>Aircraft Serial Number:</b>	SH 3670
<b>Year of Manufacture:</b>	1985.
<b>Date and Time (UTC):</b>	12 June 2002, 01:20 hours
<b>Location:</b>	Dublin Airport.
<b>Type of Flight:</b>	Public Transport (Cargo)
<b>Persons on Board:</b>	Crew - 2            Passenger - None
<b>Injuries:</b>	Crew – None      Passenger – N/A
<b>Nature of Damage:</b>	None
<b>Commanders Licence:</b>	Airline Transport Pilots Licence (UK)
<b>Commanders Age:</b>	50 years
<b>Commanders Flying Experience:</b>	4000 hours (incl. 1000 hrs. on type)
<b>Information Source:</b>	AAIU Field Investigation. Aircraft Incident Report Form submitted by Pilot in Command.

## **FACTUAL INFORMATION**

The aircraft was on a scheduled night cargo service from Coventry Airport to Dublin Airport. The weather was benign, surface wind 260°/07Kt, visibility of 10 plus kilometres and cloud Few 2000 Sct 4000 Bkn 9000, No Sig. The pilot reported the runway in sight at 5 miles.

Runway 16, 6798 feet long, was the active runway. Runway 28/10 was closed for periodic maintenance as de-tarring was in progress. The First Officer, who was the handling pilot, carried out a normal landing on Runway 16.

Once on the ground the Captain took over directional control of the aircraft using his left hand side steering tiller (there is none on the F/O side). The Captain recalled that the aircraft had slowed to taxi speed by about the middle of the runway.

Shortly thereafter the local air traffic controller gave this instruction “*vacate at the end onto Echo 1, then a right turn up to Stand 60.....*” As the pilot was acknowledging this instruction he realized that he was near the runway end, there was a sharp sound of braking (audible on the ATC tape as the pilots transmit button was pressed) and the aircraft stopped with its nose wheel in the grass area. As a result of this runway excursion the airport was closed to traffic from 0123 to 0230 hours. One diversion to Belfast occurred.

In a later conversation with the Captain about the incident he told the AAIU Inspector that he thought that the end of Runway 16 was very dark and that it was difficult to locate the Echo 1 turn off. The Inspector had earlier visited ECHO 1 and the overrun site and noted two points of interest. While there he saw that the EI sign and taxiway lights were off. He requested ATC to switch them on, which they did. Also noted was a 27 metre skid mark caused by the Shorts 360 which commenced on the runway end markings “piano keys” and continued to the end of the paved area before the grass.

In a follow-up question to Aer Rianta, the Airport Operator confirmed that an airfield lighting inspection took place at approximately 0045 hours (local) on 12 June 2002, and all airfield lighting was reported as serviceable.

Also, the local Controller at Dublin ATC was unable to recall, when asked within a short time of the event, whether the Echo 1 lights were switched on or off at the time of the landing of G-SSWR.