

## Newsletter Human Factors recurrent training – December 2015

Ref. AVIATION INVESTIGATION REPORT made by ANSV - Italy  
Full report: [http://www.ansv.it/It/Detail\\_relazioni.asp?ID=1974](http://www.ansv.it/It/Detail_relazioni.asp?ID=1974)

On February 2nd, 2013, at 20:32 LT, the ATR72-212A reg. YR-ATS, while flying as AZ1670, soon after landing on runway 16L at Rome Fiumicino airport, run out of the runway and rest on the grass at about 1800 mt from the threshold, very close to taxiway DE.

The aircraft sustained major damages but, luckily, none of the 46 passengers and 4 crew members suffered serious injuries.

The aircraft was actually leased-in to operate short haul flights on behalf of an Italian airline.

The investigation revealed that the flight crew were trying to land the aircraft despite the reported high crosswind were outside the limits described into the Flight and Operations Manual.

I'd like to focus on such situation as the cause of the accident were attributed to the human factor where the pilot decided to land despite being beyond the FM/OM limitations, and without a proper crew resource management.

The pilot was actually highly experienced (more than 18.000 FH), even on the particular aircraft type, wether the co-pilot was a young unexperienced professional (just above 600 FH), just type rated on the ATR72.



Image of the aircraft resting on the ground the day after the landing accident.

Additionally, no landing briefing were conducted by flight crew and those were confident of the possibility to land as other airplanes were successful in their attempt. No go-around procedure were initiated when landing attempt appeared to be unsuccessful.

I'd like to remember that communication and assertivity are important in the cockpit as well as in the whole aviation industry.

Communication must be treated carefully as it may be disturbed by various causes, like culture and experience of those involved, like in the case of the young co-pilot showing difficulties to assertively report to his captain a detected improper manouver or procedure.

As usual, your feedback is very important to me but more important is the use you'll do of this leaflet for discussion within your organisation.

### DISCLAIMER

This document is not to be intended as an investigation report. This document is only a personal and partial view of a real case as seen by the author, aimed to highlight a particular aspect of the application of human factors, useful to diffuse a just culture throughout Organisations and their employees.

You are free to download it and to submit your personal cases or your personal expectation about future discussions to: [mail@iflyaviation.aero](mailto:mail@iflyaviation.aero).