

2000: A310 Vienna

■ General context

- Charter flight Chania (Crete) to Hannover
- 143 pax and 8 crew members
- Landing gear could not be retracted after take-off

■ Landing gear issue management

- Continue with gear partially down
- Diversion to München
- During the flight realised the fuel computed by FMC was decreasing
- Decide to divert to Vienna
- Ran out of fuel approaching Vienna

2000: A310 Vienna (con'd)

■ Landing context

- 4000 feet and 2 Nm short of RWY both engines quit
- One engine was restarted for short period of time
- Touch in the grass 500 m from RWY 34 threshold
- Aircraft skid for 600 m before coming to rest

■ Consequences

- Left main landing gear broke off
- #1 engine and wing sustained substantial damage
- Aircraft written off
- No injury

2000: A310 Vienna (con'd)

■ Causes (German BFU)

● Regarding crew

- Continuation of a flight with landing gear problem until engines failed due fuel shortage
- Failure to comply with company' rules on fuel reserves
- Loss of situational awareness due extreme work load and stress
- Determination of fuel reserves using FMC only
- Failure to develop alternatives strategies
- Failure to comply with a fuel warning (**LOW FUEL LEVEL**)
- Failure to maintain Vienna as new destination when aircraft is in the immediate vicinity of Zagreb Airport

2000: A310 Vienna (con'd)

- Causes (German BFU) (end)
 - Regarding manufacturer
 - ✗ Inadequate misleading documentation (FMS restrictions)
 - Regarding company
 - ✗ Inadequate documentation of the abnormal checklist
 - ✗ Lack of review of fuel needs by the operation division.

2000: A310 Vienna (end)



A.310-304 D-AHLB Hapag-Lloyd at Wien-Schwechat 12 July 2000 - © Marcus Weigand