



Safety recommendation no. 482

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Safety deficit	<p>During the approach on the runway 10 instrument landing system at St. Gallen-Altenrhein, the landing flaps of the Embraer Phenom 300 remained blocked at about 10 degrees extended due to a technical abnormality and as a result could no longer be moved.</p> <p>After a go-around, the aircraft was not established on the subsequent final approach and in the cockpit among other things the "TOO LOW FLAPS" acoustic alert of the terrain awareness and warning system (TAWS) sounded.</p> <p>In the checklist for use of the corresponding tables for landing distance calculation, the correction factor is published only for a dry runway, but not for a wet runway.</p>
Safety recommendation	The European Aviation Safety Agency EASA, together with the aircraft manufacturer, should examine how the manuals can be amended to provide optimal assistance to pilots in abnormal situations.
Addressees	EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	<p>Implemented. The EASA responded in a letter of 6 February 2015 as follows:</p> <p>EASA, together with Embraer and the National Civil Aviation Agency - Brazil (ANAC), the primary certification authority, will check if the amendments to the manuals, already put in place by Embraer, to assist the pilot in abnormal situations are adequate, or they need to be further amended.</p> <p>The EASA responded in a letter of 28 September 2017 as follows: EASA together with the primary certification authority ANAC (Agencia Nacional de Aviação Civil, Brazil) and the type certificate holder Embraer, has investigated on the issue. The aeroplane flight manual and the Quick Reference Handbook (QRH) of the aeroplane have been modified by Embraer and the procedure for flap failure has been revised to include the action to inhibit the aural "TOO LOW FLAPS" in the FLAP FAILURE procedure.</p> <p>This has been found adequate by ANAC and EASA and no further actions are envisaged.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u> <u>Final report</u>