Safety recommendation no. 559

Date of the publication	15.09.2020
Number of the final report	2359
Safety deficit	A business jet touched the runway with the tip of one wing during landing (wingtip strike). The most likely cause was wake turbulence from a previous commercial aircraft taking off on the same runway. It was found that there is no minimum separation requirement for wake turbulence between a preceding departing and a landing aircraft. In addition, there are generally no minimum separation requirements regarding wake turbulence between aircraft of the same weight category. In the case of the MEDIUM weight category, this includes all aircraft with a maximum takeoff mass (MTOM) between 7 t and 136 t according to EASA regulations.
Safety recommendation	The Federal Office of Civil Aviation (FOCA), together with air traffic control and the operators of all national and regional airports in Switzerland, should review the existing operational procedures regarding the hazard of wake turbulence.
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	Not implemented. The Federal Office of Civil Aviation (FOCA) is of the opinion that the cause of this accident cannot be attributed to insufficient separation between the aircraft that had taken off and was flying on ahead and the aircraft that had the accident on landing. Rather, the FOCA believes that the accident was due to the actions of the pilot landing the aircraft. The aircraft was kept hovering in ground effect for far too long during landing and was near stall point with high pitch attitude. The FOCA also believes that the high bank angle was quite possibly caused by the control inputs. The FOCA thus takes note of the final report No 2359 and the safety recommendations Nos 558 and 559 issued therein but refrains from adopting and implementing them.
Investigation report concerning the safety recommendation	Final report Schlussbericht Notification