

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

November 4, 2020

Attachment 1 –Crew Statements

OPERATIONAL FACTORS

DCA20LA013

Tuesday, November 12, 2019

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Pilot Pipeline Debrief 20191111011: +Runway Excursion

Flight #	4125	Phase of Trip	At the Gate	Pilot	[REDACTED]
Flight Date	11/11/2019	Affected STA	ORD	Employee #	[REDACTED]
DEP Time	06:16 AM	Diversion?	No	Pilot Data	DFW-CA-NA-D
DEP STA	GSO	ARV STA	ORD	Debrief Type	Pipeline
DEP Gate	40	ARV Gate	NO	Sub-Type	COMPLIANCE
Tail Nbr	N619			Workflow	Pipeline
Fleet Type	EMJ			Reply Requested?	No

Status

NEW ▶ CLOSED ▶

IRIPZZZZ: IRREGULARITY REPORT -> ACCIDENT OR INCIDENT ON GROUND OR IN FLIGHT

Role	Pos	Name	Loc	Email	
To System Administrator	Emp/Gnd Sft	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To Designated Recipient	Mgr Dispatch	[REDACTED]	[REDACTED]	[REDACTED]	Remove
CC Secondary Respondant	VP Cust Svcs	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To Read-Only Admin	Emp/Gnd Sft	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To Designated Recipient	Director	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To Designated Recipient	Emp/Gnd Sft	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To System Administrator	Emp/Gnd Sft	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To Designated Recipient	Reg MD	[REDACTED]	[REDACTED]	[REDACTED]	Remove
CC Submitting Pilot	N/A	[REDACTED]	[REDACTED]	[REDACTED]	Remove
CC System Administrator	Dir Flight Ops	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To Designated Recipient	Emp/Gnd Sft	[REDACTED]	[REDACTED]	[REDACTED]	Remove

One Line Summary +Runway Excursion

Event Description

Envoy Fit 4125 GSO-ORD

Weather in ORD was reviewed in GSO on the ground before leaving the gate. In route we continued to monitor the weather. Visibility was reporting between ¾ and 1 mile. Initially, we were given 9L which became closed while we were on the "downwind" leg of the arrival. Approach Control switched us to 10L. The initial approach ended with a go around called by tower on short final as an aircraft in front of us made mention of the runway needing to be cleared. We executed the missed approach and discussed with dispatch the option of heading to CVG and possibly changing the alternate to IND so that we could try again if needed. We elected to try the approach again as we had plenty of fuel and braking action was reported as 555. Tower/Approach vectored us around for another approach to 10L. We intercepted the LOC for 10L and flew the approach. We were stable at 1000 ft and broke out between 600 and 500 AGL. We could see the runway lighting system and runway environment. We touched down on the centerline and as brakes were applied came off centerline to the left. I corrected back to centerline and the FO called "centerline". As we got back to centerline, we started to slide. I applied max reverse and brakes. We slid off the runway and into the grass at N1 at approximately 60 knots. The right main gear collapsed upon entering the grass. We were not on fire and had no reason to evacuate into weather so I kept the passengers on board and seated until emergency vehicles and transportation arrived. No one was hurt. I believe we were the 1st aircraft to land on that runway after being cleared.

Keywords

There are no keywords associated with this debrief.

Message History

There are no messages affiliated with this debrief.

Notes

Add notes to debrief, without composing a message.

Tuesday, November 12, 2019

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Pilot Pipeline Debrief 20191111017: +4125 runway excursion

Flight #	4125	Phase of Trip	At the Gate	Pilot	[REDACTED]
Flight Date	11/11/2019	Affected STA	ORD	Employee #	[REDACTED]
DEP Time	06:16 AM	Diversion?	No	Pilot Data	ORD-FO-EMJ-D
DEP STA	GSO	ARV STA	ORD	Debrief Type	Pipeline
DEP Gate	40	ARV Gate	NO	Sub-Type	COMPLIANCE
Tail Nbr	N619			Workflow	Pipeline
Fleet Type	EMJ			Reply Requested?	No

[Edit](#) [Un-Categorize](#) [Cancel Debrief](#)

Status

NEW ▶ [CLOSED](#) ▶

IRREZZZ: IRREGULARITY REPORT -> RUNWAY/TAXIWAY EXCURSION

[Categorize](#) [Add Contact](#) [Advance Status](#) [Reply Now](#) [View History](#)

Role	Pos	Name	Loc	Email	
To System Administrator	Emp/Gnd Sft	[REDACTED]	[REDACTED]	[REDACTED]	Remove
CC System Administrator	Dir Fght Ln Ops	[REDACTED]	[REDACTED]	[REDACTED]	Remove
CC Secondary Respondant	AEMOC	[REDACTED]		[REDACTED]	Remove
CC Secondary Respondant	AEMOC	[REDACTED]		[REDACTED]	Remove
To Read-Only Admin	Emp/Gnd Sft	[REDACTED]		[REDACTED]	Remove
CC Secondary Respondant	Director	[REDACTED]		[REDACTED]	Remove
To Designated Recipient	Emp/Gnd Sft	[REDACTED]		[REDACTED]	Remove
To System Administrator	Emp/Gnd Sft	[REDACTED]		[REDACTED]	Remove
CC Submitting Pilot	N/A	[REDACTED]		[REDACTED]	Remove
CC System Administrator	Dir Flight Ops	[REDACTED]	[REDACTED]	[REDACTED]	Remove
To Designated Recipient	Emp/Gnd Sft	[REDACTED]		[REDACTED]	Remove

One Line Summary +4125 runway excursion

Event Description

Nov. 11, 2019
 Flight Number 4125
 Airplane: N619AE

The first approach we see the runway (10L). The tower tells us to go around. We set up for the approach to R10L. We intercept the localizer and continue approach we get cleared. We are told to contact tower at the final approach fix. Cleared to land. RVR 5000. The tower advised Braking action 5/5/5. At that time I informed the Captain I saw the ground. Weather was overcast. I see the approach lights. I say continue. We broke out of the clouds around 350 plus or minus. I call runway in sight. The approach was stable. Captain says landing. Autopilot came off slightly above minimums. The wind was 350 at 15, gusting 20. Runway had snow and, we determined after the event, possibly ice underneath. We touchdown with the wind correction. Normal landing. We started swerving at about 80 indicated to the right and then we get back on centerline. Then to the left. I said you need to get back on centerline. We kind of get back on but then aircraft swerves more to the left. We were about 50-60 knots. At this time we experienced an uncommanded swerve toward the taxi turn off N1, and slid off the runway. Tower asks if we need assistance. I said, "we do". I contacted the FA and she said everyone seemed to be Okay. Captain got on the PA told the passengers to remain seated. I contacted ops told them we went off the runway. Tower gave us an emergency radio frequency to contact. I told them 41 souls on board. At this time we were getting multiple cautions and warning, The warnings were gear fail, and SPS was going off. Shut down engine one and two. APU was running. Emergency services arrived. The fireman asked if everyone was okay and if needed assistance. I was in constant contact with emergency services through the plug in. They said that it looked like the right landing gear collapsed. Ran the evacuation checklist. The flight attendant opened the door. We waited for the shuttle buses to arrive. We unlocked the cockpit door and deplaned. A couple of the passengers said, "Thank you." None of them seemed harmed or shaken up. The Flight Attendant said she was okay.

I got out of the plane and the taxiway was very icy. I noticed the right landing wheel collapsed and the wing was touching the ground.

Keywords

[Assoc Keywords](#)

There are no keywords associated with this debrief.

Message History

There are no messages affiliated with this debrief.

Notes

Add notes to debrief, without composing a message.

Save Notes

- Do you recall hearing any braking reports from ATC other than 5/5/5?
No
- What is the policy/guidance if a braking action report is less than “good”?
Discuss the required landing distance as well as any potential limitations, and determine if there is sufficient runway length at the arrival airport.
- What is the guidance on which report is controlling, the 5/5/5 or a pilot report of “poor”?
The reported braking action, 5/5/5, is controlling. The PIREP should be considered.
- What are the crosswind limitations for the airplane on a dry runway? a contaminated runway?
Dry = 30 kts
GrMedium Braking Action = 20 kts
Poor Braking Action = 10 kts
- What do you consider a contaminated runway to be?
A runway is contaminated when; 25% of the required length is covered by 1/8” of standing water, slush or wet snow, more than 3/4” of dry snow, compacted snow or ice.
- How do you calculate the landing performance on a contaminated runway?
Using the Landing App, we input all the required parameters including reported braking action to determine the landing distance. We then multiplied by 1.15 for to account for an additional 15%
- You stated the tower provided you with 5/5/5, did you hear anything else being transmitted on the frequency about the runway condition? If so, what else did you hear?
I don’t recall.
- What were you trained in regard to rudder effectiveness with thrust reversers?
Rudder effectiveness is reduced with the use of thrust reverse.
- What was your training on use of brakes and reverse thrust on a contaminated runway?
Apply brakes evenly with constant and continuous pressure, while maintaining centerline and then use max reverse to 80 knots and then as needed and to prevent runway excursion.
- Were there any mechanical irregularities with the airplane?
Not that I am aware of.
- During the go-around did the control column feel heavy, considering it has a smaller bell crank for the elevator?
I don’t recall feeling any irregularity during the go around.

First Officer

- Do you recall hearing any braking reports from ATC other than 5/5/5?

I remember that the tower reported “good” braking action before Taxiway N3 and “3” past taxiway N3.

- What is the policy/guidance if a braking action report is less than “good”?

The guidance is to use thrust reversers if a braking action report is “medium” or “poor”.

- What is the guidance on which report is controlling, the 5/5/5 or a pilot report of “poor”?

A pilot report is advisory, the 5/5/5 is controlling.

- What are the crosswind limitations for the airplane on a dry runway? A contaminated runway?

The crosswind limitations for a dry runway is max demonstrated, which is 30 knots. For a contaminated runway, it is 10 knots.

- What do you consider a contaminated runway to be?

I consider the runway to be “contaminated” when more than 25% of the required field length, within the width being used, is covered by:

1. more than 1/8th inch of standing water, slush, or wet snow;
2. more than 3/4 inch of dry snow;
3. compacted snow; or
4. ice.

- How do you calculate the landing performance on a contaminated runway?

Now that the Landing Data App has been approved by the FAA, I use it to calculate the landing performance. (Before the app was approved, I used flip cards in the Quick Reference Handbook provided by the company.) The calculation takes into account items like: runway condition, the kind of plane, landing weight, wind correction, the current winds at the airport, and the flap settings that the captain said he intended to use during the approach briefing. This calculation provides the runway length that is needed for the approach and landing.

I then brief the captain with the appropriate landing speeds and landing distance that is needed for the approach. We later confirm the landing speeds in the descent checklist and the landing distance in the approach briefing.

- You stated the tower provided you with 5/5/5, did you hear anything else being transmitted on the frequency about the runway condition? If so, what else did you hear?

I wrote above that the tower reported “good” braking action before Taxiway N3. I also recall the tower saying that, after N3, the runway was categorized as a 3.

- What were you trained in regard to rudder effectiveness with thrust reversers?

I was trained to reduce the rudder when the thrust reverser is applied.

- What was your training on use of brakes and reverse thrust on a contaminated runway?

I was taught that the maximum reverse thrust must be used when the use of thrust reversers will prevent a runway excursion or when landing on a runway with “medium” or “poor” braking action.

- Were there any mechanical irregularities with the airplane?

I was not aware of any mechanical irregularities.

- During the go-around did the control column feel heavy, considering it has a smaller bell crank for the elevator?

I was the pilot monitoring. I do not know whether the control column felt heavy.