



MINISTRY OF
TECHNOLOGY AND INDUSTRY
TRANSPORTATION SAFETY BUREAU

INTERIM STATEMENT

Fly-Coop Kft., Beechjet 400A, HA-YFJ
Budapest Liszt Ferenc International Airport (LHBP)
1 March 2021

Incident
2021-0040-4

The sole objective of a safety investigation is to find the causes and circumstances of aviation accidents or incidents and to initiate the necessary safety measures; furthermore, to make recommendations in order to prevent similar cases in the future. It is not the objective of an investigation to apportion blame or liability.

Synopsis

Occurrence Class	Incident	
Aircraft	Manufacturer	Raytheon Aircraft Co.
	Model	Beechjet 400 A
	Registration	HA-YFJ
	Operator	Fly-Coop Kft.
Occurrence	Date and Time	1 March 2021, 22:43 LT
	Location	Budapest Liszt Ferenc International Airport
Fatalities / Severe Injuries	none	
Damage to Aircraft	No Damage	

On taxi from holding point B2 to 31L threshold, the crew of a Beechjet 400 A, registration HA-YFJ mistook the NE edge lights of the runway with the centerline lighting and knocked out 3 of the first four edge lights SE beyond intersection J4. At the end of the backtrack and supposedly unaware of the mishap, the crew turned NW and took off from RWY 31L.

On course of the investigation, the Investigating Committee (IC) have disclosed several aspects that suggest a number of unsafe operation practices within the Operator's conduct. The investigation of these instances is still underway.

Since the initial report release, there were no new data revealed or circumstance exposed to warrant the issue of Interim Safety Recommendations.

On completion of the investigation, the IC will publish their conclusions on their official website in a Final Report, as stipulated by the referenced legislation.



(source: jetphotos.com)

Investigation Overview

Receiving event notification, the on-duty manager of the TSB ordered an immediate dispatch to the site.

Pursuant to Article 5 of REGULATION (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/ECA the TSB is required to initiate an investigation in the following circumstances.

1. *Every accident or serious incident involving aircraft other than specified in Annex II to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (6) shall be the subject of a safety investigation in the Member State in the territory of which the accident or serious incident occurred.*
2. *When an aircraft, other than specified in Annex II to Regulation (EC) No 216/2008, registered in a Member State is involved in an accident or serious incident the location of which cannot be definitely established as being in the territory of any State, a safety investigation shall be conducted by the safety investigation authority of the Member State of registration.*
3. *The extent of safety investigations referred to in paragraphs 1, 2 and 4 and the procedure to be followed in conducting such safety investigations shall be determined by the safety investigation authority, taking into account the lessons it expects to draw from such investigations for the improvement of aviation safety, including for those aircraft with a maximum take-off mass less than or equal to 2 250 kg.*
4. *Safety investigation authorities may decide to investigate incidents other than those referred to in paragraphs 1 and 2, as well as accidents or serious incidents to other types of aircraft, in accordance with the national legislation of the Member States, when they expect to draw safety lessons from them.*

Based on the findings of the site inspection and with regard to Article 5 (1) of Regulation (EU) No 996/2010 of the European Parliament and of the Council, the head of the TSB decided that an investigation is required and will be launched.

Warning

This Interim Statement is aimed at providing a brief synopsis of the occurrence and disseminating information of the safety investigation status at the current time.

Report content is based on facts and evidence available at the time of issue and reflects tidings valid at the time.

During the course of further investigative work new information, facts or evidence may surface that may alter aspects or nullify statements released in the Interim Statement.

Therefore, the conclusions and inferences to be published in the Final Report may modify or contradict those put out in the Interim Statement.

In the course of the investigation the IC has taken the following actions.

- The IC took an on-site inspection and recorded the tire marks on the knocked out edge lights and their base plates; for further analyses seized the damaged edge light units.
- Both Duty Airside Managers (DAM's), the one discovering the damage and the one on duty at the time of the occurrence were interviewed.
- Detailed ground traffic information and radio transmission records before and during the occurrence were obtained from the Air Traffic Service Provider.
- Persons aboard HA-YFJ at the time of the occurrence were interviewed.
- The IC performed several follow-up examinations on HA-YFJ and did several video recorded track reconstruction runs in similar visual and runway light conditions to recreate its ground movement during the mishap event in order to identify visual contributing factors leading to the occurrence.
- With regard to the operational aspects of the mishap flight, experts of Hungarian CAA were consulted.

The Investigating Committee of the Transportation Safety Bureau (further on referred to as IC) hereby publish their Interim Statement compiled in line with Chapter 6, Article 6 of Annex 13 identified in the Appendix of Act XLVI. of 2007 on the declaration of the annexes to the Convention on International Civil Aviation signed in Chicago on 7th December 1944 and Section 16, Article (7) of Regulation (EU) No 996/2010 of the European Parliament and of the Council.

Investigation Principles

The investigation is being carried out by Transportation Safety Bureau on the basis of the following disciplines.

- Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC,
- Act XCVII of 1995 on aviation,
- Annex 13 identified in the Appendix of Act XLVI. of 2007 on the declaration of the annexes to the Convention on International Civil Aviation signed in Chicago on 7th December 1944,
- Act CLXXXIV of 2005 on the safety investigation of aviation, railway and marine accidents and incidents (referred to as Kbvt. throughout the document),
- NFM (Ministry for National Development) Regulation 70/2015 (XII.1) on safety investigation of aviation accidents and incidents, as well as on detailed investigation for operators,
- In matters not covered by Kbvt., Act CL of 2016 on General Public Administration Procedures

The competence of the Transportation Safety Bureau of Hungary is based on Government Regulation № 230/2016. (VII.29.) on the assignment of a transportation safety body and on the dissolution of Transportation Safety Bureau with legal succession.

Pursuant to the aforesaid legislation,

- Transportation Safety Bureau of Hungary shall investigate aviation accidents and serious incidents.
- Transportation Safety Bureau of Hungary may investigate aviation and incidents which – in its judgement – could have led to accidents of more severe consequences in different circumstances.
- Transportation Safety Bureau of Hungary is independent of any person or entity that may have interests in conflict with the objectives of the investigating body.
- In addition to the aforementioned legislation, TSB of Hungary shall conduct safety investigations in line with ICAO Docs 9756 and 6920 Manual of Aircraft Accident Investigation.
- This Statement shall not be binding, nor shall an appeal be lodged against it.
- The original of this report was written in Hungarian.

No conflict of interest has been identified between safety investigators appointed to the IC. No investigator assigned with a safety investigation has been involved as an expert in any other procedure pertaining to the same case and shall not do so in the future.

The IC shall retain all data and information having come to their knowledge in the course of the safety investigation. Furthermore, the IC shall not be obliged to make such data and information available to other authorities, whose disclosure could have been legally refused by their original owner.

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The Interim Statement has been issued by

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Dated in Budapest, on 29 April 2022.