

## STAÐA MÁLS

Case no.: **18-104F018**

Date: **16. June 2018**

Location: **Keflavik Airport (BIKF)**

Description: **FOD caused a MLG tire to burst**

Status: **July 2019: The draft final report has been written**

During the takeoff roll at rotation speed on RWY 01 at Keflavik airport, an unusual vibration was felt by the crew from the nose landing gear.

When the airplane reached FL100 the PM performed the 10,000 checks, during which he

identified a low quantity in hydraulic system A. The hydraulic pressure of system A was still normal. The flight crew suspected a hydraulic leakage in the engine-driven pump or its related lines.

ATC<sup>1</sup> contacted the flight crew to notify them that tire rubber had been found on RWY 01 at BIKF after they took off. The flight crew informed ATC of their hydraulic problems. Subsequently ATC also relayed information that a metal piece had also been discovered on the RWY.

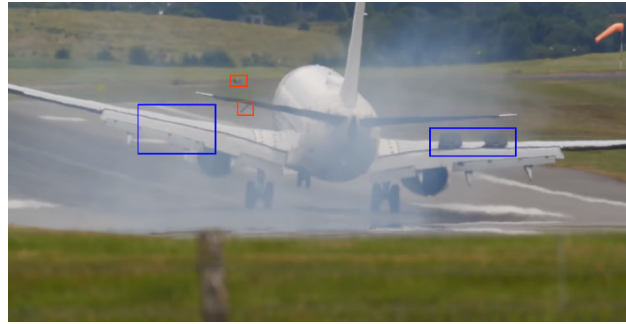


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<sup>1</sup> Air Traffic Control

The flight crew made the decision to divert to Birmingham Airport in the United Kingdom.

During the landing at Birmingham, the left wing ground spoilers did not deploy. In addition tire debris was released from the LH MLG after it touched down at the runway.



As the actual incident occurred at Keflavik Airport, the ITSB ran point<sup>2</sup> during the investigation. The UK AAIB provided two investigators as on site investigation support in Birmingham, one of them acting as the UK ACCREP to the investigation. The flight recorders were removed from the airplane and taken to the UK AAIB in Farnborough, where they were downloaded and analyzed.

The LH inboard tire was found burst and the airplane incurred damage in the area around the LH wheel well.

The investigation focuses around FOD<sup>3</sup>.

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<sup>2</sup> Investigator-In-Charge from the ITSB

<sup>3</sup> Foreign Object Damage