

LOKAÐ MEÐ BÓKUN

Case: **21-001F001**

Date: **6. January 2021**

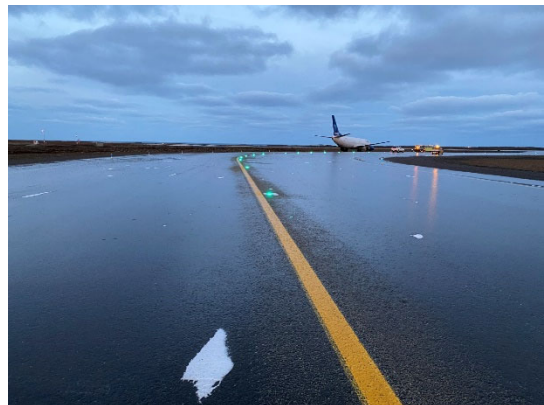
Location: **Taxiway Bravo at Keflavik Airport (BIKF)**

Description: **Aircraft slid off taxiway**

Aircraft TF-BBJ, B737-400SF cargo aircraft, operated by Bluebird Nordic, landed on RWY 28 at Keflavik Airport at 07:52.

At 07:52:58, after touchdown, the ATCO in BIKF Tower provided the following instructions on how to vacate RWY 28:

World Class Express 3998 vacate right turn on Bravo, right again on Kilo, left turn Charlie.

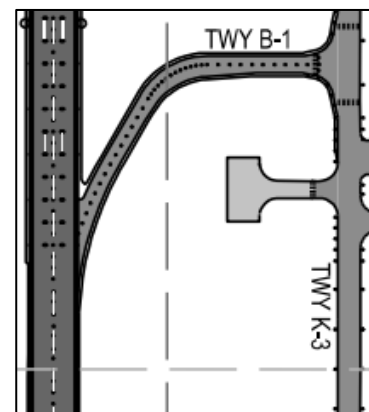


The co-pilot of flight 3998 read these instructions back at 07:53:07:

Bravo, Kilo Charlie, World Class Express 3998.

According to the flight crew of flight 3998, the braking action on RWY 28 was good. Once the aircraft was turned onto taxiway Bravo (TWY B-1), as instructed by ATC, the braking action became very poor.

The Commander realized the aircraft did not turn as commanded to the right on taxiway Bravo, regardless of the tiller being turned completely to the right, resulting in the aircraft sliding off the taxiway.



According to the ATIS in effect during the landing, the braking action was as follows:

RWY 28 ice patches, deiced 35 meters wide, braking action RWY28 at time 0515UTC measured 73-63-74 on mu meter. Braking action ramp and taxiways medium sanded.

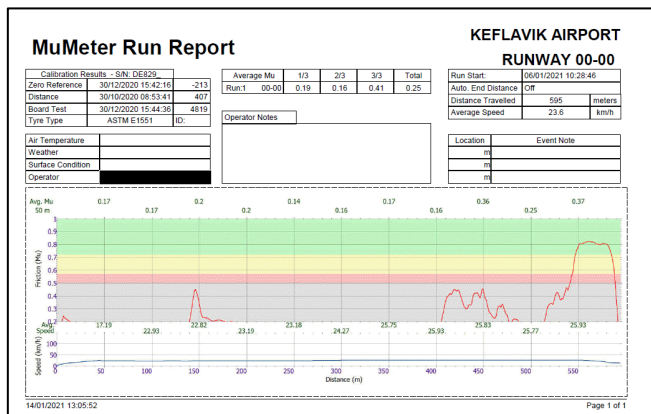
The investigation revealed that taxiway Bravo had not been sanded during the evening or the night prior to the incident, nor had its braking action been measured.

The investigation revealed that taxiways Charlie, Kilo and November had been sanded between 21:00 and 21:40 in the evening before the incident. The braking action of taxiway Kilo was measured at 04:45 as 46-50-41. The braking action of taxiway Charlie was measured at 04:56 as 56-53-47.

Date	Time	RWY/TWY	Braking Action	Comments
05.11	0435	01	64 73 75	
	0559	TWY	44 73 75	Sanded
	0600	10	73 67 62	
	0700	10	75 75 70	
	0800	10	78 67 62	
	1300	01	78 78 70	
	1625	01	67 57 72	
	1630	01	260 47 70	
	1640	01	70 54 63	
	1654	01	40 3 73	isblettir - gnomu
	1804	10	50 50 57	isblettir - gnomu (Kilo, B - not sanded)
	1815	01	56 45 57	isblettir
	1908	01	64 66 41	De-ice - waxin - isblettir
	1907	TWY'S	MEDIUM	SANDED
	1908	01	62 55 44	
	2009	01	73 70 65	45m Chem wet.
	2013	01	75 73 73	
	2300	01	74 61 67	
6.01	0100	01	75 71 72	
		10	56 56 54	isblettir

The investigation revealed that the last report issued by the Ground Services to the Tower regarding the condition of the taxiways had been at 19:07 in the evening before the incident, when TWY's were reported with MEDIUM braking action and as SANDED.

Date	Time	RWY/TWY	Braking Action	Comments
6.1	0130	10	62 42 60	isblettir
	0242	01	72 72 70	Chem-wet 45m
	0510	10	74 63 75	isblettir
	0520	01	70 72 71	isblettir
	1015	10	74 76 77	isblettir
	1017	K-2	DDOR	
	1025	K-3-C	MEDIUM SANDED	
	1100	62	SANDED	
	1320	01	68 70 72	



No distinction was made between the individual taxiways in the report to the Tower.

After the incident, at 10:28, the braking action at taxiway Bravo was measured as 19-16-41.

Following this incident and another previous similar incident regarding

taxiway clearing (ITSB report 18-034F008 regarding TF-FIV on 10. March 2018), the airport operator, Isavia, has reviewed its internal procedures and training to ensure proper exchange of information between Ground Operations and the Tower regarding individual runway and individual taxiway conditions.

The Icelandic Transportation Safety Board (ITSB) decided not to write a formal report and closed the case during board meeting on 5. August 2021.