

THE DUTCH SAFETY BOARD

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PRELIMINARY REPORT

(Preliminary information only, pending completion of the Accident Investigation)

Distribution (applicable to aircraft with MTOW > 2250 kg, or less if airworthiness matters of interest are involved):

- State of Registry: **Belgium**
- State of the Operator: **Belgium**
- State of Design: **The Netherlands**
- State of Manufacture: **The Netherlands**
- State providing information, significant facilities or experts:
- **ICAO** (aircraft with MTOW = 2250 kg exempted):

00 – OCCURRENCE IDENTIFICATION

FILING INFORMATION

State Reporting 0001 •	NETH	The Netherlands
State File number 0002		2007044

WHERE

State/Area of occurrence 0004 •	NETH	Groningen Airport Eelde (EHGG)
Location N() Near 0005		Runway 05

WHEN

Date of occurrence 0008	Year Month Day 2007 05 18
Local time of occurrence 0009 (24h clock)	Hour Min 21 00

AIRCRAFT

Manufacturer 0010 •		Fokker
Model 0011 •		F27mk050 (Fokker 50)
Registration 0012		OO-VLI
State of registry 0013 •		Belgium
Operator's name 0014 40() 40() 40()		Vlaamse Luchtvaart Maatschappij (VLM)

01 – HISTORY OF FLIGHT

AIRLINE OPERATION(AIR TRANSPORT OPERATIONS)

Type of Operation 0101		
1(•) Passenger	2() Cargo	3() Passenger/Cargo
4() Ferry/Positioning	5() Training/Check	6() Other
Z() Unknown		
0102		
S(•) Scheduled	N() Non-scheduled	Z() Unknown
0103		
D() Domestic	I(•) International	Z() Unknown

ITINERARY

Last departure point 0106	Amsterdam Airport Schiphol (EHAM)
Planned destination 0107	Groningen Airport Eelde (EHGG)
Duration of flight (time airborne) 0108	Hour Min 0 30

07 – METEOROLOGICAL INFORMATION

General weather in the area of occurrence 0705		
1() Visual meteorological conditions	2() Instrument meteorological conditions	Z() Unknown
Light conditions 0706		
1() Dawn	2() Daylight	3(•) Dusk/Twilight
4() Night – moonlight	5() Night – dark	Z() Unknown

SEQUENCE OF EVENTS

EVENTS	PHASES
Runway overrun	landing

NARRATIVE

NARRATIVE

This shall not exceed 200 words and will be presented in the following order:

1. Brief description of the occurrence including emergency circumstances and significant information;
2. Additional remarks, including precise information on items which have been coded "OTHER";
3. Safety recommendations and corrective action taken or under consideration.

Note – Please print or type.

On May 18, 2007, at 21.00 local time, a Fokker F50, Belgian registration OO-VLI, operated by Vlaamse Luchtvaart Maatschappij (VLM), a Belgian commuter airline, overran the runway on landing at Groningen Airport Eelde (EHGG), while on a scheduled passenger flight. The aircraft received minor damage and the 14 people on board (pilot, first officer, 1 flight attendant and 11 passengers) were not injured.

The aircraft was on a visual approach onto runway 05. The landing distance available was 1,800 meter. The runway was dry. The reported wind condition was 210 degrees 10 knots.

The pilot flying reported that he was unable to stop the aircraft before the end off the runway. No failures or anomalies were reported by the flight crew before the landing. Both recorders were recovered by Dutch Safety Board investigators for analyses.