



Aviation Safety Council

Taipei, Taiwan

**GE 235 Occurrence Investigation
Factual Data Collection
Group Report**

General Information

July 02, 2015

ASC-FRP-15-07-001

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Aviation Occurrence Preliminary Report

FILING INFORMATION						
Headline: TransAsia Airways GE 235 Occurrence						
State reporting: Taiwan, ROC			Date entered: 2015.02.17			
State file number: ASC-AOR-15-02-PR1			Reporting org.: Aviation Safety Council			
Report identification: GE235			Report status: Preliminary			
Reporter's name: Thomas Wang						
Telephone: +886-2-8912-7388			Email: wang@asc.gov.tw			
Scope of Investigation: Full (ICAO Annex 13 Format)						
CLASSIFICATION						
Occurrence class: Accident			Occurrence category: TBD			
WHEN						
Local date: 2015.02.04 10:54			UTC date: 2015.02.04 02:54			
WHERE						
State of occurrence: Taiwan, ROC			FIR: Taipei			
Altitude of inflight occurrence: N/A						
Location of occurrence: 5.4 km ESE of RCSS end of RWY 10			Latitude Deg/ Min/ Sec: E 121° 37:04			
Aerodrome ID/ Name of Aerodrome: RCSS/Taipei Songshan			Longitude Deg/ Min/ Sec: N 25° 03:48			
SEVERITY						
Damage aircraft: Destroyed			Injury level: Fatal			
Third party damage: Yes						
INJUR TOTALS						
	Fatal	Serious	Minor	None	Unknown	Total
Total on Ground	0	1	1	0	0	2
Total on Aircraft:	43	14	1	0	0	58
Crew:	4	1	0	0	0	5
Passengers:	39	13	1	0	0	53
Other:	0	0	0	0	0	0
Unknown:	0	0	0	0	0	0
Total:	43	15	2	0	0	60
GENERAL WEATHER CONDITIONS						
Weather conditions: VMC			Light conditions: Day Light			
AIRCRAFT IDENTIFICATION						
Manufacturer/model: ATR72-600			State of registry: Taiwan, ROC			
Aircraft Serial Number: 1141			Aircraft registration: B-22816			
AIRCRAFT OPERATION						
Operator: TransAsia Airways			Operation type: Commercial Air Transport Scheduled revenue ops Domestic Passenger			
HISTORY OF FLIGHT						
Last departure point: RCSS			Flight phase: Takeoff			
			Duration of flight: 3 minutes			
Planned destination: RCBS			Occ. on ground: No			
TERRAIN AT WREKAAGE						
Terrain type: Level/flat			Surface type: River			
Any special requirement to reach the site: None						
EVENTS						
Propeller control, during initial climb Flight systems/flight crew mismatch, during initial climb Aircraft collision with level terrain/water, during initial climb						
NARRATIVE						

<p>On February 4th, 2015, TransAsia Airways flight GE 235, an ATR72-600, registration B-22816, took off from Taipei Songshan Airport for Kinmen, Taiwan. There were 58 people onboard, including 3 flight crew (one as observer), 2 cabin crew, and 53 passengers. At 1054 hrs, the aircraft crashed into Keelung River at 5.4 km ESE from the end of RWY 10 of Songshan Airport, 43 onboard received fatal injuries, 14 received serious injuries, 1 received minor injury, and 2 people on ground also received injuries to different extent.</p> <p>Preliminary data indicates that about 36 seconds after takeoff the engine no.2 auto-feathered, about 46 seconds subsequent to auto-feather the engine no.1 was shut off.</p>

On February 4, 2015, TransAsia Airways passenger flight GE 235, an ATR 72-600 aircraft, registration number B-22816, took off from Songshan Airport at 1053 Taipei time for Kinmen Airport. The aircraft carried 58 people, including 3 flight crew members, 2 cabin crew members, and 53 passengers. The aircraft lost contact immediately after took off and crashed into Keelung River, 43 people perished, 15 people on board and 2 people on ground received injuries.

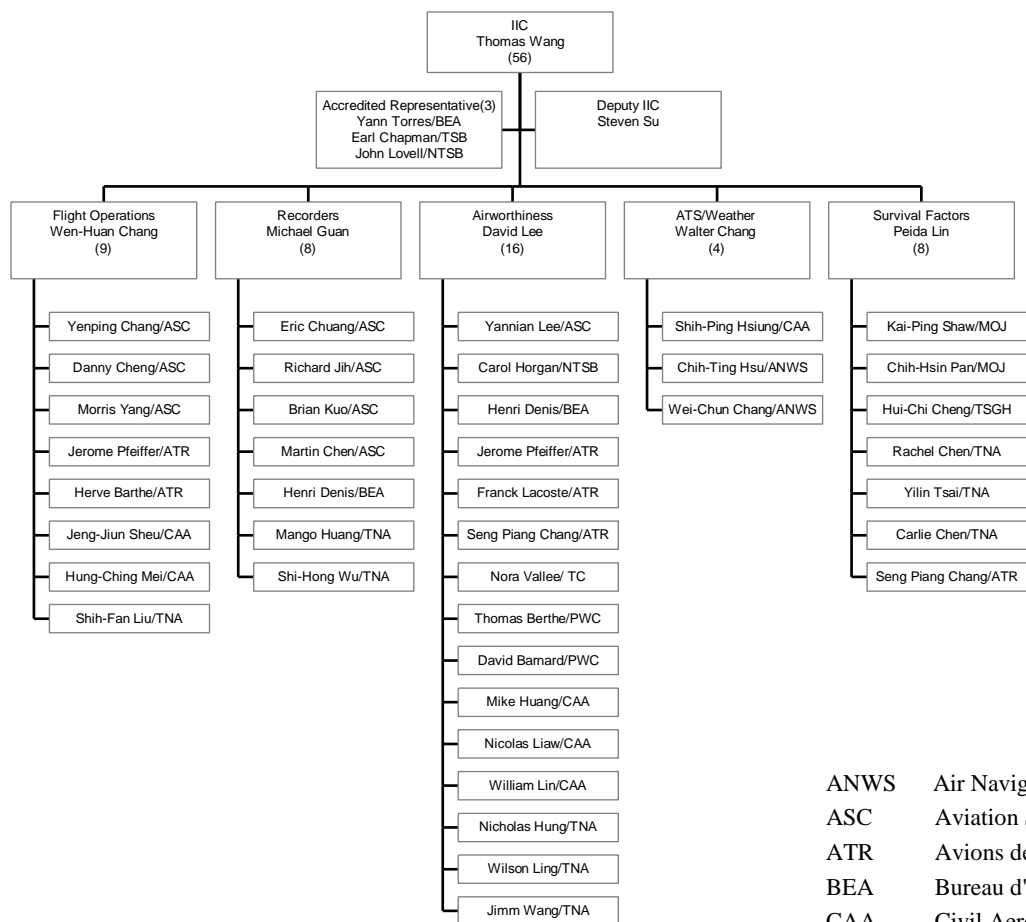
According to ICAO Annex 13 and Aviation Occurrence Investigation Act, Aviation Safety Council (ASC), an independent government organization of Taiwan responsible for civil aviation occurrence investigation, has immediately formed a team to conduct the investigation of this occurrence. The states of manufacture include Bureau d'Enquêtes et d'Analyses (BEA) of France, Transportation Safety Board (TSB) of Canada, and National Transportation Safety Board (NTSB) of the United States joined the investigation team as the Accredited Representatives. Based on the nature of this occurrence, the investigation team is organized into 5 groups: Flight Operations, Airworthiness, ATS/Weather, Survival Factors, and Recorders. Organization of the investigation team is shown in Appendix 0-1.

After nearly 5 months of investigation including on-scene investigation and data collection, the investigation team presents the factual data collected relevant to this occurrence. It should be noted that these reports contain only factual information. The analysis portion of the investigation process will commence immediately after the release of these reports. It is expected that the draft report will be furnished to the Accredited Representatives and parties for comments in November 2015 and the final report will be published in April 2016. Should any new factual data surface during the time of the analysis, ASC shall notify the Accredited Representatives immediately and the factual report will be

modified accordingly.

The factual report is organized by the reports from each individual group. Individual group report contains the name of the group members and their background, histories of activities, factual description of the group, and data list. The factual description in each group report will follow the format of Chapter 1 of ICAO Annex 13. It should be noted that since each group conducted its own data collection, similar information may appear in the report of several groups. Text of the report will be published on ASC web site: <http://www.asc.gov.tw>

Appendix 0-1 Organization Chart of GE 235 Occurrence Investigation Team



- ANWS Air Navigation and Weather Services, CAA Taiwan
- ASC Aviation Safety Council, Taiwan
- ATR Avions de Transport Régional
- BEA Bureau d'Enquêtes et d'Analyses, France
- CAA Civil Aeronautics Administration, Taiwan
- MOJ Institute of Forensic Medicine, Ministry of Justice
- NTSB National Transportation Safety Board, U.S.A.
- PWC Pratt & Whitney Canada
- TC Transport Canada
- TNA TransAsia Airways
- TSB Transportation Safety Board, Canada
- TSGH Tri-Service General Hospital