

## **SYNOPSIS, HISTORY OF FLIGHT AND ORGANISATION OF THE INVESTIGATION**

### **Synopsis**

Date of accident: Thursday 27 November 2008 at 15 h 46 UTC

Site of accident: off the coast of Canet-Plage (66)

Type of flight: Flight at end of leasing agreement, before return to its owner

Aircraft: Airbus A320 – 232 MSN 2500 registered D-AXLA

Owner: Air New Zealand Aircraft Holdings Limited

Operator: XL Airways Germany GmbH (under a leasing agreement)

Persons on board: 2 flight crew, 5 passengers

### **History of Flight**

The flight GXL888T from Perpignan – Rivesaltes aerodrome was a flight to check systems at the end of a leasing agreement, before the return of D-AXLA to its owner, Air New Zealand. On board were the two pilots from XL Airways Germany at the controls of the aeroplane, a pilot from Air New Zealand in the observer's seat in the cockpit, three engineers from Air New Zealand and an engineer from the New Zealand Civil Aviation Authority.

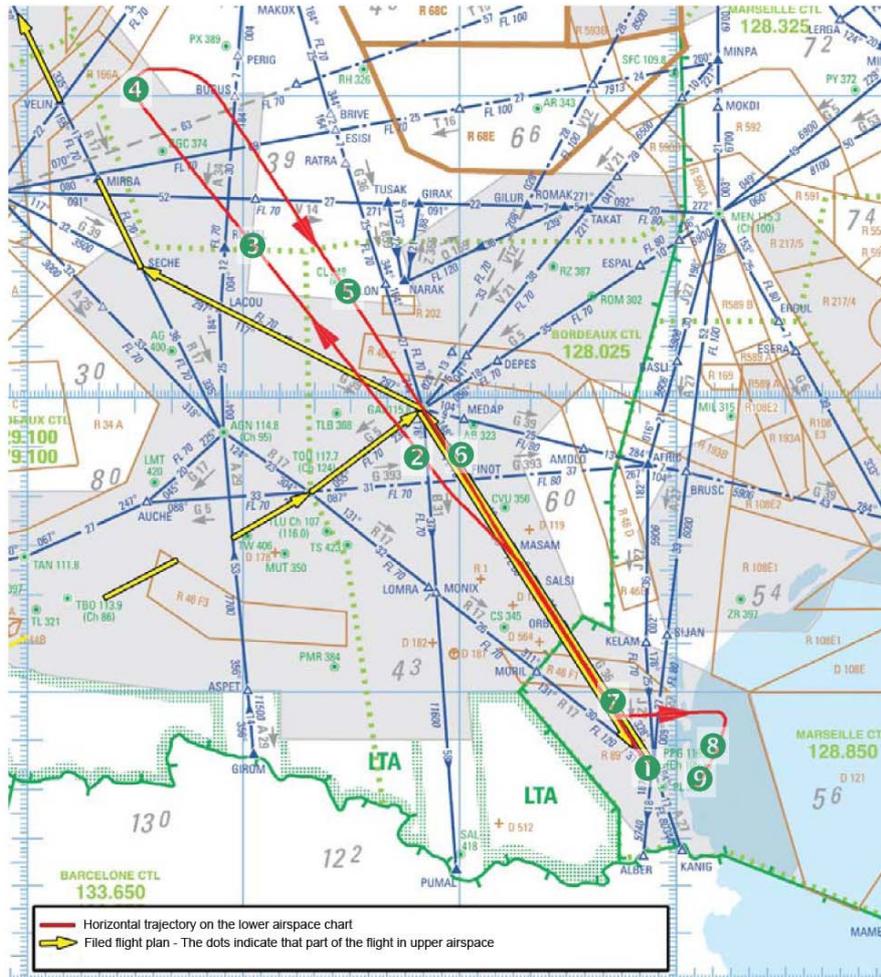
As the programme of checks could not be performed in general airspace, the flight was shortened. In level flight at FL320, angle of attack sensors 1 and 2 stopped moving and their positions did not change until the end of the flight. After about an hour of flight, the airplane returned to the departure aerodrome airspace and the crew was cleared to carry out an ILS procedure to runway 33, followed by a go around and a departure towards Frankfurt/Main (Germany). Shortly before overflying the initial approach fix, the crew carried out the check on the functioning of the angle of attack protections in *normal* law, intended to prevent the aeroplane from stalling.

During this check, they lost control of the aeroplane, which crashed into the sea. None of the seven occupants survived the accident.

### **Organisation of the Investigation**

As soon as it was informed of the accident, the BEA instituted an investigation in accordance with Annex 13 to the Convention on International Civil Aviation. In this context, Accredited Representatives from Germany (State of Registry and the Operator of the aircraft) and the United States (State of Design of the aircraft's engines) were associated with the investigation. Since the passengers were of New Zealand nationality, the BEA accepted the participation of New Zealand in the investigation. The New Zealand Accredited Representative asked for assistance from the British AAIB.

The Draft Final report was sent for comments to the Accredited Representatives of Germany, the United States and New Zealand, in accordance with the provisions of Article 6.3 of Annex 13. It was also sent to EASA and the French DGAC.



- ① 14 h 44  
Takeoff from Perpignan aerodrome
- ② 14 h 52  
The controller told the crew that they could not perform a “360”
- ③ Between 15 h 04 et 15 h 06  
Blockage of angle of attack sensors 1 and 2
- ④ 15 h 12  
Turn back
- ⑤ 15 h 22  
Arrival at FL 390
- ⑥ 15 h 26  
Beginning of descent
- ⑦ 15 h 34 min 34 s  
Co-pilot: “(...) we’ll appreciate a radar vector the approach”
- ⑧ 15 h 43 min 41 s  
Thrust levers on IDLE  
Beginning of the check on the low speed angle of attack protections
- ⑨ 15 h 45 min 05 s  
Stall warning