



**NTSB** National Transportation Safety Board

*Office of Aviation Safety*



# Empire Airlines Flight 8284

## ATR 42

Leah D. Yeager

Investigator-in-Charge

# History of Flight

- January 27, 2009, about 0437 CST
- Empire Airlines flight 8284,  
ATR-42-320
- Impacted terrain 300 feet short of  
runway
- Night instrument meteorological  
conditions

# Dispatch

- Flight crew advised of light freezing drizzle
- Empire Airlines approved operations
- FAA does not prohibit operation in light freezing precipitation
- Empire Airlines has since changed its policy

# Flight to Lubbock

- Departed about 0313
- Used ice protection during flight
- Advised of light freezing drizzle at Lubbock Preston Smith International Airport

# Approach to Lubbock

- Approach to the airport
- Flap asymmetry
- Crew response to flap problem

# Approach to Lubbock

- Stick shaker activated, autopilot disengaged
- First officer suggested go-around maneuver, captain said “No”
- Captain took control of airplane
- Stick shaker activated, airplane impacted ground
- Flight crew safely evacuated







FedEx

N902FX 



# Animation

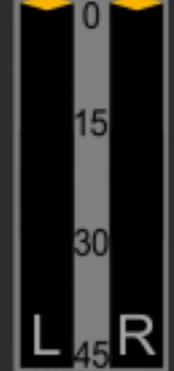
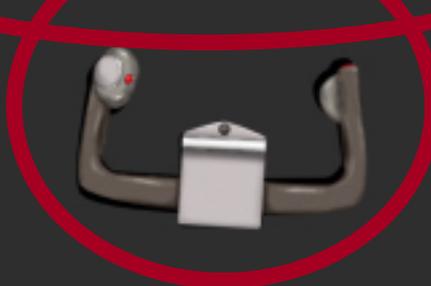
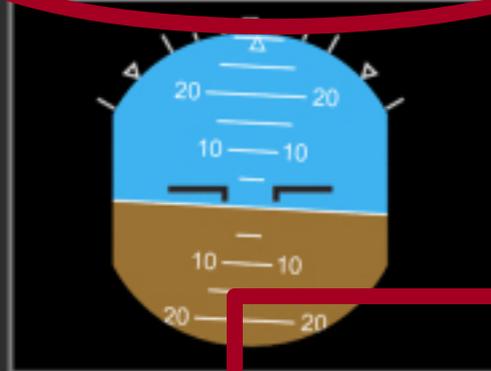


National Transportation Safety Board

04:33:59

167 knots 1585 feet Shaker OFF Pusher OFF

Power (%) Flap (dg)



Rudder Pedal (in



Auto Pilot ON

# Performance Data

- Ice accretion encountered
- Flap asymmetry occurred
- Airplane remained controllable
- Stick shaker triggered at appropriate angle of attack

# Safety Issues

- Crew response to flap anomaly
- Continuation of unstabilized approach
- Training for pilots who operate in icing conditions
- FAA guidance for operations in icing conditions
- Airport emergency response



# Parties to Investigation

- Federal Aviation Administration
- Empire Airlines
- Federal Express Corporation

# Accredited Representatives

- Bureau d'Enquêtes et d'Analyses (BEA)
  - European Aviation Safety Agency (EASA)
  - Avions de Transport Régional (ATR)
- Transportation Safety Board of Canada (TSB)
  - Pratt & Whitney Canada





**NTSB**