

		NTSB ID: DCA08RA028		Aircraft Registration Number: G-YMMM	
		Occurrence Date: 01/17/2008		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: Foreign	
Location/Time					
Nearest City/Place London		State	Zip Code	Local Time 0001	Time Zone UTC
Airport Proximity:		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 777-236ER		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 17, 2008, at 12:42 UTC, a British Airways Boeing 777-236ER, registration G-YMMM, s/n 30314, landed short of runway 27 left at Heathrow International Airport, London, England. The 136 passengers deplaned by using the emergency slides and there are 2 minor injuries reported. The UK Air Accident Investigation Branch (AAIB) is investigating and Bill English (AS-10) is launching as the US accredited representative with Carol Horgan (AS-40) and Steve Magladry (AS-40) assisting as the powerplants and systems technical specialists respectively. The FAA and Boeing will be technical advisors.</p> <p>On January 24, 2008, the AAIB released the following update to their 1st Preliminary Report from Friday 18th January 2008 at 1700 hrs:</p> <p>The AAIB work has continued on all fronts to identify why neither engine responded to throttle lever inputs during the final approach. The 150 tonne aircraft was moved from the threshold of Runway 27L to an airport apron on Sunday evening, allowing the airport to return to normal operations.</p> <p>The AAIB, sensitive to the needs of the industry including Boeing, Rolls Royce, British Airways and other Boeing 777 operators and crews, is issuing this update to provide such further factual information as is now available.</p> <p>As previously reported, whilst the aircraft was stabilised on an ILS approach with the autopilot engaged, the autothrust system commanded an increase in thrust from both engines. The engines both initially responded but after about 3 seconds the thrust of the right engine reduced. Some eight seconds later the thrust reduced on the left engine to a similar level. The engines did not shut down and both engines continued to produce thrust at an engine speed above flight idle, but less than the commanded thrust.</p> <p>Recorded data indicates that an adequate fuel quantity was on board the aircraft and that the autothrottle and engine control commands were performing as expected prior to, and after, the reduction in thrust.</p> <p>All possible scenarios that could explain the thrust reduction and continued lack of response of the engines to throttle lever inputs are being examined, in close cooperation with Boeing, Rolls Royce and British Airways. This work includes a detailed analysis and examination of the complete fuel flow path from the aircraft tanks to the engine fuel nozzles.</p> <p>More information may be obtained at the AAIB's website: <a href="http://www.aaib.dft.gov.uk">http://www.aaib.dft.gov.uk</a>.</p>					
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 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: DCA08RA028				
		Occurrence Date: 01/17/2008				
		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown:						
VFR Approach/Landing:						
<b>Aircraft Information</b>						
Aircraft Manufacturer Boeing		Model/Series 777-236ER		Serial Number		
Airworthiness Certificate(s):						
Landing Gear Type:						
Amateur Built Acft? No	Number of Seats:	Certified Max Gross Wt. LBS		Number of Engines:		
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:			
<b>- Aircraft Inspection Information</b>						
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours			
<b>- Emergency Locator Transmitter (ELT) Information</b>						
ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?				
<b>Owner/Operator Information</b>						
Registered Aircraft Owner		Street Address				
		City	State	Zip Code		
Operator of Aircraft British Airways		Street Address				
		City	State	Zip Code		
Operator Does Business As:			Operator Designator Code:			
<b>- Type of U.S. Certificate(s) Held: None</b>						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Non-U.S., Commercial						
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only						
FACTUAL REPORT - AVIATION						

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	Occurrence Type: Accident	

**First Pilot Information**

Name	City	State	Date of Birth	Age
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Sex:	Seat Occupied:	Occupational Pilot?	Certificate Number:
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Certificate(s):

Airplane Rating(s):

Rotorcraft/Glider/LTA:

Instrument Rating(s):

Instructor Rating(s):

Current Biennial Flight Review?

Medical Cert.:	Medical Cert. Status:	Date of Last Medical Exam:
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed?	Second Pilot?
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**Flight Plan/Itinerary**

Type of Flight Plan Filed:

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Beijing		ZBAA		
Destination	State	Airport Identifier		
London		EGLL		

Type of Clearance:

Type of Airspace:

**Weather Information**

Source of Wx Information:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: DCA08RA028
	Occurrence Date: 01/17/2008
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation  Ft. MSL	WOF Distance From Accident Site  NM	Direction From Accident Site  Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light:
Lowest Ceiling:			Ft. AGL	Visibility: SM	Altimeter: "Hg
Temperature: °C	Dew Point: °C	Weather Conditions at Accident Site:			
Wind Direction:		Wind Speed:		Wind Gusts:	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire:	Aircraft Explosion

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot					
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers			2	191	193
- TOTAL ABOARD -			2	191	193
Other Ground					
- GRAND TOTAL -			2	191	193

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



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Occurrence Date: 01/17/2008

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Additional Persons Participating in This Accident/Incident Investigation: