5/21/2026 **FOR YOUR INFORMATION** 2026-180/3-15

2352092

To: Mitsubishi Heavy Industries

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, AFS-100, AIR-360, AIR-720, AIR-780, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, ICAO, ICASS, IFALPA, NTSB, PAMA, RAA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: CRJ-200 Thrust Lever Anomaly

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2352092	
DATE / TIME	
Date of Occurrence	202604
Local Time Of Day	1801 to 2400
PLACE	
Locale	ZZZ.Airport
State	US
Altitude - AGL	50
ENVIRONMENT	
Flight Conditions	VMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	ZZZ
Make Model Name	Regional Jet 200 ER/LR (CRJ200)
Operating Under FAR Part	121
COMPONENT 1	
Aircraft Component	Throttle/Power Lever
PERSON 1	
Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2352092
PERSON 2	
Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2352083
EVENTS	
Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew
Result - Flight Crew	Landed As Precaution

NARRATIVE 1

The approach was going well, the pilot flying was stabilized for the entire approach. During the landing phase of flight, the pilot flying reduced the thrust levers too slowly. They were not idle at 50', of which I called out. This caused us to began floating. As we floated past the specified go around point on the runway. I called for the pilot flying to perform a go around. The pilot flying hit the TOGA button and attempted to advance the thrust levers forward. The thrust levers were locked and would not advance. I then tried to take controls and attempt the go around, but the thrust levers were indeed locked. With no other option, I put the aircraft on the ground at the end of the touchdown zone or slightly after it and applied max thrust reverse and maximum braking. We stopped the aircraft and taxied off of the runway with no further issues. I called Maintenance Control and wrote up the aircraft for the issue.

Cause: The cause of the event was incorrect landing technique. The pilot flying did not have a lot of experience in the type of aircraft flown. The thrust levers being locked, preventing us from performing a go around was largely a contributing factor.

Suggestions: I will question the other pilot more about their experience levels with the aircraft and ensure their landing techniques are included in their briefs.

NARRATIVE 2

We were set up for an ILS for our last leg of the day. Everything had been briefed and all set up. Approach was stabilized and everything appeared to be normal and within SOPs. I had briefed as a threat prior that I did not have a lot of 200 time, or recent 200 time. So as to help identify mistakes I could make. While coming in on the approach we maintained glide-slope and appeared to be working out just as briefed. However I failed to bring the power all the way out at 50 feet. My Captain was prepared and able to call it out quickly and correct quickly. It did however cause me to float much longer than planned. We were approaching my decision point on when to go around that I had briefed prior. My Captain called for a go around, which I immediately initiated. However the throttles were unable to come out of idle. I made multiple attempts to advance them with no progress.

My Captain took controls and was also unable to advanced the throttles. So without choice we landed the plane right at the end of the first third of the runway. We applied heavy breaking and full reversal. We ended up stopping on the runway and able to taxi off onto the taxiway like normal. After landing the Captain was able to get the throttles moved. But not until after we were off the runway.

Cause: The cause of this event was improper landing technique. Failing to pull power at 50 feet. However a large contributing factor to us not being able to correct the issue was do to the throttles not being able to advance forward out of idle for a go around.

Suggestions: Suggestions for me is to continue briefing threats and being prepared for them. I think my Captain and I did a great job of briefing the threats and being ready to re spond if they arose. Which I believe we did promptly, however our plane was un able to perform as required. I will now brief throttles idle at 50 for all my 200 ap-proaches.

CALLBACK 1

Reporter stated he has never seen the throttles lock like this in the past, and maintenance had no answer for the issue either. Reporter theorized that perhaps the flying pilot engaged reverse levers, which would lock the throttles out of forward thrust, but the flight had not touched down, so that should not have been possible.

SYNOPSIS

Air carrier flight crew reported that during landing, the pilot flying reduced the thrust levers too slowly causing the aircraft to float past the go around point. The Captain called for a go around, but the thrust levers were locked. The Captain took control and landed the plane.