

## Follow-up Action on Occurrence Report

**ACCIDENT TO AVRO RJ85, D-AVRO, NORTH OF LONDON CITY AIRPORT ON 15 OCTOBER 2001**

**(APPARENT CONTROL RESTRICTION AFTER TAKEOFF)**

**CAA FACTOR NUMBER** : F8/2003  
**FACTOR PUBLICATION DATE** : 15 April 2003  
**OPERATOR** : Lufthansa CityLine  
**CAA OCCURRENCE NUMBER** : 2001/07120  
**AAIB REPORT** : Bulletin 3/2003

### SYNOPSIS

(From the AAIB Report)

At 1800 hrs, the aircraft commenced its taxi for departure from London City Airport for a scheduled flight to Frankfurt. During taxi, the commander reported that a 'YD (Yaw Damper) FAIL' light illuminated. He consulted the aircraft's Minimum Equipment List (MEL) which noted that the aircraft could be dispatched with the yaw damper inoperative, provided that the Indicated Air Speed(IAS) was restricted to a maximum of 240 kt.

After takeoff, while in level flight at 3,000 feet, the aircraft was completing its first right turn when the crew noticed a yawing and rolling tendency to the right. The first officer, who was the handling pilot, disconnected the autopilot and reported to the commander that he was having difficulty in maintaining heading. The commander took control and found the same problem. He noted that the rudder pedals appeared to be restricted in movement to the left. Left aileron was required to maintain a wings-level attitude, such that the aircraft was flying with left sideslip. The commander reported that he made one attempt to use the rudder trim, but there was no apparent improvement in the sideslip condition.

The crew declared an emergency with ATC and requested radar vectoring towards the nearest airport. They were given radar vectors towards London Stansted Airport and, after briefing the cabin crew on the situation, made an uneventful ILS approach to land on Runway 23.

The commander reported that, while on short finals at about 300 feet, the rudder restriction seemed to disappear, although there was still some yawing and rolling tendency present.

### FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced overleaf, together with the CAA's response.

**Recommendation 2003-16**

It is recommended that BAe Systems consider introducing either a periodic inspection regime or a specific 'time between overhaul' period on all Yaw Damper Actuator servo motors fitted to BAe146/Avro RJ series aircraft.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**