

Follow-up Action on Occurrence Report

INCIDENT INVOLVING BOEING B747-240B, AP-BAT, AT MANCHESTER AIRPORT ON 13 JUNE 2002
(ENGINE THRUST REVERSER PART FELL FROM AIRCRAFT ON LANDING)

CAA FACTOR NUMBER : F16/2004
FACTOR PUBLICATION DATE : 16 March 2004
OPERATOR : PIA
CAA OCCURRENCE NUMBER : 2002/03864
AAIB REPORT : Bulletin 3/2004

SYNOPSIS

(From AAIB Report)

The aircraft was operating a scheduled service between New York Kennedy Airport and Manchester International Airport. An uneventful approach and touchdown were carried out on Runway 24R following which reverse thrust was selected on all engines to approximately three-quarters power. At around 80 kt reverse thrust was cancelled, engine numbers 1,2 and 4 reversers stowed normally but flight deck indications showed number 3 reverser remained unlocked and in transit.

After the landing of the B747, a Boeing 757 aircraft was cleared to cross Runway 24R, from the F2 holding point on the north side to the south side. While crossing behind the B747 the first officer on the B757 noticed a large piece of engine cowling falling from the aircraft during its landing roll. He notified Air Traffic Control (ATC) who took action to prevent other aircraft landing on the runway. ATC also offered the support of the emergency services to the commander of the B747 which was declined. The B747 continued taxiing to its allocated parking stand where, following engine shutdown, the passengers were disembarked.

FOLLOW UP ACTION

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

Recommendation 2004-09

The Federal Aviation Administration and the European Aviation Safety Agency, in conjunction with the manufacturers of the thrust reverser system and the affected aircraft types, should consider requiring an inspection procedure, to be performed whenever reverser re-rigging becomes necessary, to ensure the soundness of the bonding and mechanical fastenings attaching the clevis fittings to the transcowl of the thrust reversers of CF6-6 and CF6-50 engine installations.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed