

## Follow-up Action on Occurrence Report

**ACCIDENT TO B747-367, AP-BFV, AT LONDON HEATHROW AIRPORT ON 7 DECEMBER 2002**  
**(FRACTURE ON NOSE LANDING GEAR ON TAXY OUT)**

**CAA FACTOR NUMBER** : F49/2004  
**FACTOR PUBLICATION DATE** : 14 December 2004  
**OPERATOR** : PIA  
**CAA OCCURRENCE NUMBER** : 2002/08799  
**AAIB REPORT** : Bulletin 11/2004

### SYNOPSIS

(From AAIB Report)

The aircraft was taxiing for departure when the crew heard a bang, the aircraft nose pitched down significantly and moments later the 'STAB TRIM' caption on the master warning panel illuminated. The commander cancelled the departure and taxied the aircraft back to a stand without further incident. A subsequent engineering examination revealed that the nose landing gear outer cylinder had suffered a circumferential fracture and a large section of the cylinder material had been ejected onto the taxiway. A metallurgical examination concluded that the fracture had occurred as the result of fatigue initiating at the base of a groove at the upper edge of the internal diameter (ID) seal band. The fracture had propagated through approximately half of the cylinder wall thickness prior to the final failure. The groove, square shaped in cross section and of an appearance that it had been made by a rotating cutting wheel, was machined into 70% of the internal circumference. The outer cylinder had been overhauled once since original manufacture during which rework in the area of the ID Seal had been carried out.

### FOLLOW UP ACTION

The two Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

#### Recommendation 2004-69

It is recommended that the Federal Aviation Administration (FAA) should consider deleting or amending Federal Aviation Regulation (FAR) 145.219 paragraph 'c' to ensure that maintenance/overhaul records are retained for the life of the aircraft/component.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2004-70**

It is recommended that the Federal Aviation Administration (FAA) adopt a programme for performing targeted surveillance and increased oversight of overhaul practices at '14 Code of Federal Regulations Part 145' Repair Stations that are conducting repair, overhaul and rework of aircraft landing gears, to ensure that the manufacturer's overhaul manuals and instructions are followed and that appropriate quality assurance procedures are in place for the continued airworthiness of these components.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**