

Follow-up Action on Occurrence Report

**INCIDENT INVOLVING AIRBUS A320-200, C-FTDF, AT CARDIFF AIRPORT ON 3 AUGUST 2003
(AIRCRAFT ENCOUNTERED BRAKING PROBLEM ON LANDING)**

CAA FACTOR NUMBER : F5/2005
FACTOR PUBLICATION DATE : 15 March 2005
OPERATOR : My Travel
CAA OCCURRENCE NUMBER : 2003/05145
AAIB REPORT : Bulletin 2/2005

SYNOPSIS

(From AAIB Report)

The aircraft was landing on Cardiff's Runway 30. On finals, the Electronic Centralized Aircraft Monitoring (ECAM) display showed a STEERING caution and the crew cycled the A/SKID & N/W STRNG switch in an attempt to reset the Brake and Steering Control Unit (BSCU). The indications were that it was successfully reset but after touchdown the aircraft did not decelerate normally. The commander pressed the brake pedals to full deflection without effect. He then selected maximum reverse thrust and the co-pilot cycled the A/SKID & N/W STRNG switch. The commander again attempted pedal braking, without effect, and the crew selected the A/SKID & N/W STRNG switch to OFF. The commander then braked to bring the aircraft to a halt about 40 metres from the end of the runway, bursting three mainwheel tyres. There was no fire and the passengers were deplaned on the runway through the normal exit doors. Analysis showed that it took 10 to 13 seconds for the commander to recognise the lack of pedal braking and there was no overt warning from the ECAM of the malfunction of the BSCU. Two safety recommendations were made to the aircraft manufacturer regarding improved warnings and crew procedures.

FOLLOW UP ACTION

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

Recommendation 2004-82

It is recommended that Airbus improve the automated warnings to flight crews concerning the loss of braking system effectiveness following touchdown or a rejected takeoff.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-83

It is recommended that Airbus amend the Flight Crew Operating Manuals, and related material, to advise application of maximum reverse thrust as soon as a loss of braking performance is suspected following touchdown, rather than delay the application whilst awaiting confirmation that no braking is available.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed