

Follow-up Action on Occurrence Report

**SERIOUS INCIDENT INVOLVING TO BOEING B747-132, N-481EV, NEAR THE COMPTON VORON 24 APRIL 2004
(AIRCRAFT FLEW ACROSS LONDON DURING DIVERSION TO HEATHROW AIRPORT)**

CAA FACTOR NUMBER : F5/2006
FACTOR PUBLICATION DATE : 10 February 2006
OPERATOR : Evergreen International Airlines
CAA OCCURRENCE NUMBER : 2004/02501
AAIB REPORT : Bulletin 1/2006

SYNOPSIS

(From AAIB Report)

The aircraft was carrying out a cargo flight from Ramstein in Germany to Wright Field in New York State. Shortly after reaching a cruising level of FL360, the left outboard engine ran down and could not be restarted. It was decided to return to Ramstein and the aircraft descended to FL210 and took up an easterly heading. The crew determined that the three remaining engines were not producing the selected thrust and declared an emergency requesting a diversion to London Heathrow airport. The aircraft was radar vectored onto the final approach track for Runway 27R and the commander completed a successful approach to a safe landing. Significant thrust was available and used during the final stages of the approach and the aircraft was taxied under its own power. Three safety recommendations were made and one was re-iterated.

FOLLOW UP ACTION

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

Recommendation 2005-69

The Civil Aviation Authority (CAA) should review the guidance provided in the Manual of Air Traffic Services (MATS) Part 1 and Civil Aviation Publication (CAP) 745 (Aircraft Emergencies: Considerations for Air Traffic Controllers) and consider whether ATC unit Training for Unusual Circumstances and Emergencies (TRUCE) plans adequately prepare controllers to handle aircraft in emergency, and in particular, whether sufficient guidance is provided on the avoidance of built-up areas when vectoring aircraft in emergency. Where considered necessary, this guidance should be amended as soon as practicable.

CAA Response

The CAA accepts this recommendation.

The CAA has reviewed the guidance provided in MATS Part 1 and CAP 745, as well as that contained in CAP 744 (United Kingdom Manual of Personnel Licensing - Air Traffic Controllers) in respect of the Training in Unusual

Circumstances and Emergencies (TRUCE) Scheme and CAP 584 (Requirements for Initial Air Traffic Control Training).

MATS Part 1 will be modified to enhance the guidance to air traffic controllers regarding the management of aircraft in emergency where the intended flight path passes over densely populated areas. Additionally, the CAA will shortly write to all surveillance equipped Air Navigation Service Providers (ANSPs) and the relevant training institutions to highlight the need to incorporate suitable training for this additional consideration into unit TRUCE plans. The amendment to MATS Part 1 will be promulgated on 28 April 2006.

The CAA will, however, continue to emphasise that the ultimate decision in such circumstances rests with the aircraft commander.

CAA Status - Open

Recommendation 2005-70

The Federal Aviation Administration of the USA and the European Aviation Safety Agency should require that aircraft Flight Manuals contain guidance relevant to the aircraft's gliding characteristics in the optimum and approach configurations.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-71

Evergreen International Airlines should ensure that its flight crews have available onboard their aircraft all the pertinent en-route and approach charts for all the diversion airports applicable to the aircraft type and routes being flown.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed