

## Follow-up Action on Occurrence Report

**ACCIDENT TO HS748 2A, G-BGMN, AT EAST MIDLANDS AIRPORT ON 28 JANUARY 2005**

**CAA FACTOR NUMBER** : F6/2006  
**FACTOR PUBLICATION DATE** : 10 March 2006  
**OPERATOR** : Emerald Airways  
**CAA OCCURRENCE NUMBER** : 2005/00619  
**AAIB REPORT** : Bulletin 1/2006

### SYNOPSIS

(From AAIB Report)

The aircraft's left over-wing emergency escape hatch detached from the aircraft during takeoff from East Midlands Airport. A deferred technical defect in the aircraft's pressurisation system meant that the loss of the hatch, was only discovered after landing at Ronaldsway Airport on the Isle of Man. The investigation established that a protective cover, in the cargo area, intended to prevent inadvertent operation of the over-wing emergency escape hatch handle, was not attached prior to loading and that movement of the cargo probably caused the handle to move to the 'open' position, allowing the hatch to detach from the aircraft. The investigation also established that a number of deficiencies existed in the operator's training and oversight of contracted loading staff. Four safety recommendations are made.

### FOLLOW UP ACTION

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

#### Recommendation 2005-140

The Civil Aviation Authority should ensure that Emerald Airways reviews its procedures for initial training and periodical examination of contracted loading staff at outstations, including the provision of written instructions and aircraft technical training, to ensure that Emerald Airways fully meets the responsibilities placed on it by JAR-OPS 1.205.

#### CAA Response

The CAA accepts this recommendation. Since the audit carried out prior to the incident flight, the CAA have ensured that adequate written instructions have been provided by Emerald for contracted loading staff and that this has included aircraft technical training. This has been coupled with multiple ramp checks on Emerald aircraft and a further audit in July 2005.

**CAA Status - Closed**

### **Recommendation 2005-141**

Emerald Airways should review its safety management system with a view to accelerating the current audit schedule for outstations, and conduct a risk assessment of them all to establish those most 'at risk', prioritising audit inspections accordingly.

#### **CAA Response**

This recommendation is not addressed to the CAA.

**CAA Status - Closed**

### **Recommendation 2005-142**

Emerald Airways should take immediate action to ensure that applicable, detailed and current written instructions are readily available to loading staff at all bases and outstations.

#### **CAA Response**

This recommendation is not addressed to the CAA.

**CAA Status - Closed**

### **Recommendation 2005-143**

The Civil Aviation Authority should pursue the findings of its own audits of Emerald Airways' loading procedures, particularly in respect of the provision of written instructions, with a view to enforce compliance as soon as practicable.

#### **CAA Response**

The CAA accepts this recommendation. In addition to the increased frequency of ramp checks and a follow-up audit in relation to recommendation 2005 –140, the CAA has continued with close continuing oversight of the Emerald operation. In response to the original audit findings several meetings have taken place between the accountable manager of Emerald Airways and the CAA's Regional Manager (Operations). The findings reported in the original report have now been addressed. Subsequently Emerald Airways implemented a change to their management structure replacing certain post holders in order to avert similar discrepancies. The CAA is continuing its close oversight of this company.

**CAA Status - Closed**