

Follow-up Action on Occurrence Report

ACCIDENT TO A319-111, G-EZAC, AT NANTES, FRANCE ON 15 SEPTEMBER 2006

CAA FACTOR NUMBER : F6/2007
FACTOR PUBLICATION DATE : 09 March 2007
OPERATOR : Easyjet
CAA OCCURRENCE NUMBER : 2006/08357
AAIB REPORT : Bulletin 1/2007

SYNOPSIS

From AAIB Report:

The aircraft was dispatched under the provisions of the operator's Minimum Equipment List with the Auxiliary Power Unit (APU) generator on line, substituting for the No.1 main generator which had been selected off after a fault on the previous flight had caused it to trip off line. During the cruise, the APU generator disconnected from the system, probably because of a recurrence of the original fault. This caused the loss of a substantial number of aircraft services, including some flight instruments and all means of radio telephony (RTF) communication. Manual reconfiguration of the electrical system should have recovered many of the services but the flight crew was not able to achieve this. Since they were without RTF communications, the crew considered that the best option was to select the emergency transponder code and continue the flight in accordance with the flight plan.

In the light of the initial findings of the investigation, four safety recommendations are made. The investigation is continuing.

FOLLOW UP ACTION

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

Recommendation 2006-142

It is recommended that Airbus should revise, for the A320 aircraft series, the fault monitoring logic of the Generator Control Unit to prevent the monitoring system from incorrectly interpreting a fault within the GCU as an external system fault.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-143

It is recommended that Airbus should introduce, for Airbus A320 series aircraft, a modification to automatically transfer the electrical feed to the AC Essential busbar in the event of the loss of the No.1 Main AC busbar.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-144

It is recommended that Airbus should advise all operators of A320 series aircraft with Radio Telephony (RTF) communications reliant upon a single busbar of the consequent possibility of loss of all RTF communications.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-145

It is recommended that, for A320 series aircraft with digital Audio Management Units, Airbus should take modification action aimed at ensuring the electrical power supplies required for Radio Telephony communications have an improved level of segregation.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed