

Follow-up Action on Occurrence Report

INCIDENT TO DHC-8-400, G-JECE, NEAR LEEDS, WEST YORKSHIRE ON 4 AUGUST 2005

CAA FACTOR NUMBER : F20/2007
FACTOR PUBLICATION DATE : 11 June 2007
OPERATOR : Flybe
CAA OCCURRENCE NUMBER : 2005/06223
AAIB REPORT : Bulletin 4/2007

SYNOPSIS

From AAIB Report:

Shortly after initiating a descent, an oily smell was noticed on the flight deck, almost immediately followed by a smoke build-up in the flight deck and cabin. The flight crew carried out the initial part of the smoke checklist procedure, declared an emergency and carried out a diversion. The cabin crew members donned smoke hoods, which caused appreciable communication difficulties, and prepared the cabin for an emergency landing. After landing, an emergency evacuation was carried out, without injury.

The smoke was found to be the result of fatigue cracking of a compressor support member of the No 2 engine. This had led to damage to an oil seal, allowing oil to leak into the bleed air supplying one of the air conditioning units. Fleet modification action aimed at preventing fatigue cracking of the component and at improving the affected oil seal was completed on all of the operator's fleet by July 2006.

No means of rapidly ascertaining the source of the smoke was available to the crew. Carrying out the subsequent actions prescribed in the checklist would have stopped the supply of smoke but the procedure was relatively protracted and could not be completed because of a high flight crew workload associated with the diversion.

Four safety recommendations have been made.

FOLLOW UP ACTION

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

Recommendation 2007-002

It is recommended that the EASA consider requiring, for all large aeroplanes operating for the purposes of commercial air transport, a system to enable the flight crew to identify rapidly the source of smoke by providing a flight deck warning of smoke or oil mist in the air delivered from each air conditioning unit.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-003

It is recommended that the FAA consider requiring, for all large aeroplanes operating for the purposes of commercial air transport, a system to enable the flight crew to identify rapidly the source of smoke by providing a flight deck warning of smoke or oil mist in the air delivered from each air conditioning unit.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-004

It is recommended that for all large aeroplanes operating for the purposes of commercial air transport, the UK CAA and the EASA should take such steps, procedural or technical, as are necessary to improve the reliability and availability of communications between flight and cabin crews, including the reliability of communications equipment and associated power supplies in both normal and emergency configurations.

CAA Response

The CAA accepts this Recommendation. As a first step to improving the reliability and availability of communications between flight and cabin crews, in both normal and emergency configurations, the CAA believes that a review is needed of the crew interphone system power supply configuration on all large aeroplanes. As this review, and approval of any modifications arising from the review, is design related it is an activity that falls entirely within the responsibility of the European Aviation Safety Agency to instigate. Therefore, the CAA wrote to EASA on 4 May 2007 supporting the AAIB position and requesting that it initiates such a review.

CAA Status - Closed

Recommendation 2007-006

It is recommended that the UK CAA and the EASA review the current training requirements for cabin crew members in the use of smoke hoods to mitigate the communication difficulties which may be encountered and to improve the ability of all the crew members to communicate while wearing smoke hoods.

CAA Response

The CAA accepts this recommendation and in the short term will review current guidance on smoke hood training for cabin crew and issue further advice (by FODCOM), to be published by the end of July 2007. This advice will then be incorporated into CAP 768 at its next revision.

CAA Status - Open