

Follow-up Action on Occurrence Report

ACCIDENT TO REIMS CESSNA F152, G-BHCP, AT MEDEN VALE, NOTTINGHAMSHIRE ON 28 JANUARY 2006

CAA FACTOR NUMBER : F4/2008
FACTOR PUBLICATION DATE : 10 April 2008
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2006/00638
AAIB REPORT : 1/2008

SYNOPSIS

From AAIB Report:

After approximately 20 minutes of flight the engine rpm started to decrease, with the engine running unevenly and producing severe vibration prior to stopping. The pilot successfully landed the aircraft in a field, with no injury to the occupants. An engineering examination revealed that the No 4 cylinder had separated from the engine due to a fatigue crack that had originated from an external surface corrosion pit. A search of the Civil Aviation Authority's Mandatory Occurrence Reporting database revealed 23 similar events. The Bureau D'Enquetes et D'Analyses Pour La Securite De L'Aviation Civile (BEA) has reports of 34 similar events occurring in France. This AAIB report carries seven safety recommendations.

FOLLOW UP ACTION

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

Recommendation 2007-089

It is recommended that the Civil Aviation Authority amend the title of Airworthiness Notice No.12, Appendix 61 to 'Retention of Records' to reflect the requirement stated within the Notice to retain records at all times, not just after an incident or accident.

CAA Response

The CAA accepts this Recommendation. Airworthiness Notice No 12 Appendix 61 was cancelled in October 2007. Its content was transferred to CAP 562 Civil Aircraft Airworthiness Information and Procedures (Issue 2 dated September 2007), in part to Leaflet 1-5 entitled 'Aircraft, Engine and Propeller Log Books and also to Part 11, Airworthiness Information Leaflet 11-22 Appendix 4-5. Leaflet 1-5 prescribes that a separate log book must be kept for each aircraft registered in the United Kingdom, for each engine and for each variable pitch propeller fitted to such aircraft. Paragraph 7 specifically refers to the transfer of responsibilities between an old and new owner. All log books and associated records must be retained until two years after the aircraft engine or propeller is destroyed or permanently withdrawn from use, whoever may be the custodian of the records.

Leaflet 11-22 Appendix 4-5 entitled 'Retention of Records - Post Incident and Accident Investigations' specifically refers to the intent of the above AAIB recommendations and includes references to the EASA and ANO requirements for the retention of records in line with the AAIB recommendations, reminding owners/operators of their responsibilities.

Article 22 of the Air Navigation Order (ANO) also prescribes the legally required information which must be recorded, the timescales within which the record must be made and the person responsible for keeping the log books. ANO Schedule 6 further emphasises the requirements for the retention of records. The CAA believes this satisfies the recommendation.

CAA Status - Closed

Recommendation 2007-090

It is recommended that the Civil Aviation Authority amend Airworthiness Notice No.12, Appendix 61 to reflect, throughout Appendix 61, the requirement to retain maintenance and overhaul records for two years after the aircraft, engine, propeller or component has been destroyed or permanently removed from service, where reference is made to those records in the log books or component record cards.

CAA Response

The CAA accepts this Recommendation. Airworthiness Notice No 12 Appendix 61 was cancelled in October 2007. Its content was transferred to CAP 562 Civil Aircraft Airworthiness Information and Procedures (Issue 2 dated September 2007); in part to Leaflet 1-5 entitled 'Aircraft, Engine and Propeller Log Books and also to Part 11, Airworthiness Information Leaflet 11-22 Appendix 4-5. Paragraph 7 of Leaflet 1-5 specifically refers to the transfer of responsibilities between an old and new owner. All log books and associated records must be retained until two years after the aircraft engine or propeller is destroyed or permanently withdrawn from use, whoever may be the custodian of the records.

CAA Status - Closed

Recommendation 2007-091

It is recommended that the European Aviation Safety Agency (EASA) amend EASA Part 145 (and Part M as necessary) to require that maintenance and overhaul records that are referred to in airframe, engine and propeller log books, and component record cards, are deemed to be part of that log book or record card and are retained until the aircraft, engine, propeller or component has been destroyed or permanently removed from service.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-092

It is recommended that the European Aviation Safety Agency (EASA) should amend EASA Part 145 (and Part M as necessary) to require that all EASA Part 145 approved organisations supply the aircraft operator with the records associated with work that they perform on an aircraft, engine, propeller or component.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-093

It is recommended that, to enable aircraft operators to fulfil the requirements of the Air Navigation Order and EASA Part M, the Civil Aviation Authority review the requirements for, and monitoring of, EASA Part 145 approved organisations providing the aircraft operator with the records associated with work that they perform on an aircraft, engine, propeller or component.

CAA Response

The CAA accepts this Recommendation. The CAA has reviewed the regulations and our oversight methodology. We believe that the current provisions of Regulation EC 2042/2003 (Part M and Part 145) adequately address this issue. We note that at the time of the accident the requirements of Part M for aircraft of this type were not yet fully implemented, scheduled for September 2008.

With regard to our oversight methodology, the CAA has a programme of audits for each approved organisation, in relation to Part M, particularly in relation to Part M subpart G and Continuing Airworthiness Management, and Part 145 - Maintenance of Commercial Air Transport. This oversight through audit will be extended to cover maintenance organisation approved in due course, when the Regulations are fully implemented, to Part M subpart F, which deals with maintenance of non-Commercial Air Transport aircraft. Those audits include assessment of the organisation's procedures for monitoring the required records and to monitor component overhaul and life limitations.

The CAA is also obliged to put in place a programme of aircraft surveys under the requirements of Part M, M.B.303. The CAA's current Aircraft Continuing Airworthiness Monitoring system for UK aircraft and organisations has been enhanced to cater for this and such surveys will involve a review of the aircraft records where possible. This, in conjunction with the programmed audits of Part M Subpart F organisations, Maintenance - non-commercial air transport, will allow the CAA ample opportunity to monitor the adequacy of records management.

CAA Status - Closed

Recommendation 2007-094

It is recommended that the European Aviation Safety Agency review the Airworthiness Directive 1998-225(A) R6 issued by Direction Generale de l'Aviation Civile (DGAC) in France with a view to issuing an EASA Airworthiness Directive to cover this area of concern.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-095

It is recommended that the Federal Aviation Administration review the continued airworthiness of cylinders manufactured prior to the year 2000 that are fitted to Lycoming O-235 series engines.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed