

Follow-up Action on Occurrence Report

ACCIDENT TO AIRBUS A321-211, G-DHJH, AT MANCHESTER AIRPORT ON 18 JULY 2008

CAA FACTOR NUMBER : F8/2009
FACTOR PUBLICATION DATE : 12 August 2009
OPERATOR : Thomas Cook Airlines
CAA OCCURRENCE NUMBER : 2008/07846
AAIB REPORT : Bulletin 6/2009

SYNOPSIS

From AAIB Report:

During a landing at Manchester Airport the aircraft was not flared sufficiently and a 'hard' landing, categorised as 'severe hard', occurred. The possibility of a landing parameter exceedence was not reported by the crew following discussion with ground engineers who had been on the flight. The presence of a landing parameter exceedence report was identified after a further two sectors had been flown, when an unrelated inspection of the landing gear found a crack in a wing rib gear support lug. 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 2009-059

It is recommended that Airbus ensure that the generation of a LOAD<15> report by the DMU following a landing parameter exceedence, is indicated to the flight crew involved to enable them to record it in the aircraft's technical log.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2009-060

It is recommended that the Civil Aviation Authority require operators to provide training in the procedures associated with the reporting of suspected hard landings and the information available to assist decision making on reporting for the aircraft types operated. This should include, for Airbus types, the nature, significance and interpretation of Airbus LOAD<15> reports.

CAA Response

The CAA accepts this recommendation and will publish a FODCOM which will advise operators to review operations manual material to ensure that it contains guidance for crews regarding the reporting of suspected heavy landings. The FODCOM will include, for operators of Airbus types, a reference to the "nature, significance and interpretation of LOAD<15> reports". The required FODCOM will be published by the end of August 2009.

CAA Status - Open

Recommendation 2009-061

It is recommended that the European Aviation Safety Agency ensure adequate training is provided for ground engineers maintaining Airbus aircraft regarding the correct approach to troubleshooting suspected hard landings and the correct means of obtaining and interpreting the Airbus LOAD<15> report.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2009-062

It is recommended that Airbus review their procedure for identifying and classifying parameter exceedences based on data recorded by the aircraft during landing, either to ensure that all sources of recorded data give the same outcome or to provide guidance on which source of data should take precedence in the event of a discrepancy. Changes resulting from this review should be reflected in the relevant maintenance manual tasks.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed