

## Follow-up Action on Occurrence Report

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*SERIOUS INCIDENT TO Boeing 747-436, G-CIVB, at Phoenix, Arizona, USA on 11 July 2009*

**CAA FACTOR NUMBER** : F2/2010  
**FACTOR PUBLICATION DATE** : 29 July 2010  
**OPERATOR** : British Airways  
**CAA OCCURRENCE NUMBER** : 2009/07152  
**AAIB REPORT** : Bulletin 6/2010

#### **SYNOPSIS**

(From AAIB Report)

The engines were being started during pushback when fumes and smoke were noticed in the cabin. The commander decided to return to stand; however, there was some delay while the tug was reconnected. The intensity of the fumes increased and as the aircraft came to a halt on stand an emergency evacuation was carried out. An extensive engineering investigation after the event was not able to provide any explanation for the origin of the fumes. The aircraft was returned to service and no further instances have occurred.

#### **FOLLOW UP ACTION**

The two Safety Recommendations made by the AAIB, following their investigations, are reproduced below, together with the CAA's Responses.

#### **Recommendation 2010-011**

It is recommended that British Airways plc review their procedures and training of flight and maintenance crews to ensure the timely preservation of Cockpit Voice Recorder recordings in the event of a reportable occurrence, in accordance with ICAO Annex 6 Part I, 11.6 and EU-OPS 1.160. The procedures and training should provide the necessary information and skills to identify when reportable accidents and serious incidents occur, and implement the necessary tasks to preserve flight recordings in a timely manner.

#### **CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

## **Recommendation 2010-012**

It is recommended that the Civil Aviation Authority review the relevant procedures and training for UK operators, to ensure the timely preservation of Cockpit Voice Recorder recordings of a reportable occurrence is achieved in accordance with the requirement of ICAO Annex 6 Part I, 11.6 and EU-OPS 1.160.

### **CAA Response**

The CAA accepts this Recommendation. Following publication of EASA Safety Information Bulletin 2009-28 detailing the maintenance requirements for CVR and FDR systems, a review of CAP 731 is being undertaken. This review has highlighted a need to introduce a new chapter in CAP731 on CVR maintenance requirements. As a result of this safety recommendation, the need will also be emphasised to ensure preservation of recorded data, by securing the power supply to the CVR / FDR in the event of an incident or accident. The proposed timescale for publication of the revised CAP 731 is end of October 2010. To cover the maintenance / continuing airworthiness management aspects of this recommendation, CAA will publish an AIRCOM to highlight the need for Operators, and their Part M subpart G organisations, to include procedures for preservation of CVR and FDR data in their Continuing Airworthiness Management Exposition. The AIRCOM will include reference to the need to ensure this subject is also appropriately covered in the Ops manual. The proposed timescale for publication of the AIRCOM is end of August 2010.

**CAA Status - Open**