

Follow-up Action on Occurrence Report

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SERIOUS INCIDENT TO CESSNA CITATION 680, G-CJCC, DURING CLIMB AFTER DEPARTURE FROM LONDON LUTON AIRPORT ON 30 SEPTEMBER 2010

CAA FACTOR NUMBER : F6/2011
FACTOR PUBLICATION DATE : 19 September 2011
NATURE OF FLIGHT : Public Transport
CAA OCCURRENCE NUMBER : 2010/10925
AAIB REPORT : Bulletin 8/2011

SYNOPSIS

From AAIB Report

The crew experienced an uncommanded transfer of fuel from the right to the left fuel tank after following the checklist procedures for a left main electrical bus fault indication. The aircraft subsequently became left wing heavy and exceeded the lateral imbalance limits. It returned to Luton Airport where a flapless landing was completed without further incident.

FOLLOW UP ACTION

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

Recommendation 2011-023

It is recommended that the Federal Aviation Administration (FAA) reviews the certification process for the Cessna Citation 680 Sovereign with the Cessna Aircraft Company to ensure that adherence to approved checklist procedures does not result in an unsafe aircraft configuration.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2011-024

It is recommended that the Civil Aviation Authority ensure that UK operators of aircraft equipped with flight data recorders hold and maintain controlled documentation that satisfies the intent of CAP 731 and complies with the requirements of EU-OPS 1.160 (a) (4) (ii).

CAA Response

The CAA accepts this recommendation. The CAA has enhanced its procedures to require UK operators of aircraft equipped with flight data recorders, for which the type certificate holder already provides documentation that satisfies the intent of CAP 731 and complies with the requirements of EU-OPS 1.160 (a)(4)(ii), to identify the data applicable to their aircraft types and either hold and maintain the documentation, or demonstrate the formal delegation of holding and maintaining that data to a third party (i.e. the organisation responsible for replay or a group arrangement).

Once the actions of safety recommendations 2011-026 to 2011-029 have been addressed, the CAA will also be able to require UK operators of the remaining aircraft types equipped with flight data recorders which are under the jurisdiction of EASA and FAA, to either hold and maintain controlled documentation that satisfies the intent of CAP 731 and complies with the requirements of EU-OPS 1.160 (a)(4)(ii).

CAA Status – Closed

Recommendation 2011-025

It is recommended that the Civil Aviation Authority include in their processes associated with the issuing of Air Operator Certificates a check to ensure that the operator's procedures comply with requirements of EU-OPS 1.160 (a) (4) (ii).

CAA Response

The CAA accepts this recommendation. The CAA has revised its processes to check that the procedures an operator has in relation to the continued airworthiness of his aircraft include controlled documents enabling FDR data to be retrieved and converted into engineering units. In addition, on 17 August 2011 the CAA published Safety Notice SN-2011/011 'Prevention Of The Loss Of Recordings From Cockpit Voice And Flight Data Recorders' and this includes information associated with the requirements of EU-OPS 1.160(a)(4)(ii).

CAA Status - Closed

Recommendation 2011-026

It is recommended that the European Aviation Safety Agency ensures that design organisations under their jurisdiction responsible for approvals affecting Flight Data Recorder (FDR) installations, hold the documentation required for decoding the FDR data, and that the documentation is to a suitable standard and available to operators.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2011-027

It is recommended that the European Aviation Safety Agency review their certification requirements, guidance and procedures to ensure that controlled documentation, sufficient to satisfy operator flight data recorder documentation requirements, are explicitly part of the type certification and supplemental type certification processes where flight data recorder installations are involved.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2011-028

It is recommended that the Federal Aviation Administration ensure that controlled documentation, sufficient to satisfy operator flight data recorder documentation requirements, is part of the type certification and supplemental type certification processes where flight data recorder installations are involved.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2011-029

It is recommended that the European Aviation Safety Agency provides guidance detailing the standards for the flight data recorder documentation required for the certification of systems or system changes associated with flight data recorders.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2011-030

It is recommended that Cessna Aircraft Company issue controlled documents, applicable to Cessna aircraft equipped with flight data recorders, that satisfy the EU-OPS 1.160 (a) (4) (ii) requirement, and make them available to all operators of the applicable aircraft. Furthermore, it is recommended that the documentation issued should follow the guidance given in Federal Aviation Administration document AC 20-141B and UK Civil Aviation Authority document CAP 731.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed