

Follow-up Action on Occurrence Report

ACCIDENT TO BOEING 767-324, G-OOBK, AT BRISTOL AIRPORT ON 03 OCTOBER 2010

CAA FACTOR NUMBER : F6/2012
FACTOR PUBLICATION DATE : 30 May 2012
TYPE OF FLIGHT : Commercial Air Transport
CAA OCCURRENCE NUMBER : 2010/10982
AAIB REPORT : 5/2012

SYNOPSIS

From AAIB Report

The aircraft landed heavily on Runway 09 at Bristol Airport, having encountered rain, reduced visibility and turbulence during the approach. The de-rotation was rapid and damage occurred as a result of the force with which the nose landing gear met the runway. The investigation found that a high rate of heavy landings on that runway had not been identified through flight data monitoring, and that training material produced by the manufacturer in response to previous, similar, events had not been presented to the flight crew. The cockpit voice recorder was not disabled after the accident and thus the recording was not available to investigators. A momentary longitudinal deceleration at touchdown was reported by the flight crew and recorded by the flight data recorder.

FOLLOW UP ACTION

Recommendation 2012-013

It is recommended that the European Aviation Safety Agency publishes guidance information that assists operators and National Aviation Authorities in the production and auditing of procedures to prevent the loss of Cockpit Voice Recorder recordings in accordance with the requirements of EU-OPS 1.160 and EU-OPS 1.085.

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2012-014

It is recommended that the Civil Aviation Authority should advise operators of the benefits of analysing recorded flight data relating to landings not only by airport, but also by runway.

CAA Response

The CAA accepts this Recommendation and will include advice on runway specific event rates in the autumn 2012 update of CAP739: Flight Data Monitoring – A Guide to Good Practice.

The CAA will publish, by September 2012, a Safety Notice highlighting both the issue in this Recommendation and that contained in Recommendation 2012-015.

CAA will also take every opportunity to make UK Operators running FDM programmes aware of the issue. Specifically:-

The CAA will brief the membership of the UK FDM Operators Meeting Fixed Wing Operators. This process has already started and will be expanded to include all UK AOC holders required to have FDM programmes. This action will be complete by 31 July 2012.

This aspect has been included in the work on FDM Based Precursors project which also recommends the use of landing runway specific event rates.

CAA Status – Open

Recommendation 2012-015

It is recommended that the Civil Aviation Authority should advise operators of the benefits of establishing, in conjunction with aircraft manufacturers, acceptable maximum rates within their flight data monitoring schemes for events such as hard landings, beyond which action should be taken to reduce the rate.

CAA Response

The CAA accepts this Recommendation and will include advice on “the benefits of establishing, in conjunction with aircraft manufacturers, acceptable maximum rates within their flight data monitoring schemes for events such as hard landings, beyond which action should be taken to reduce the rate” in the autumn 2012 update of CAP739: Flight Data Monitoring – A Guide to Good Practice.

The CAA will publish, by September 2012, a Safety Notice highlighting both the issue in this Recommendation and that contained in Recommendation 2012-014.

CAA will also take every opportunity to make UK Operators running FDM programmes aware of the issue. Specifically:-

The CAA will brief the membership of the UK FDM Operators Meeting Fixed Wing Operators. This process has already started and will be expanded to include all UK AOC holders required to have FDM programmes. This action will be complete by 31 July 2012.

CAA Status – Open

Recommendation 2012-016

It is recommended that Boeing Commercial Airplanes review archived training and safety information, to ensure that relevant safety information is promulgated, and continues to be promulgated, to operators.

This Recommendation is not addressed to the CAA

CAA Status – Closed