

Follow-up Action on Occurrence Report

ACCIDENT TO BOEING 737-33A, G-ZAPZ, AT CHAMBERY AIRPORT, FRANCE
ON 14 APRIL 2012

CAA FACTOR NUMBER : F2/2013
FACTOR PUBLICATION DATE : 23 May 2013
TYPE OF FLIGHT : Commercial Air Transport
CAA OCCURRENCE NUMBER : 201203965
AAIB REPORT : 4/2013

SYNOPSIS

From AAIB Report

An onboard hand-held Electronic Flight Bag (EFB) computer was used to calculate the aircraft's takeoff performance. During this process the take-off weight was mistakenly not entered into the EFB computer, which defaulted to the previous flight's take-off weight. This resulted in incorrect speeds and thrust being calculated and subsequently used for the take-off. As a consequence the airspeed at rotation was too low and the pitch angle was sufficient to strike the tail on the runway. A broken spring within the aircraft's elevator feel and centering unit caused reduced resistance in the flight controls in pitch, contributing to the excessive pitch attitude achieved during rotation. The investigation revealed issues relating to the general design and use of EFB computers to calculate performance data.

FOLLOW UP ACTION

Recommendation 2012-035

It is recommended that the Civil Aviation Authority update their criteria for the operational approval of Electronic Flight Bags (EFBs) to ensure operators have procedures in place for the use of any 'standby modes' and on-screen keyboards, and to prevent the inadvertent use of outdated EFB performance data.

CAA Response

The CAA accepts this Recommendation and has amended the Operators Electronic Flight Bags (EFB) Checklist which is submitted as part of the Operational Approval Process. Operators will, therefore, be required to ensure that they have appropriate procedures in place such that calculation results and any outdated input field will be deleted when:

- modifications are entered;
- the EFB is shut down or the performance application is closed; or
- the EFB or the performance application has been in a standby or "background" mode for a period of time to be agreed with the operator."

CAA Status – Closed

Recommendation 2012-036

It is recommended that the European Aviation Safety Agency establish a set of detailed guidelines for the operational evaluation and approval of Electronic Flight Bags. These should be more specific than the proposed Acceptable Means of Compliance (AMC) 20-25 and include information such as provided in the Federal Aviation Authority document '*Electronic Flight Bag Authorization for Use*' and Joint Aviation Authorities Safety Information Communication No 7.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed