

Follow-up Action on Occurrence Report

SERIOUS INCIDENT TO BOEING 737-4Q8, G-JMCR, ON APPROACH TO EAST MIDLANDS AIRPORT ON 12 OCTOBER 2018

CAA FACTOR NUMBER : F2/2019
FACTOR PUBLICATION DATE : 01 November 2019
TYPE OF FLIGHT : Commercial Air Transport (Cargo)
CAA OCCURRENCE NUMBER : 201824387
AAIB REPORT : EW/C2018/10/03

SYNOPSIS

From the AAIB report

The aircraft was operating a night flight to East Midlands Airport, with the left engine generator disconnected, and had just commenced its descent when the crew faced an unusual array of electrical failures on the flight deck. Despite the loss and degradation of a number of systems, the aircraft landed safely at East Midlands.

The electrical failures were caused by the right engine Generator Control Unit (GCU) which had been incorrectly secured in its mounting tray and had disconnected in flight. The investigation also uncovered a number of contributory factors including: the management of defects and Acceptable Deferred Defects (ADD), recording of maintenance, and a number of weaknesses in the operator's Safety Management System with regards to managing risk.

Five Safety Recommendations are made to the operator regarding its safety management system and one to the Civil Aviation Authority.

FOLLOW UP ACTION

Safety Recommendation 2019-004

It is recommended that West Atlantic UK revises its policy and procedures for approving and clearing Minimum Equipment List entries and Rectification Interval Extensions to ensure that it conforms with the guidance contained within the European Union Aviation Safety Agency Acceptable Means of Compliance.

This Recommendation is not addressed to the CAA

Safety Recommendation 2019-005

It is recommended that West Atlantic UK ensures that all work undertaken on its aircraft is documented in accordance with the requirements of Regulation (EU) No 1321/2014 (regarding continuing airworthiness).

This Recommendation is not addressed to the CAA

Safety Recommendation 2019-006

It is recommended that West Atlantic UK revises its policy and procedures to ensure effective management of defects, and the undertaking of dynamic risk assessments of the airworthiness of aircraft during all hours of operation.

This Recommendation is not addressed to the CAA

Safety Recommendation 2019-007

It is recommended that West Atlantic UK revises its policy and procedures for the tasking of maintenance activities by Line Maintenance Control and the sharing of relevant aircraft technical history to ensure that maintenance organisations undertaking work have access to all appropriate information.

This Recommendation is not addressed to the CAA

Safety Recommendation 2019-008

It is recommended that West Atlantic UK revises its Safety Management System to meet the requirements of the scale and nature of their operation.

This Recommendation is not addressed to the CAA

Safety Recommendation 2019-009

It is recommended that the Civil Aviation Authority assess West Atlantic UK's Safety Management System to ensure it meets the requirements of the scale and nature of their operation.

CAA Response

The Civil Aviation Authority accepts this recommendation. The CAA has conducted an initial assessment of West Atlantic UK's Safety Management System and continues to monitor compliance and effectiveness of this element of the organisation's approval.

Further assessments, including effectiveness, are scheduled to be completed by no later than February 2020.

CAA Status – Open