

Follow-up Action on Occurrence Report

INCIDENT INVOLVING BAE 146-300, G-OINV, NEAR CARLISLE ON 2 MARCH 2003
(CONTROL RESTRICTION IN THE CRUISE)

CAA FACTOR NUMBER : F40/2004
FACTOR PUBLICATION DATE : 11 August 2004
OPERATOR : BA CitiExpress
CAA OCCURRENCE NUMBER : 2003/01272
AAIB REPORT : Bulletin 7/2004

SYNOPSIS

(From AAIB Report)

The aircraft suffered a lateral flight control restriction as a result of loose insulation material becoming trapped in the aileron control circuit. The crew carried out the memory items for the 'AILERON JAM OR UNCOMMANDED ROLL' checklist, but did not realise that in addition to pulling the Aileron Disconnect Handle there was also a need to apply a breakout force to the control wheel to achieve the disconnect. One safety recommendation has been made.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2004-13

It is recommended that the Civil Aviation Authority ensure that BAE Systems make a suitable revision to the entries relating to the aileron disconnect systems in all sections of the Avro RJ and BAe 146 Manufacturer's Operating Manuals to clarify the systems operation and associated procedures.

CAA Response

The CAA accepts this recommendation and have already required BAE Systems to review and make appropriate amendments to the BAe 146 and AVRO RJ documentation for all entries relating to the aileron disconnect systems. The target date for an agreed solution to address this Safety Recommendation is December 2004.

CAA Status - Open