

Follow-up Action on Occurrence Report

*ACCIDENT TO BOEING B767-3YO ER, ZS-PBI, AT LONDON GATWICK AIRPORT ON 11 JULY 2005
(REJECTED TAKEOFF AFTER ENGINE PROBLEM)*

CAA FACTOR NUMBER : F33/2006
FACTOR PUBLICATION DATE : 10 October 2006
OPERATOR : Nationwide Airlines
CAA OCCURRENCE NUMBER : 2005/05488
AAIB REPORT : Bulletin 9/2006

SYNOPSIS

(From AAIB Report)

As the aircraft approached V1 during the takeoff, a problem was detected by the crew with the No 1 (left) engine. The takeoff was rejected and the aircraft brought to a halt clear of the runway. The airport fire service arrived very promptly at the aircraft, extinguishing small fires which has started in the left and right main landing gear wheels. After the passengers had disembarked and been bussed to the terminal, the aircraft was towed to a stand.

Data on the 30 minute cockpit voice recorder covering the rejected takeoff was lost as this had been overwritten before it was isolated. Three safety recommendations are made relating to this standard of recorder.

FOLLOW UP ACTION

The three Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

Recommendation 2006-61

It is recommended that the South African Civil Aviation Authority, in common with the Federal Aviation Administration, mandate for a minimum recording duration of two hours for all aircraft currently required to be fitted with a Cockpit Voice Recorder.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-62

It is recommended that the South African Civil Aviation Authority review their oversight processes of Operator's procedures and training support, to ensure the timely preservation of Cockpit Voice Recorder recordings in accordance with ICAO Annex 6 Part I, 11.6, following a serious incident or accident.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-63

It is recommended that the South African Civil Aviation Authority require Nationwide Airlines, and any other airline regulated by them with similar procedures, to amend their procedures to ensure the timely preservation of Cockpit Voice Recorder recordings in the event of an accident or serious incident.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed