Safety Regulation Group
Safety Information and Data Department

Follow-up Action on Occurrence Report

ACCIDENT TO B737-436, G-DOCT, AT ABERDEEN AIRPORT ON 8 JULY 2005

CAA FACTOR NUMBER	:	F22/2007
FACTOR PUBLICATION DATE	:	10 July 2007
OPERATOR	:	British Airways
CAA OCCURRENCE NUMBER	:	2005/05408
AAIB REPORT	:	Bulletin 6/2007

SYNOPSIS

From AAIB Report:
On takeoff, sections of a blast pad positioned at the runway threshold lifted and broke up, causing damage to the aircraft's tailplane and elevator. The crew were unaware of the damage to the aircraft and completed the takeoff and flight to their destination without further incident. The investigation identified issues concerning the construction and marking of the blast pad and other factors concerning the conduct of the takeoff. Ten safety recommendations were made.

FOLLOW UP ACTION

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

Recommendation 2007-023

The International Civil Aviation Organisation (ICAO) should consider amending Annex 14 to include requirements for paved blast pads that will ensure that they cannot be damaged by the engine inlet suction, the engine jet blast or the taxiing loads of the most critical aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-024

The International Civil Aviation Organisation (ICAO) should review the requirements of Annex 14 to ensure that runway surfaces, stopways and other adjacent areas susceptible to high power jet blast cannot be damaged by the engine inlet suction or the engine jet blast of the most critical aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-025

The Civil Aviation Authority (CAA) should consider amending Civil Air Publication (CAP) 168 to include design requirements for paved blast pads that will ensure that they cannot be damaged by the engine inlet suction, the engine jet blast or the taxiing loads of the most critical aircraft.

CAA Response

The CAA accepts this Recommendation. In August 2005 in Issue 8 of Reference Point, the CAA published a warning to aerodrome operators on the potential for blast pad disintegration and recommended the use of guidance published by ICAO on blast pad design thickness. The ICAO guidance and general requirements for blast pad design and maintenance will be published, initially in a Notice to Aerodrome Licence Holders (NOTAL), by September 2007, and incorporated in CAP 168 at the next subsequent amendment.

CAA Status - Open

Recommendation 2007-026

The Civil Aviation Authority (CAA) should ensure that paved blast pad surfaces, stopways and turnpads at all licensed UK airports are constructed such that they cannot be damaged by the engine inlet suction, the engine jet blast or the taxiing loads of the most critical aircraft.

CAA Response

The CAA accepts this Recommendation. In September 2006, the CAA conducted a survey of paved blast pad surfaces, stopways and turnpads at UK licensed aerodromes. A review of their construction will be completed by September 2007 and, where necessary, action plans will be established by December 2007 to ensure that they cannot be damaged by the engine inlet suction, the engine jet blast or the taxiing loads of the most critical aircraft.

CAA Status - Open

Recommendation 2007-027

The International Civil Aviation Organisation (ICAO) should establish standardised markings for paved blast pads and amend Annex 14 accordingly.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-028

The Civil Aviation Authority (CAA) should, in consultation with the International Civil Aviation Organisation (ICAO), establish standardised markings for paved blast pads and amend Civil Air Publications (CAPs) 168 and 637 accordingly.

CAA Response

The CAA accepts this Recommendation. Markings for paved blast pads at UK licensed aerodromes will be notified in a Notice to Aerodrome Licence Holders (NOTAL), by September 2007, and incorporated in CAP 168 and CAP 637 at the next subsequent amendments. The CAA will, by October 2007, provide ICAO with a working paper that proposes international standardisation of the markings.

CAA Status - Open

Recommendation 2007-029

British Airways should review the training of takeoff techniques across all fleets to ensure that it is consistent with the operator's intended procedures.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-030

British Airways should incorporate information on appropriate takeoff techniques in relevant flight crew documentation for all fleets.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-031

The Civil Aviation Authority should review the implementation of current performance requirements for 'Performance A' aeroplanes, to ensure that they adequately reflect desired line-up techniques, in particular following ground markings provided for taxi guidance.

CAA Response

The CAA partially accepts this Recommendation. As there is no international standard for taxi guidance lead-in lines, it is very difficult to correlate the point at which lead-in lines meet runway centre-lines with the JAR-OPS 1 allowance. However, the CAA will review and amend current guidance by October 2007, as required, to encourage a safe and consistent method for UK operators to address the mismatch between performance and ground marking requirements.

CAA Status - Open

Recommendation 2007-032

The Civil Aviation Authority should, during routine audits of operators of 'Performance A' aeroplanes, ensure that operators' takeoff performance calculations are consistent with the operation of their aircraft, specifically with respect to the line-up position.

CAA Response

The CAA accepts this Recommendation, while the responsibility for performance calculations rests with the operator and it is for the operator to demonstrate to the CAA that he has an acceptable method for aligning data with operational practice. Nevertheless, this will be verified by the CAA during routine audits of operators of 'Performance A' aeroplanes.

CAA Status - Closed