

Follow-up Action on Occurrence Report

INCIDENT TO RAYTHEON HAWKER 800XP, CS-DRQ, AT LONDON CITY AIRPORT ON 31 OCTOBER 2006

CAA FACTOR NUMBER : F3/2008
FACTOR PUBLICATION DATE : 10 March 2008
OPERATOR : NetJets Transportes Aeros
CAA OCCURRENCE NUMBER : 2006/09904
AAIB REPORT : Bulletin 1/2008

SYNOPSIS

From AAIB Report:

This aircraft experienced significant navigation problems after taking off from London City Airport (LCY) and was unable to comply with the Standard Instrument Departure (SID). The crew were able to recover heading information from approximately 10 minutes and landed back at LCY without incident. It transpired that several similar incidents had previously occurred with other aircraft and there have been similar incidents subsequent to this one. The cause of the problem was identified as strong magnetic anomalies in the holding area for Runway 28. Six Safety Recommendations have been made.

FOLLOW UP ACTION

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

Recommendation 2007-119

It is recommended that ICAO amend Annex 14 to highlight the importance of ensuring that no airport infrastructure is allowed to alter significantly the local earth's magnetic field density in areas where aircraft hold prior to departure.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-120

It is recommended that the CAA amend CAP 168 to require airport operators to ensure that no airport infrastructure is allowed to alter significantly the local earth's magnetic field density in areas where aircraft hold prior to departure.

CAA Response

The CAA accepts this Recommendation. CAP 168 will be amended by July 2008 to require aerodrome license holders to ensure that no airport infrastructure is allowed to alter significantly the earth's local magnetic field density in areas where aircraft hold prior to departure.

CAA Status - Open

Recommendation 2007-121

It is recommended that EASA require airport operators to ensure that no airport infrastructure is allowed to alter significantly the local earth's magnetic field density in areas where aircraft hold prior to departure.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-122

It is recommended that the Civil Aviation Authority (CAA) should ensure that NOTAM C0248/07, relating to magnetic anomalies at London City Airport, is superseded by an appropriate amendment to the AIP in the form of a 'Warning' within the 'Local Traffic Regulations' section of the entry for London City Airport.

CAA Response

The CAA accepts this Recommendation. The AIP entry for London City Airport will be updated by June 2008 with a 'Warning' within the 'Local Traffic Regulations' section which reflects the content of NOTAM C0248/07. This will remain in effect until such time as all the remedial works at London City Airport have been completed and the magnetic flux anomalies have been rectified.

CAA Status - Open

Recommendation 2007-123

It is recommended that the CAA should require each operator approved to operate at London City to include in its Category C brief for that airport an entry highlighting the presence of the magnetic anomaly and procedures for mitigating its effect.

CAA Response

The CAA accepts this recommendation. In order to ensure the information reaches all operators whether of UK or foreign origin, the CAA will require London City Airport to include, as part of its procedure for approving current and future operators at the airport, information that each operator can include in their Category C brief for that airport, highlighting the presence of a magnetic anomaly and a procedure to mitigate the effects of that anomaly. The information will be provided to operators by April 2008.

CAA Status - Open

Recommendation 2007-124

It is recommended that the CAA should require London City Airport Ltd to mitigate the effects of the magnetic anomaly in the loop hold so that it no longer affects the normal operation of aircraft.

CAA Response

The CAA accepts this recommendation. London City Airport Ltd. has commenced work to mitigate the effects of the magnetic field fluctuations in the loop hold. In addition London City Airport Ltd. is ensuring that construction methods used for the new East Apron development do not introduce further anomalies. The CAA is monitoring this work.

CAA Status - Open