Follow-up Action on Occurrence Report

ACCIDENT TO PIPER PA-46-310P, N264DB, 22NM N/NW OF GUERNSEY ON 21 JANUARY 2019

CAA FACTOR NUMBER	:	F3/2020
FACTOR PUBLICATION DATE	:	14 May 2020
CAA OCCURRENCE NUMBER	:	201900410
AAIB REPORT	:	AAR 1/2020 (EW/C2019/01/03)

SYNOPSIS
From the AAIB report

The investigation established that the aircraft departed from Nantes Airport, France, at 1906 hrs on 21 January 2019 carrying a passenger on a commercial basis to Cardiff Airport in the UK. At 2016 hrs, probably while manoeuvring to avoid poor weather, the aircraft was lost from radar and struck the sea 22 nm north-north-west of Guernsey. Neither the pilot nor aircraft had the required licences or permissions to operate commercially.

FOLLOW UP ACTION

Safety Recommendation 2020-005

It is recommended that the Civil Aviation Authority ensure that the system in place to meet the requirements of EASA Part ARA. GEN.220 is effective in maintaining accurate and up-to-date records related to personnel licences, certificates and ratings.

CAA Response

The CAA accepts this Recommendation. A review of the current system is underway for ensuring licence records held by the Authority are updated following any changes related to personal licences, certificates and ratings to ensure the requirements of EASA Part ARA. GEN.220 are met. We intend to complete this review by October 2020 with Recommendations implemented by January 2021. Please note that this timeline may be affected by operational changes required as a result of COVID19 contingency plans.

In addition, the CAA has and continues to remind examiners of their responsibility to submit the required examination documentation to the Authority within 14 working days from the skill test, proficiency check or assessment of competence.

CAA Status – Open

Cont.

Safety Recommendation 2020-006

It is recommended that the Federal Aviation Administration require piston engine aircraft which may have a risk of carbon monoxide poisoning to have a CO detector with an active warning to alert pilots to the presence of elevated levels of carbon monoxide.

This Recommendation is not addressed to the CAA

Safety Recommendation 2020-007

It is recommended that the European Union Aviation Safety Agency require piston engine aircraft which may have a risk of carbon monoxide poisoning to have a CO detector with an active warning to alert pilots to the presence of elevated levels of carbon monoxide.

This Recommendation is not addressed to the CAA

Safety Recommendation 2020-008

It is recommended that the Civil Aviation Authority require piston engine aircraft which may have a risk of carbon monoxide poisoning to have a CO detector with an active warning to alert pilots to the presence of elevated levels of carbon monoxide.

CAA Response

The Civil Aviation Authority does not currently accept this Recommendation, however we will revisit this position at the conclusion of our operational trial of carbon monoxide detectors.

We are considering what barriers in addition to good design and maintenance practice will be both effective in further minimising the likelihood of critical CO contamination in the UK GA fleet, whilst acknowledging that any such additional measures should be both practical and proportionate.

On 3 March 2020, we published a Safety Notice, CAA SN 2020/003, which highlights the potential benefits of carrying low cost available commercial/domestic active detectors, as well as conventionally installed, approved aviation units. We will further advertise this Safety Notice through communication to all pilots when the current restrictions on recreational flying due to COVID-19 are lifted, to reduce the risk of this announcement being overlooked.

Importantly, the Safety Notice includes reference to a CAA-sponsored carriage trial of low-cost, widely available units which we see as facilitating informed decisions in the future regarding recommending (or possibly mandating) specific categories of devices. This trial will establish if there are any negative safety implications (such as loose article hazard or distraction) associated with the carriage of carbon monoxide detectors. However, given the implications of COVID-19 on the 2020 flying season and stakeholder events, the timing for this trial is currently under review.

CAA Status – Open

Cont.

Safety Recommendation 2020-009

It is recommended that Piper Aircraft Inc. ensure that the 100-hour / Annual maintenance schedule for the PA-46 variants references the engine manufacturer's guidance, where available, on inspecting and testing the exhaust system.

This Recommendation is not addressed to the CAA

End