

## Follow-up Action on Occurrence Report FACTOR n.8/2010 Rev.0

Date :	23/11/2010
Operator :	Commercial
Date of occurrence	1 <sup>st</sup> September 2009
Locality	Verona Airport (LIPX)
Aircraft	Type A320-212 registered LZ-BHC
Synopsis	<p>The a/c experienced a tail strike during take-off .</p> <p>It was operating under a wet lease agreement between an Italian air operator (lessee) and a Bulgarian air operator (lessor).</p> <p>The a/c was operating a multiple destination flight originated in Hurgada (Egypt) , having an intermediate station in Verona and final destination in Rome Fiumicino (FCO) .</p>
ANSV Report	<p>The note ref. N. 580/INV/1110/9/10 dated 3 February 2010 reports that before takeoff from Verona a/p :</p> <ol style="list-style-type: none"><li>1. all baggage and cargo were located in the after cargo compartment in accordance with the Load and Trim sheet ;</li><li>2. the passengers with final destination Rome FCO were seated as per their initial seat assignment given at Hurgada and not in accordance with the Load and Trim sheet prepared in Verona ;</li></ol>

Questa pubblicazione costituisce la risposta ENAC iniziale ad ogni Raccomandazione di sicurezza fatta dall'Agenzia Nazionale Sicurezza Volo. Lo status "APERTO" o "CHIUSO" indica il completamento o meno di tutte le azioni ritenute necessarie dall'ENAC in risposta alla Raccomandazione.



3. the Captain received from the handling agent and approved a Load and Trim sheet where the seating of the transit passengers was different from that of the incoming flight . This was not detected or not considered by the Captain, as the passengers remained in the same seats they occupied in the previous flight;
4. the centre of gravity position calculated considering the effective distribution of passengers and cargo on board was outside the after operational envelope limit for takeoff.

Analysing this event and taking into account previous similar occurrences , ANSV considered that the current Mass & Balance procedures should be amended ; therefore addressed jointly to ENAC and to the Directorate for Aircraft, Maritime and Railway Accident Investigation of the Republic of Bulgaria the following Safety Recommendations :

#### **Recommendation ANSV 1/1110- 09/1/A/10**

Text :

*“A procedure should be established requiring the originating station handling personnel of the operator*

- *to consider the effect on the centre of gravity by the disembarkation at the intermediate destination, of passengers, baggage and cargo in order to distribute, when possible, passengers baggage and cargo so as to maintain the centre of gravity within the operational envelope limits even after unloading; or, if such distributions not possible,*
- *to advise the next station that a new seat assignment and loading location of baggage and cargo will be necessary.”*

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## **Recommendation ANSV-1/1110-09/2/A/10**

Text :

*“A procedure should also be established indicating ways and means to assure that the captain is correctly informed that changes will be necessary to the loading and passengers distribution before the subsequent flight, and that a positive check is performed of the effective execution of such changes (passengers , baggage and cargo) .”*

### **ENAC Response :**

First , ENAC considers that , if the provisions contained in EU-OPS 1.605 and EU-OPS 1.625 had been respected , the incident would'nt have occurred .

Moreover , the implementation of the above recommendations should request new additional requirements to the current EU-OPS regulations which should be amended accordingly.

For this reason ANSV should address the recommendations directly to EASA .

It is possible for ENAC to introduce into the European regulation new requirements only in case of urgency in accordance with the art. 8 of European Regulation 3922/1991.

ENAC doesn't consider this is the case .

ENAC Status : Closed

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