

ENAC

Protocollo del 04/02/2010

0007914/DIRGEN/GSV

A tutti gli Operatori di Trasporto Pubblico

E p.c.
ENAC - Direzione Centrale Operazioni
ENAC - Direzione Centrale Regolazione Tecnica
ENAC - Direzione Manutenzione e Produzione
ENAC - Direzioni Operazioni

Oggetto: Comunicazione EASA – Evento Airbus A 321 di marche G-DHJH occorso
in data 18 Luglio 2008 sull'aeroporto di Manchester.

La *European Aviation Safety Agency* (EASA) ha indirizzato all'ENAC una nota che, traendo spunto dall'evento indicato in oggetto, è intesa a rimarcare la necessità per gli Operatori di adottare comportamenti e metodi corretti nell'affrontare le problematiche di *troubleshooting* in caso di sospetto *hard landing*.

Nel trasmettere la suddetta comunicazione si invitano tutti gli Operatori a tenerne debito conto sensibilizzando al riguardo le strutture incaricate della manutenzione e assicurando anche i dovuti coordinamenti delle medesime con quelle preposte alle operazioni di volo.

La presente viene pubblicata sul sito internet dell'ENAC: www.enac.gov.it per assicurarne la massima diffusione.

Cordiali saluti

Il Direttore
Ing. C. Eminente



Allegato :
Nota EASA prot. DVE/hka/E(2) 2009 (D) 75369 del 27 Novembre 2009



European Aviation Safety Agency

John Vincent • Head of Safety Analysis and Research - Executive Directorate

Cologne, 27 November 2009
DVE/hka/E(2) 2009(D)75369

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Protocollo del 09/12/2009

0087060/DIRGEN/DG

ENAC
Ente Nazionale per l'Aviazione Civile
Mr Alessio Quaranta
Director General
Viale del Castro Pretorio, 118
I-00185 Rome
Italy

Subject: Event to Airbus A321, registered G-DHJH, on 18 July 2008, at Manchester Airport

Dear Mr Quaranta,

EASA received the below safety recommendation from the AAIB-UK, regarding the subject event:

"It is recommended that the EASA ensure adequate training is provided for ground engineers maintaining Airbus aircraft regarding the correct approach to troubleshooting suspected hard landings and the correct means of obtaining and interpreting the Airbus LOAD <15> report".

The investigation reported that, during a landing, the aircraft was not flared sufficiently and a "hard" landing, categorised as "severe hard" occurred. The possibility of landing loads exceedance was not reported by the flight crew. The presence of a landing parameters exceedance report was identified after a further two sectors had been flown, when an unrelated inspection of the landing gear found a crack in a wing rib gear support lug.

Considering that Annex I to Commission Regulation EC n°2042/2003 (Part M) as last amended by EC n°1056/2008, chapter M.A.201 (h) provides in the case of commercial air transport the responsibilities of an operator for the continuing airworthiness of the aircraft it operates.

In this frame, ED Decision 2003/19/RM (AMC to Part M) as last amended by ED Decision 2008/013/R chapter M.A.201 (h) provides further explanations on how these responsibilities should be interpreted:

Subparagraph 4) states that: "An operator should therefore have adequate knowledge of the design status (type specification, customer options, airworthiness directives (AD), airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL) modifications, major repairs, operational equipment) and required and performed maintenance. Status of aircraft design and maintenance should be adequately documented to support the performance of the quality system."

Subparagraph 5) adds too that: "An operator should establish adequate co-ordination between flight operations and maintenance to ensure that both will receive all information on the condition of the aircraft necessary to enable both to perform their tasks."

Tel: +49 (0) 221 89990 2012 • Fax: +49 (0) 221 89990 2512 • john.vincent@easa.europa.eu

Postal address: Postfach 10 12 53 • D-50452 Cologne, Germany - Visiting address: Ottoplatz, 1 • D-50679 Cologne, Germany
Tel.: +49 (0)221 8999 0000 • Fax: +49 (0)221 8999 0999 • E-mail: info@easa.europa.eu • www.easa.europa.eu

Furthermore Part M chapter M.A.301 "Continuing airworthiness tasks" provides for the aircraft continuing airworthiness and the serviceability of both operational and emergency equipment; its related AMC chapter M.A.301 -1- states that:

3). In the case of commercial air transport, an operator should publish guidance to maintenance and flight personnel and any other personnel performing pre-flight inspection tasks, as appropriate, defining responsibilities for these actions and, where tasks are contracted to other organisations, how their accomplishment is subject to the quality system of M.A.712. It should be demonstrated to the competent authority that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. The training standard for personnel performing the pre-flight inspection should be described in the operator's continuing airworthiness management exposition.

It is specified, in the AMC M.A.201 (h) Responsibilities: that each operator does ensure in its Maintenance Manual, the procedures applicable to its own fleet.

At last, in the Annex II of Commission Regulation EC n°2042/2003 (Part 145) as last amended by EC 1056/2008 chapter 145.A 35 (e), it is stated that maintenance organisations shall establish a program for continuation training for certifying staff.

EASA considers for this specific case that an inadequate knowledge of the Aircraft equipment fitted on the aircraft they have to operate, by the maintenance staff can lead to erroneous troubleshooting.

The oversight of the operators is within the scope of the National Aviation Authorities (NAAs), that is why each National Aviation Authority (NAA) is invited to take note of this recommendation.

It is up to each authority, in coordination with each of the concerned air transport operators, to:

- Ensure that maintenance personnel have adequate knowledge on the correct method to troubleshoot a suspected hard landing, whatever the aeroplane type;
- Supervise the training of certifying staff involved in Airbus aeroplanes maintenance to ensure their adequate knowledge of the Airbus AIDS and DMU so that they are able to obtain and interpret the Airbus LOAD<15> report;
- Ensure that each of the concerned operators have established adequate co-ordination between flight operations and maintenance to ensure that both will receive all information on the condition of the aircraft necessary to enable both to perform their tasks.

Yours sincerely,


J. VINCENT

Copy: Mr. Patrick Goudou, EASA Executive Director