

**Airbus A319-131,  
G-EUOE**

**London Heathrow Airport**

**24 May 2013**

**Accident**

**Safety Recommendation 2013-011**

It is recommended that Airbus formally notifies operators of A320-family aircraft of the fan cowl door loss event on A319 G-EUOE on 24 May 2013, and reiterates the importance of verifying that the fan cowl doors are latched prior to flight by visually checking the position of the latches.

**Date Safety Recommendation made:**

31 May 2013

**LATEST RESPONSE**

**Response received:**

7 June 2013

The Airbus reply consists in transmission to all Airbus operators of an OIT – Operators Information Transmission 999.0029/13 and FOT – Flight Operations Transmission 999.0030/13 reminding the standard procedures, recommendations and available modifications that have been developed to prevent fan cowl loss events.

**AAIB Assessment – Adequate - Closed**

**RESPONSE HISTORY**

**N/A**

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#### **Safety Recommendation 2015-001**

It is recommended that the European Aviation Safety Agency publishes amended Acceptable Means of Compliance and Guidance Material in Part 145.A.47(b) of European Commission Regulation (EC) No 2042/2003, containing requirements for the implementation of an effective fatigue risk management system within approved maintenance organisations.

**Date Safety Recommendation made:**

14 July 2015

#### **LATEST RESPONSE**

**Response received:**

5 October 2015

The Agency is working on Rulemaking Task RMT.0251 (MDM.055) which is intended to introduce Safety Management (SMS) requirements for Part-145 organisations with one of the most important elements being the identification and mitigation of risks one of which is fatigue.

The envisaged timeline for this task is to issue an NPA in 2017, with a final Opinion for 2018.

**AAIB Assessment – Partially Adequate - Open**

#### **RESPONSE HISTORY**

**N/A**

#### **Safety Recommendation 2015-002**

It is recommended that the European Aviation Safety Agency requires Airbus to modify A320-family aircraft to incorporate a reliable means of warning when the fan cowl doors are unlatched.

**Date Safety Recommendation made:**

14 July 2015

#### **LATEST RESPONSE**

**Response received:**

29 April 2016

In March 2016 EASA issued the Airworthiness Directives (ADs) 2016-0053 and 2016-0069, making mandatory the retrofit installation of new Fan Cowl Door (FCD) front latch and keeper assembly, respectively for IAE and CFM engines. This new design introduced a specific key necessary to un-latch the FCD that cannot be removed unless the FCD front latch is safely closed. The key, after removal, must be stowed in the flight deck at a specific location, as instructed in the applicable Aircraft Maintenance Manual, the Applicable Flight Crew Operating Manual has been amended accordingly.

**AAIB Assessment – Partially Adequate - Closed**

#### **RESPONSE HISTORY**

**Response received:**

5 October 2015

Airbus has developed a warning flag, as a design solution for retrofit, that will be more obvious to maintenance crews and pilots to indicate when the fan cowl doors are not properly closed. This flag solution will be available for retrofit for the majority of single aisle fleet in service. An EASA airworthiness directive is planned before the end of 2015 to mandate the implementation of this design change.

**AAIB Assessment – Partially Adequate - Open**

### Safety Recommendation 2015-003

It is recommended that the European Aviation Safety Agency amends Certification Specification 25.901(c), Acceptable Means of Compliance (AMC) 25.901(c) and AMC 25.1193, to include fan cowl doors in the System Safety Assessment for the engine installation and requires compliance with these amended requirements during the certification of modifications to existing products and the initial certification of new designs.

**Date Safety Recommendation made:**

14 July 2015

### LATEST RESPONSE

**Response received:**

5 October 2015

Based on the lessons learnt from in-service events, the Agency introduced, in 2013, a new Certification Review Item (CRI) providing Special Conditions (SC) for the retention of engine cowls.

The SC requires a cowling design that minimizes any inflight opening or loss of cowling. It also provides some requirements for the retention system of each openable or removable cowling:

- Keep the cowling closed and secured under the operational loads and after improper fastening of any single latching, locking, or other retention device, or the failure of single latch or hinge;
- Have readily accessible means of closing and securing the cowling that do not require excessive force or manual dexterity; and
- Have a reliable means for effectively verifying that the cowling is secured prior to each take-off.

This Special Condition has been applied since 2013, on several large aeroplane certification projects where the design of the cowling and its installation have similarities with the aeroplanes subject to the in-service events of engine cowl separation.

The Agency plans an amendment of CS-25 to introduce such new provisions aiming at better protecting against the risk of engine cowls separation.

**AAIB Assessment – Partially Adequate - Open**

### RESPONSE HISTORY

N/A

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**Safety Recommendation 2015-004**

It is recommended that British Airways Plc reviews, and amends as appropriate, its pilot and cabin crew training, policies and procedures regarding in-flight damage assessments and reporting by cabin crew in light of the lessons learned from the G-EUOE fan cowl door loss event.

**Date Safety Recommendation made:**

14 July 2015

**LATEST RESPONSE**

**Response received:**

27 November 2015

Recommendation 2015-004, to review training, policies and procedures for in flight damage has resulted in a change to the British Airways Operations Manual Part A. This amendment was published on 29th October 2015, becoming effective from 12th November 2015.

**AAIB Assessment – Adequate - Closed**

**RESPONSE HISTORY**

**N/A**

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**Safety Recommendation 2015-005**

It is recommended that British Airways Plc reviews its evacuation procedures and training to take account of the potential risks of leaving engines running during on-ground emergencies.

**Date Safety Recommendation made:**

14 July 2015

**LATEST RESPONSE**

**Response received:**

27 November 2015

The Recommendation 2015-005, to review the evacuation procedures has been completed; however the action remains open as a result of a recommendation in the British Airways investigation into the evacuation of the 777-200 in Las Vegas in September 2015. British Airways feels it appropriate to conclude the work on the 777-200 recommendation and apply the learnings from both events as a single action.

**AAIB Assessment – Partially Adequate - Open**

**RESPONSE HISTORY**

**N/A**