

**Safety Recommendation 2009-041**

The Boeing Commercial Airplane Company should consider revising the procedures in the Boeing 757 Fault Isolation Manual to introduce a requirement for ground running at higher engine power settings, if initial testing fails to identify the source of smoke or fumes in conditioned air.

**Date Safety Recommendation made:**

02 June 2009

**LATEST RESPONSE**

**Response received:**

10 August 2011

The Safety Recommendation alleged, for this incident, the Fault Isolation Manual (FIM) procedures were not effective in identifying the source of smoke/fumes as they did not require engine ground runs at high enough power settings for smoke to be generated.

Seattle Aircraft Evaluation Group (SEA AEG) contacted Boeing for assistance in responding to this recommendation. On March 11, 2011 Boeing responded that they are working with the engine manufacturer (Rolls Royce) to revise Chapter 71 of the Fault Isolation Manual (FIM). The SEA AEG is satisfied that the corrective actions proposed are adequate to more readily detect smoke/fumes during ground engine runs to better mitigate this type of event.

The Quick Reference Handbook (QRH) has also been updated to satisfy additional concerns in this safety recommendation.

We consider this recommendation closed and no further action is planned.

**AAIB Assessment – Accepted - Closed**

**RESPONSE HISTORY**

**Response received:**

22 September 2009

We requested the Seattle Aircraft Evaluation Group (SEA-AEG) to investigate the area discussed by this recommendation. They informed us a letter was sent to Boeing for review. As of September 3, the SEA-AEG has not received a response.

**Safety Recommendation 2009-042**

It is recommended that the European Aviation Safety Agency ensure that effective measures are in place for cabin crews to become, and remain familiar with, the different opening procedures and characteristics of aircraft exits in both normal and emergency modes of operation.

**Date Safety Recommendation made:**

02 June 2009

**LATEST RESPONSE**

**Response received:**

21 June 2010

Appendix 1 to OPS 1.1010(c) provides that:

'An operator shall ensure that:

1. each cabin crew member operates and actually opens each type of variant of normal and emergency exits in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device; and

2. the operation of all other exits, such as flight deck windows is demonstrated'

Additionally, Appendix 1 to OPS 1.1015 provides that:

'(b) An operator shall ensure that every 12 calendar months the programme of practical training includes the following:

[...]

3. touch drills by each cabin crew member for opening normal and emergency exits for passenger evacuation;

[...]

(c) An operator shall ensure that, at intervals not exceeding three years, recurrent training also includes:

1. each cabin crew member operating and actually opening each type or variant of normal and emergency exit in the normal and emergency modes, including failure of power assist systems where fitted. This is to include the action and forces required to operate and deploy evacuation slides. This training shall be conducted in an aeroplane or representative training device;

2. demonstration of the operation of all other exits including flight deck windows;

[...]

Those requirements were transferred in the draft Part CC for the aircraft type-specific training [CC.TRA.125 and related Acceptable Means of Compliance (AMC)] and in the draft Part OR (OR.OPS.CC.135 and related AMC) for recurrent training, as published in the Notice of Proposed Amendment 2009-02. The Agency will continue dedicating its efforts for the adoption of these rules.

The Agency considers that the above addresses the intent of the safety recommendation. It is then within the competences of the Member States to check compliance with these rules.

**AAIB Assessment – Accepted - Closed**

**RESPONSE HISTORY**

**N/A**