

AIRCRAFT SERIOUS INCIDENT REPORT CORRECTION

Aircraft Type and Registration:	Airbus A321-211, G-POWN
Date & Time (UTC):	26 February 2020 at 0009 hrs
Location:	London Gatwick Airport, UK
Information Source:	AAIB Field Investigation

In February 2023, it was noted that Figures 19 and 21 in the report were incorrect in that they were identical to Figures 18 and 20 respectively. The correct versions of Figures 19 and 21 are shown below.

While making this correction, the opportunity was also taken to update Figure 9; change the titles of Figures 21 and 22 to make them clearer; and correct a typographical error in Section 1.6.7.7.

Commencing with the typographical error in Section 1.6.7.7, the other corrections will follow on subsequent pages.

Page 23: Section 1.6.7.7 (penultimate sentence)*New text:*

It has a specific gravity of 1,040 kg / m³ and is available in 5 or 20 kg polythene containers.

Original text:

It has a specific gravity of 1.04 kg / m³ and is available in 5 or 20 kg polythene containers.

The online version of this report was corrected on 11 May 2023 and can be read on the AAIB website at: <https://www.gov.uk/aaib-reports/aircraft-accident-report-aar-1-slash-2021-airbus-a321-211-g-pown-26-february-2020> [accessed April 2023].

Details of the correction were published in the May 2023 AAIB Bulletin.

Correct version of Figure 19:

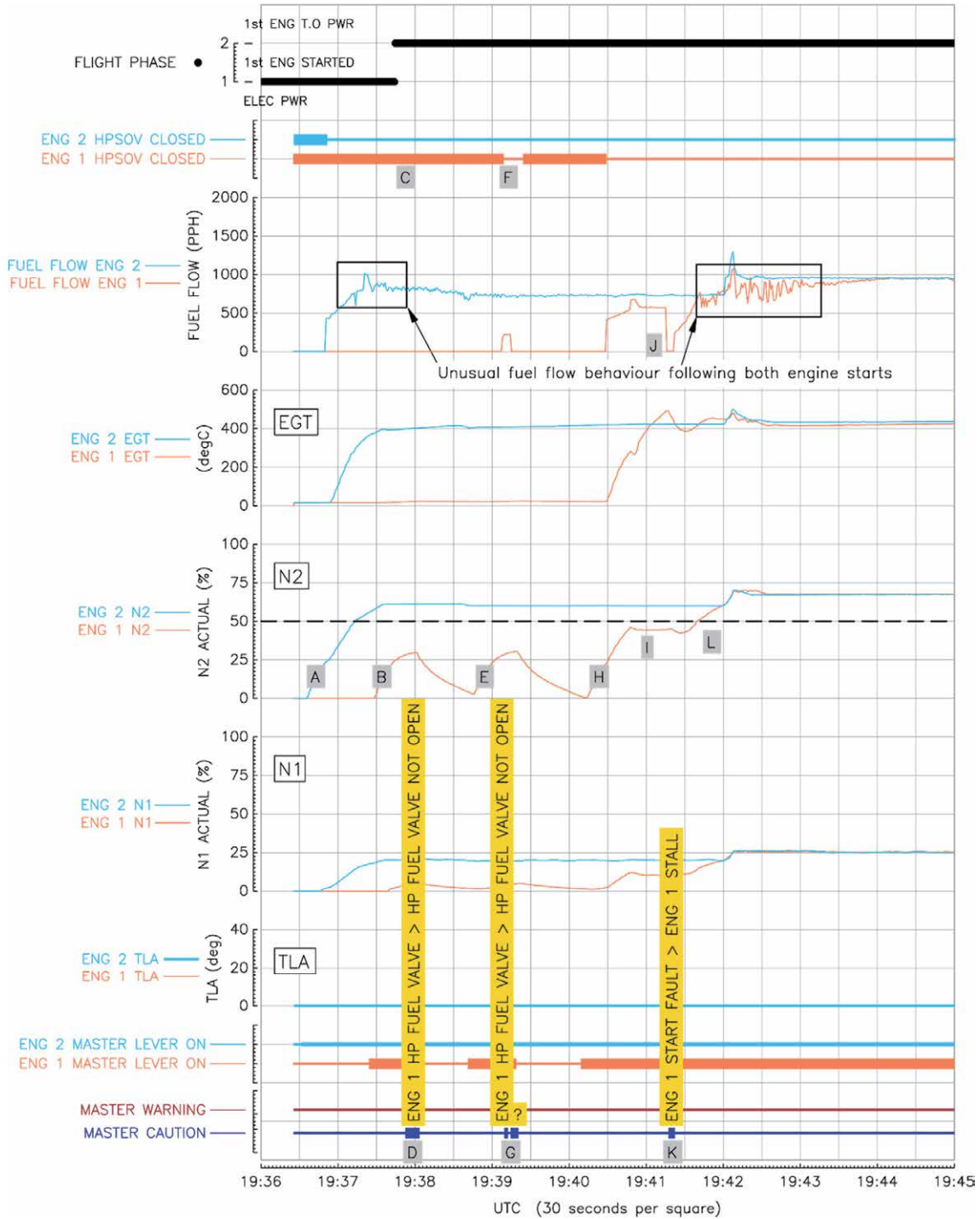


Figure 19

Krakow to Gatwick flight engine starts

Original version of Figure 19:

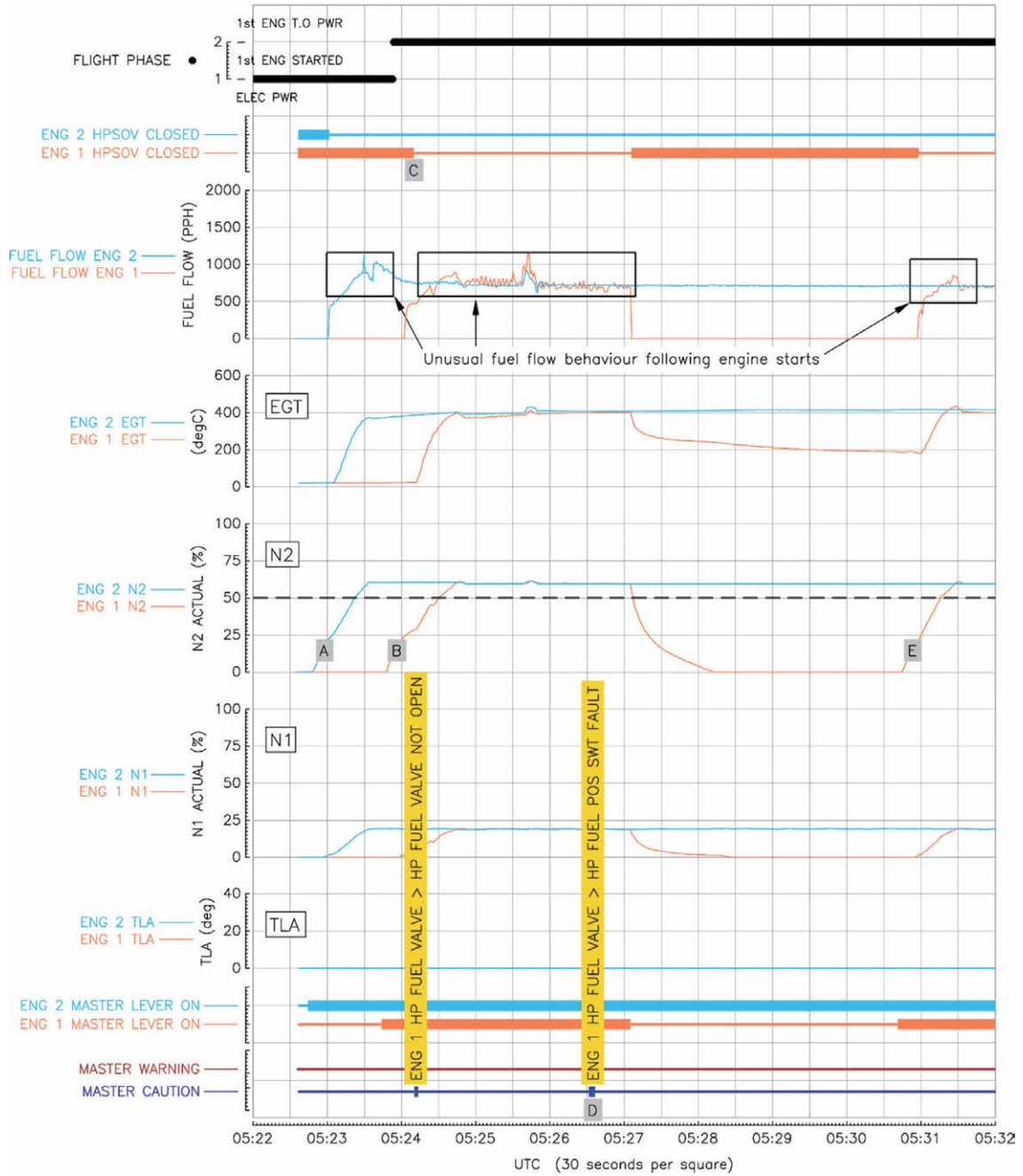


Figure 19
Krakow to Gatwick flight engine starts

Correct version of Figure 21:

This also includes the new title for this figure.

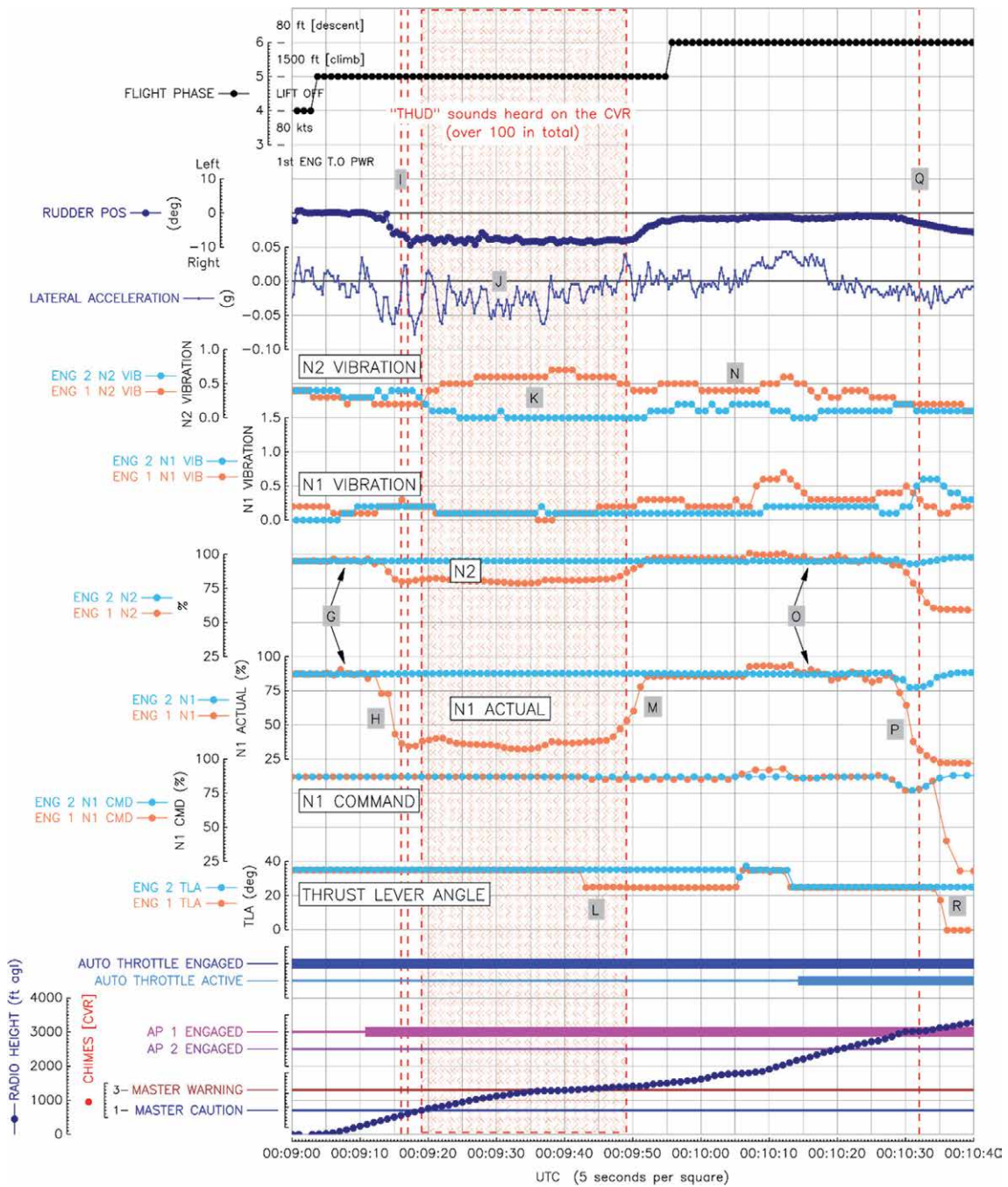


Figure 21

Overview of flight data from the incident (plot 1 of 2)

Original version of Figure 21:

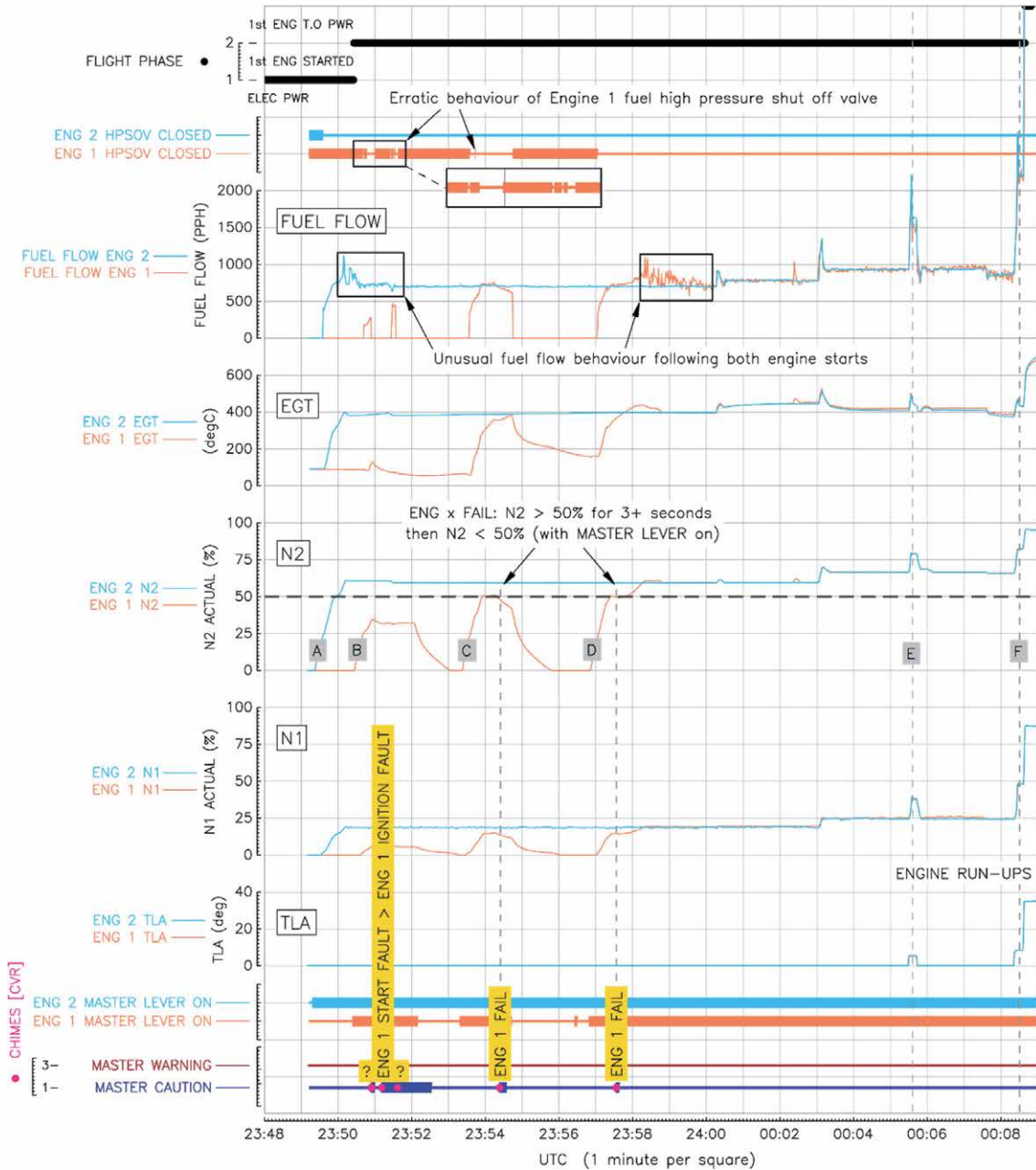


Figure 21

Overview of incident flight data (plot 1 of 2)

New version of Figure 9:

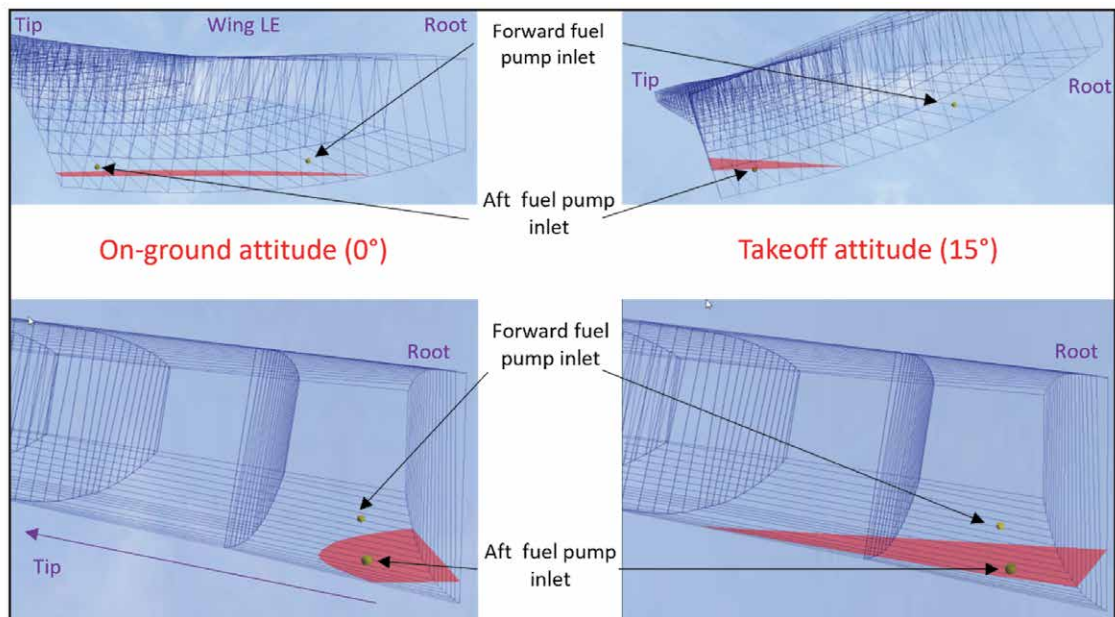


Figure 9

View of the left wing fuel tank at the root showing the fuel pump inlet positions in relation to approximately 30 kg of Kathon (shown in red) (images courtesy of Airbus)

Original version of Figure 9:

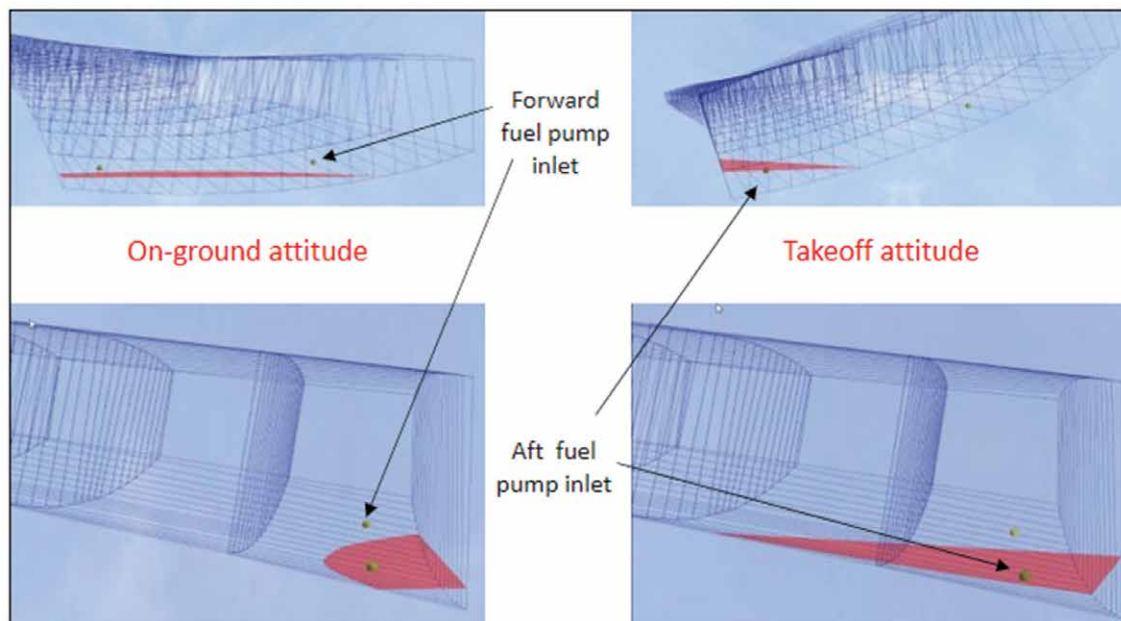


Figure 9

View of the left wing fuel tank at the root with the fuel pump inlet positions in relation to approximately 30 kg of Kathon. Left – on-ground (0°). Right – takeoff (15°) (images courtesy Airbus)

New title to Figure 22:

Figure 22 remains the same, however the title has been amended.

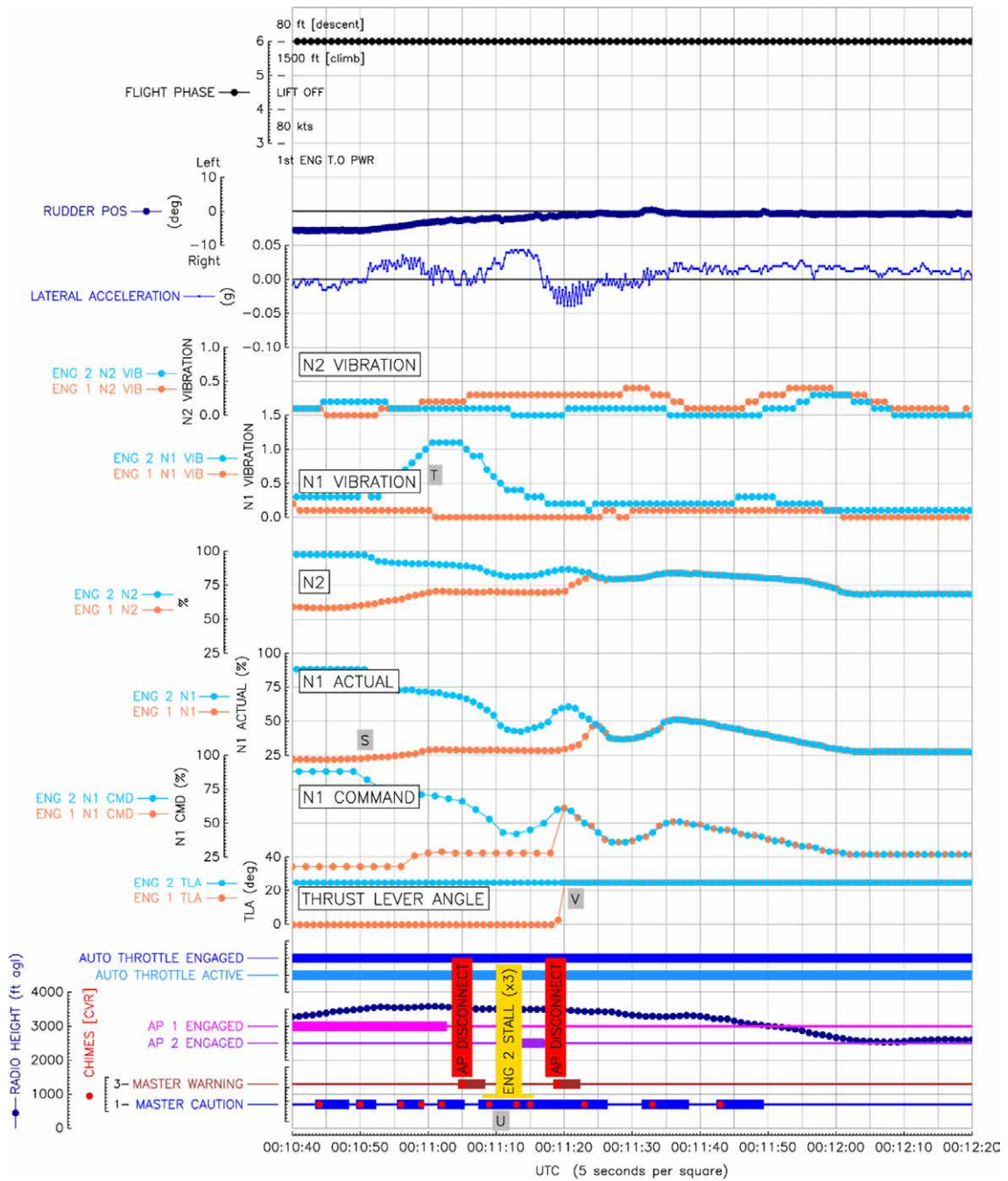


Figure 22
Overview of flight data from the incident (plot 2 of 2)

Original title to Figure 22:

The original title to Figure 22 read:

Overview of incident flight data (plot 2 of 2)