

**B767-332(ER),
N197DN**

Prestwick Airport

10 February 2023

Serious Incident

Investigation Synopsis

During takeoff from Edinburgh Airport bound for New York, a high-pressure turbine blade fractured in the right engine. The blade damaged a further five blades, but the engine was still capable of producing thrust. The out of balance turbine caused vibrations sufficient to cause a slat track housing drain tube to fracture in the wing which allowed fuel to escape from the right wing fuel tank.

Due to the high engine vibration, the flight crew diverted the aircraft to Prestwick Airport. During the diversion, fuel escaping from the wing was ignited by the hot engine exhaust, and this was recorded on video by a passenger, but the flames extinguished before the landing. The aircraft landed promptly, with full emergency service attendance. After the aircraft arrived on stand, the airport fire service noticed the fuel coming from the right wing and put provisions in place to capture the fuel, preventing it igniting on the hot engine or brakes. The passengers were rapidly disembarked, with no injuries.

A Safety Recommendation has been made to the Federal Aviation Administration that requires the Boeing Aircraft Company to demonstrate that following this serious incident, the design of the slat track housing drain tube on the Boeing 767 family of aircraft continues to comply with the certification requirements for large transport aircraft.

Safety Recommendation 2024-015

Justification

The manufacturer has taken safety action to launch a project to review the design of the slat track housing drain tube for reliability improvements, hence the following Safety Recommendation is made.

Therefore, the following safety recommendation was made:

Safety Recommendation 2024-015

It is recommended that the Federal Aviation Administration requires the Boeing Airplane Company to demonstrate that following this serious incident, the design of the slat track housing drain tube on the Boeing 767 family of aircraft continues to comply with the certification requirements for large transport aircraft.

Date Safety Recommendation made: 11 July 2024

LATEST RESPONSE

Response received: 23 August 2024

The FAA is currently reviewing the AAIB's final report in order to determine an appropriate action plan to address this safety recommendation.

The FAA anticipate providing an update to SR 24.026 by August 31, 2025.

Safety Recommendation Status

Open

AAIB Assessment

Partially Adequate

Action Status

Planned Action Ongoing Update Due 31 December 2024

Feedback rationale

The AAIB acknowledges that the FAA is taking steps to determine an action plan to address the Safety Recommendation. An update on the action plan is requested by the end of 2024. (EU Regulation 996/2010 article 18 refers).

RESPONSE HISTORY

N/A