



KÖZLEKEDÉSBIZTONSÁGI
SZERVEZET
TRANSPORTATION SAFETY
BUREAU

Administrator László STORCZER
File number RFO/ 678 / 1 /2009

TSB

Locally

Budapest, 23. June 2009

Subject: On the conclusion of the notification procedure in connection with aviation activity number **2008-334-4**.

Category of occurrence:	Serious incident
Location, time:	LHBP, 11 November 2008
Operator of the aircraft:	Tyrolean Airways Austria
Registration:	OE-LCF
Type:	Bombardier CL600 2B19
Operator registration number:	N/A
Receival of the final report on the technical investigation:	Investigation by the TSB

Description of the occurrence:

The aircraft originally intending only to fly over Hungary, shut down engine #2 at 15:24 (UTC) approx. 50 Nms east from LHBP due to fire indication from the right engine and declaring emergency asked priority landing at LHBP. At 15:38 it landed safely.

Action taken:

The tower launched an alert but the first inspections after landing indicated that the engine was not at fire, there was even no trace of fire. When the technicians of the operator had arrived from Vienna, by troubleshooting they established that the reason of the false fire alarm was attrition at loop B of the fire sensor transmitter. The attrition was located at the 10th stage bleed air duct. Both fire bottles and their cartridges were replaced. With loop B being inoperative, the part was put on a differed item record on the basis of paragraph 26-11-01 of MEL and the aircraft was declared airworthy for one flight until the base.

When the aircraft had been flown home to Vienna, TSB could not follow the further repair process. Thus the representative of the Austrian AIB (BMVIT) assigned with the task of investigating the incident has been contacted, who gave detailed information about the whole process of troubleshooting. According to this, the following checks and replacements were performed on the aircraft:

VIE 12.11.2008

- RH engine cowlings and 10th stage bleed air duct acc. AMM 71-12-01 and 36-11-31 removed.
- RH engine fire detection circuit card zone A acc. AMM 26-10-02-000/400-801 and sensing elements 2A1EZ/2A3EZ acc. AMM 26-11-01-000/400-801+802 **replaced**.
- Installed r/h engine 10th stage bleed duct acc. AMM 36-11-31-400-802.
- Engine run acc. AMM 71-00-00 satisfactory.
- Rechecked bleed duct clamp area and ducts for leakage without findings.
- Additional wiring check acc. WDM 26-11-00 and operational test of DCU`s acc. AMM 31-41-04-710-801 satisfactory.

➤ **Aircraft released to service.**

The occurrence does not necessitate further technical investigation or action from TSB thus the case is considered to be closed.

Comments: none.

Safety recommendation: The IC has not revealed any circumstance which would have called for a safety recommendation.

László MÉSZÁROS
Director-General