



TSB

Locally

Budapest, 21 July 2011

Subject: On the conclusion of the notification procedure in connection with aviation activity number **2010-144-4**.

Category of occurrence:	Aviation incident
Location, and date of occurrence:	Airspace of Romania, 16 June 2010
Aircraft operator:	TNT Airways SA
Aircraft registration:	OO-TAY
Aircraft type:	BRITISH AEROSPACE 146-200
Operator registration number:	Not known
Date of receipt of the draft final report on the technical investigation:	Investigated by TSB Hungary

Description of the occurrence:

The aircraft type BA-146-200 was flying from LROP (Bucharest-Henri Coanda) to EBLG (Liege-Bierset) as a cargo flight. After taking off in Bucharest and reaching the cruise altitude FL280, the aircraft had to get through a squall line in the circumstances of medium intensity of icing. Then first the error signal "R ZONE HI TEMP" and next the error signal "CABIN HI ALT" appeared on the display. The crew communicated the message PAN-PAN to the air traffic control, asking for a permit to descend, and when they received no answer due to the squall they issued a MAYDAY-MAYDAY notification blind, then selected code 7700, and began to descend. They decided to perform a diverted landing at Timisoara but when they got out of the clouds the radio connection with ATC was restored and the emergency situation was cancelled. At the altitude FL100, after consulting with TNT OPS, they requested permit to perform a diverted landing for technical reasons in Budapest instead of Timisoara. Then they performed descent and landing according to the normal procedure at Budapest Ferihegy Airport.

Actions taken:

According to the initial classification of the occurrence (serious aviation incident), TSB Hungary began the investigation. Pursuant to requirements in ICAO ANNEX 13, TSB sent a notification the authorities interested, and asked the operator for the documents necessary for the investigation and the data recorded on the flight data recorder. In the meantime, the operator's maintenance organization sent its experts to Budapest to perform the necessary repairs. After viewing the data received from the operator, the IC established the following:

- At the time of the occurrence investigated, the aircraft had an airworthiness review certificate valid until 20 January 2011.
- The flight hour data of the aircraft at the time of the occurrence is as follows: TSN 24953 hours / CSN 21459 cycles.

- The last general overhaul (C check) of the aircraft was performed in December 2010 to January 2011 at 24579 flight hours, pursuant to the maintenance instruction.
- The crew had the required valid annual certificate and the necessary experience to perform the flight task.

In the course of the trouble shooting in Budapest, TNT's own technical service established, on the basis of the error message (overheating in the main hot-air line) stored by the on-board computer, that there is leakage in the hot air hose of the de-icer of the leading edge at the suspension (pylon) of Engine 4. Leakage stopped upon replacement of the pack (P/N 706-3-250) of the hose. Leakage was found also at the Pack 1 VLV valve. Upon replacing the pack, the system automatically became hermetic again. After a system check performed with engine test, the aircraft was declared operable.

The IC established, on the basis of checking the data stored on the flight data recorder, that the activity of the crew was compliant with the requirements specified in the Flight Crew Operation Manual (FCOM).

On the basis of the investigation performed by TSB, the initial classification "serious aviation incident" of the occurrence was unjustified, so it was reclassified as an "aviation incident".

The case requires no further technical investigation on the part of TSB Hungary, and thus we consider the case to be closed.

Safety recommendation: The IC found no circumstances which would require the issuance of a safety recommendation.

Dr. Loránd BECSKE
Director-General

NOTE:

This document is the translation of the Hungarian version of the concluding letter.

Although all effort has been made to translate it as accurately as possible, discrepancies may occur.

In this case, the Hungarian is the authentic, official version.