

XV249 Flight Safety Investigation Report Recommendations Progress as at November 2008

Recommendation 28a

The Nimrod IPT advertises the importance of removing AVTUR and OX-87 leakage or spillage from the area of the air cross-feed pipe.

Progress

This recommendation has been implemented.

Comment

- Checks for AVTUR and OX-87 leaks and fluid contamination are now carried out as part of every before and after flight servicing.

Recommendation 28b

The Nimrod IPT considers replacing all cross-feed pipe clamp blocks and mandating their replacement if fuel or OX-87 contamination is suspected.

Progress

This recommendation has been partly implemented.

Comment

- All cross-feed pipe clamp blocks on the Nimrod fleet will be replaced by March 2009. A decision to replace clamp blocks contaminated by fuel or OX-87 will be taken by the Nimrod IPT on a case-by-case basis. Given that the cross-feed pipe is no longer used in flight, a clamp block with fluid contamination, or suspected of being contaminated, will be replaced if it is considered that the safety of the aircraft will be compromised by not doing so.

Recommendation 28c

The Nimrod IPT tasks further investigation to determine the auto-ignition temperature of AVTUR when combine with the bonding compound within the cross-feed pipe mounting block.

Progress

This recommendation has not been implemented.

Comment

- The Nimrod IPT is not tasking further investigation into auto ignition temperatures. The current regime of before and after flight inspection for fluid contamination and the prohibition of use of the cross feed duct after engine start reduces the risk to as low as reasonably practicable.

Recommendation 28d

The Nimrod IPT continues the current RTI requirement to inspect pannier bays and MR2 bomb bays after every flight.

Progress

This recommendation continues to be implemented.

Recommendation 28e

The Nimrod IPT considers the Human Factors report advice on modifications to the cross-feed valve switches and indicators.

Progress

Ongoing.

Comment

- The Nimrod IPT is working closely with the Nimrod Aircraft Engineering Development and Investigation Team (NAEDIT), based at RAF Kinloss, on this issue. If the need for additional risk mitigation through modifications is agreed to be necessary then this work is expected to produce design solutions in early 2009.

Recommendation 28f

OC 51 Squadron takes action to investigate the perception of a blame-culture within 51 Sqn engineering personnel.

Progress

This recommendation has been implemented.

Comment

- OC 51 Squadron has investigated the perception of a blame culture within 51 Sqn engineering personnel. He has reviewed supervisory and management practices, instigated engineering forums, re-focused the Quality Management System, ceased use of personnel files for engineering matters and introduced individual Human Factors training. No 51 Squadron is working closely with the RAF Centre of Aviation Medicine throughout 2008, to continue to monitor improvements made in the Squadrons Human Factors culture.

Recommendation 28g

STANEVAL liaise with the Nimrod IPT prior to issue of advice to aircrew in order to ensure consistency of advice to aircrew and ground-crew.

Progress

This recommendation has been completed, with the required processes in place.

Comment

- This recommendation has been completed, with STANEVAL liaising with aircrew, the Nimrod IPT and other agencies, as appropriate.

Recommendation 28h

The Nimrod IPT reviews the need for challenge and response checks to be part of engine ground running procedures and TQA training.

Progress

Ongoing.

Comment

- The Nimrod IPT is working with NAEDIT to investigate procedural changes and training requirements. This work is expected to conclude in early 2009.

Recommendation 28i

The Nimrod IPT tasks NAEDIT to identify the timing requirements to be followed for engine starts and amend the ground-crew ground running procedures.

Progress

Ongoing.

Comment

- The Nimrod IPT is working with NAEDIT, to investigate the timing requirements. This work is expected to conclude in early 2009.