

## Follow-up Action on Occurrence Report

**SERIOUS INCIDENT INVOLVING AIRBUS A320-214, G-BXKD, AT GATWICK AIRPORT ON 15 JANUARY 2005  
(LEFT NOSE WHEEL DETACHED FROM AIRCRAFT DURING THE TAKEOFF)**

**CAA FACTOR NUMBER** : F38/2005  
**FACTOR PUBLICATION DATE** : 10 November 2005  
**OPERATOR** : Thomas Cook Airlines UK  
**CAA OCCURRENCE NUMBER** : 2005/00250  
**AAIB REPORT** : Bulletin 10/2005

### SYNOPSIS

(From AAIB Report)

The left nose wheel detached from the aircraft during the takeoff from London (Gatwick) Airport. Airport staff saw the wheel fall off and the flight crew were notified by Air Traffic Control (ATC). After holding for two hours, to burn off fuel and reduce the landing weight, the aircraft landed safely at Gatwick. The nose wheel detached as the result of the partial seizure of the outer wheel bearing, most probably caused by water contamination of the grease in the bearing. Four Safety Recommendations have been made.

### FOLLOW UP ACTION

The four Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

#### Recommendation 2005-72

The European Aviation Safety Agency should ensure that Airbus undertakes a further investigation into the failure of the nose wheel bearings on the A319/320/321 series of aircraft.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2005-73**

The European Aviation Safety Agency should ensure that the preventative measures identified by Airbus are introduced into the A319/320/321 series of aircraft to a timescale commensurate with the risk.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed****Recommendation 2005-74**

For newly manufactured aircraft, the European Aviation Safety Agency should require that no single electrical bus failure terminates the recording of both cockpit voice recorder and flight data recorder.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed****Recommendation 2005-75**

For newly manufactured aircraft, the European Aviation Safety Agency should require that the cockpit voice recorder and cockpit area microphone are provided with an independent 10 minute back-up power source, to which the cockpit voice recorder and cockpit area microphone are switched automatically, in the event that normal power is interrupted.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**