

JTSB Safety Recommendation to the FAA

January 23, 2009

Aircraft Serious Incident - JA767B (Boeing 767-300)
Operated by Skymark Airlines
Occurred at Kagoshima Airport on Dec. 1, 2005

The Japan Transport Safety Board, after having reviewed this serious incident, recommends that the Federal Aviation Administration (FAA) of the United States of America examine the following item of all the General Electric CF6-80C2 series engines and take necessary measures.

“Realignment of the engine fire detector locations”

In this serious incident, after the aircraft took off, the fire warning of the right engine, where flame had started, did not activate even when a significant area of the right engine core cowl melted, and it took more than about one minute and 30 seconds before the fire warning activated.

The airworthiness standard (FAR25.1203(a)) specifies that numbers and locations of fire detectors ensure prompt detection of fire in each designated fire zone.

However, in the case of this serious incident, judging from the extent of the damage to the core cowl, it is difficult to say that fire was “detected promptly” as set forth in the standard.

Therefore, the designers and manufacturers of the aircraft should examine numbers and locations of fire detectors to ensure prompt detection of a fire in an engine designated fire zone.