

Air Transat Flight 236

Introduction

- Flight Info
- Overall Situation

Progression of a flight

- Standard Flight Routine
- First Problems
- Snowball Effect
- Situation Finale

Outcome

- Investigation
- Aftermath

Flight Info





Toronto, Canada Lisbon, Portugal



Air Transat - Airbus A330



23-24/08/2001



8:52 PM (ET)



306 (293 passengers + 13 crew members)



Captain Robert Piché Age: 48



First officer Dirk de Jager Age: 28

Overall Situation



Landing speed: 200 knots (370 km/h)

Landing run: 2.3 km

Runaway length: 3 km

No victims

2 people seriously injured





Snowball Effect

- Significantly lower fuel level in right engine
- Flight manual suggested crossfeed
- Calculations discovering a fuel leak
- Decision to divert the flight
- Right engine shuts down
- 13 minutes later left engine cuts out

Bad situation

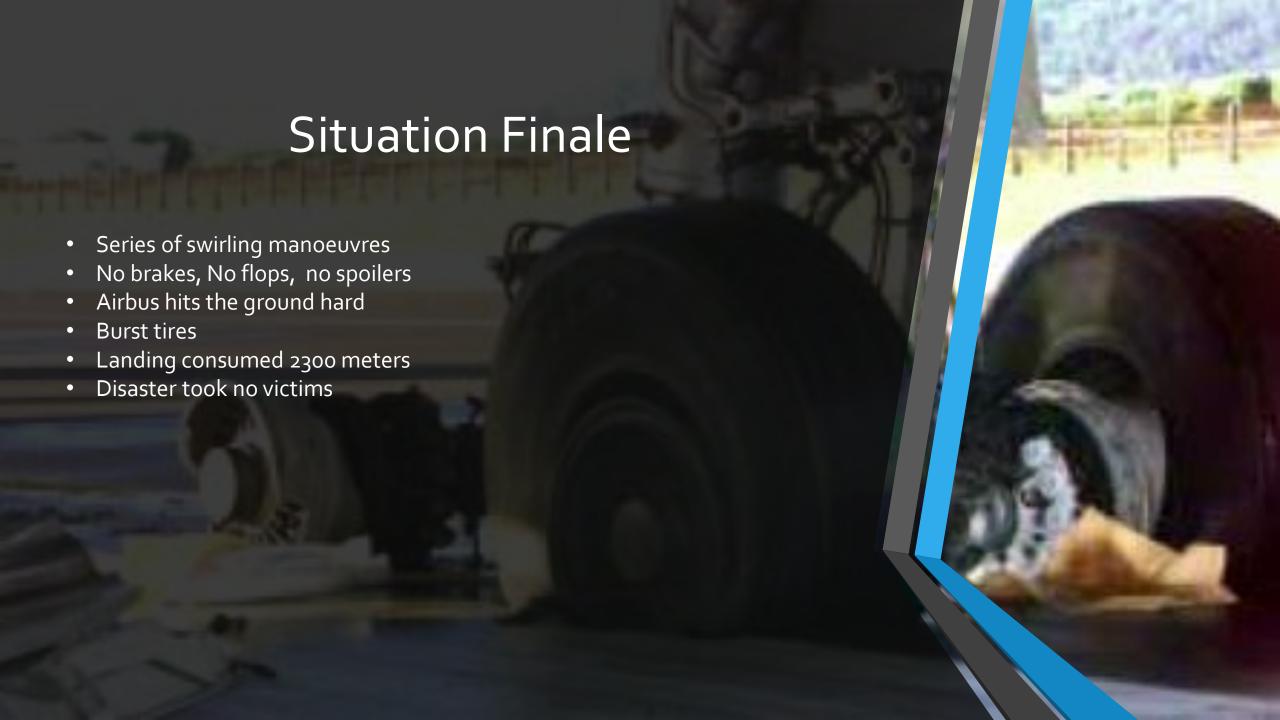
Nearest land: Lajes airport - 280 km away

Altitude: 12 000 m

Ram air turbine deploys

Passengers must wear life jackets

Oxygen masks drop down

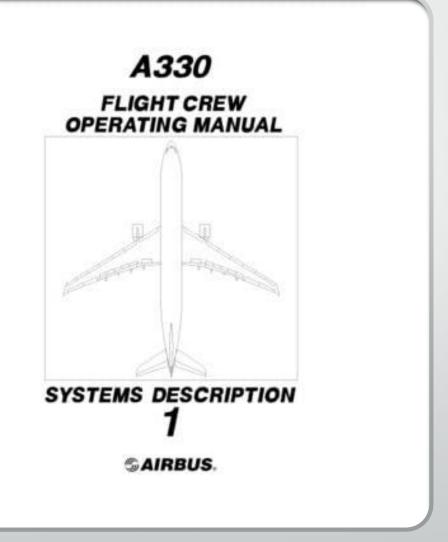


Investigation

- Aviation Accidents Prevention and Investigation
 Department investigated the accident along with Canadian and French authorities
- Engine number 2 faulty maintenance
- Replacement unit supplied with a hydraulic pump
- Incompatible part from a similar model
- Few millimetres of difference caused the fuel line rupture
- Pilots marginalised warnings

Aftermath

- Flight manuals now have more procedures about fuel leaks
- Air Transit cares more about pilots' knowledge of the manual
- Rolls Royce announced the incompatibility of the relevant part engines
- Onboard computer have more sensors



Resources:

- https://en.wikipedia.org/wiki/Air_Transat_Flight_236
- https://www.dailymotion.com/video/x1162dc