



*State Commission on  
Aircraft Accident Investigation*

Warsaw, 31 October, 2013

**Second Interim Statement  
of the State Commission on Aircraft Accident Investigation  
on investigation into air accident No 1400/2011**

Acting under Article 16 par. 7 of the **Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC** (EU Journal of Laws L. 2010.295.25) and in compliance with the principles set out in Annex 13 to the Convention on International Civil Aviation, the State Commission on Aircraft Accident Investigation releases the Second Interim Statement on the accident to BOEING B767 airplane, registration marks SP-LPC, which occurred on 1 November 2011 (Occurrence No 1400/2011).

The investigation into the occurrence is being conducted by the SCAAI Investigating Team in the following composition:

MSc (Eng.) Piotr Lipiec	- Investigator-in-Charge
D (Eng.) Stanisław Żurkowski	- member of the Team
MSc (Eng.) Bogdan Fydrych	- member of the Team
MSc (Eng.) Edward Łojek	- member of the Team
Eng. Tomasz Makowski	- member of the Team
MSc (Eng.) Stanisław Kaczmarczyk	- SCAAI expert
MA Elżbieta Stolarek	- SCAAI expert
MSc (Eng.) pilot Waldemar Targalski	- SCAAI expert
MSc pilot Wiesław Jedynek	- SCAAI Team expert

Due to the fact that Mr. Waldemar Targalski terminated his contract with SCAAI, the SCAAI Chairman appointed Mr. Piotr Lipiec, to take over the position of the Investigator-In-Charge for investigation of the air occurrence No 1400/11. The appointment came into force on 1 May 2013. Mr Piotr Lipiec has been involved in the investigation into causes and circumstances of the accident since the beginning.

Actions of the SCAAI Investigating Team since release of the last Interim Statement:

- continuation of analysis of the technical and maintenance documentation of the airplane with the main focus on analysis of BOEING B767 airplane systems and onboard installations related to the functions of the C829 (A1) BAT BUS DISTR circuit breaker and possibilities of its undocumented use during maintenance works,
- analysis of usefulness of the further mechanical testing of the C829 circuit breaker for a possibility of untypical setting it into “Off” position,

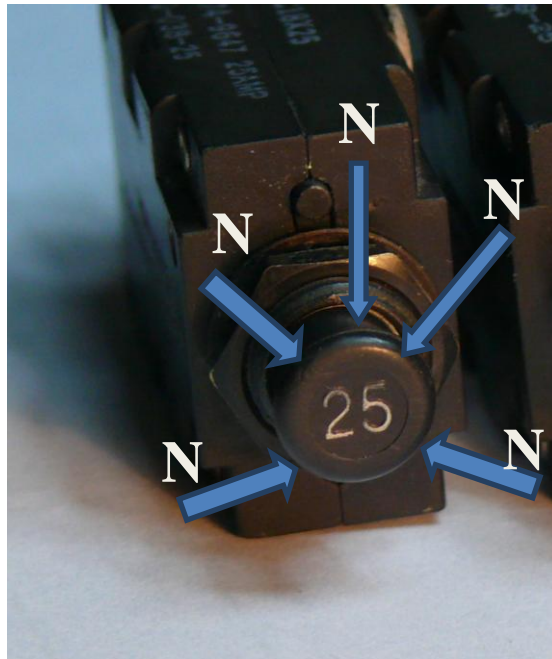


Photo. 1 Possible variants of forces acting on the head of the circuit breaker set into “On” position.

Until the day of release of the Second Interim Statement all test and researches by the SCAAI Investigating Team have been completed.

Currently the work is being focused on the summary of all analysis and researches results, which will serve to formulate the final conclusions. The SCAAI Investigating Team is currently working on the draft Final Report.

State Commission on Aircraft Accident Investigation still deems valid all proposed safety recommendations forwarded in June 2012 to the appropriate authorities, according to Article 17 par. 1 of the Regulation (EU) No 996/2010 of the European Parliament and of the Council and Chapter 6 par. 6.8 of Annex 13 to the Convention on International Civil Aviation.

SCAAI was informed in writing that the safety recommendations proposed to the LOT Polish Airlines had been partially implemented.

The safety recommendations proposed to the Management of the Warsaw Chopin Airport were discussed during the meeting of the airport and SCAAI representatives.

The safety recommendations proposed to FAA (USA) and BOEING have not been commented by the addressees until the day of release of the Second Interim Statement.

Since all researches and tests have been completed the SCAAI Investigating Team is currently working only on the draft Final Report.

*According to Article 17 par. 3 of the Regulation (EU) No 996/2010 of the European Parliament and of the Council “A safety recommendation shall in no case create a presumption of blame or liability for an accident, serious incident or incident.”*

Investigator-in-Charge

MSc (Eng.) Piotr Lipiec