

Follow-up Action on Occurrence Report

ACCIDENT TO A321 / B747, EI-CPE/G-BNLK, AT HEATHROW AIRPORT ON 23 MARCH 2004
(COLLISION BETWEEN AIRCRAFT ON TAXIWAY AND AIRCRAFT BEING TOWED)

CAA FACTOR NUMBER : F54/2004
FACTOR PUBLICATION DATE : 14 December 2004
OPERATOR : Aer Lingus / BA
CAA OCCURRENCE NUMBER : 2004/01755
AAIB REPORT : Bulletin 11/2004

SYNOPSIS

(From AAIB Report)

Whilst EI-CPE was stationary on Taxiway U, behind an A330 at the ETTIV holding point, its rudder was struck by the wing tip of G-BNLK, which was under tow along Taxiway A. The investigation revealed that the towing crew of G-BNLK had assumed that as they had been cleared to tow, they would be clear of all obstacles. Three recommendations have been made as a result of this investigation.

FOLLOW UP ACTION

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

Recommendation 2004-72

The Civil Aviation Authority should consider amending Rule 37(2) of the Air Navigation Order (CAP 363) to specifically make it the duty of those persons responsible for the towing of aircraft on manoeuvre areas of aerodromes to take all possible means to ensure that the aircraft under tow does not collide with another aircraft, or other obstacle, regardless of any Air Traffic Control or Ground Movement Control clearance.

CAA Response

The CAA accepts the Recommendation and will consider amending Rule 37(2) of the Air Navigation Order (CAP 363) to specifically make it the duty of those persons responsible for the towing of aircraft on manoeuvre areas of aerodromes to take all possible means to ensure that the aircraft under tow does not collide with another aircraft, or other obstacle, regardless of any Air Traffic Control or Ground Movement Control clearance".

CAA Status - Open

Recommendation 2004-73

The Civil Aviation Authority should enhance CAP 642 Airside Safety Management to include guidance on the responsibilities of towing crews of aircraft under tow, especially with regard to obstacle and wingtip clearance in aircraft manoeuvring areas so that such clearance is not inferred from ATC clearances to tow an aircraft.

CAA Response

The CAA accepts the Recommendation. Action will be taken to amend CAP 642 through the AOA/CAA CAP 642 Working Group, and the CAA will issue appropriate information to aerodrome operators.

CAA Status - Open

Recommendation 2004-74

British Airports Authority plc should ensure that training of individuals for the issue of 'C' manoeuvring area licences, includes the responsibilities of drivers for obstacle clearance and that ATC clearance instructions does not infer obstacle or wingtip clearance.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed