

Follow-up Action on Occurrence Report

ACCIDENT TO BOEING B737-78J, YR-BGF, AT LONDON HEATHROW AIRPORT ON 4 MARCH 2004

(AIRCRAFT ENGINE COWLING COLLIDED WITH STAND DURING PARKING)

CAA FACTOR NUMBER : F19/2005
FACTOR PUBLICATION DATE : 07 June 2005
OPERATOR : Tarom
CAA OCCURRENCE NUMBER : 2004/01303
AAIB REPORT : Bulletin 5/2005

SYNOPSIS

(From AAIB Report)

When parking nose in to Stand 214 at London Heathrow Airport, the Captain thought he was expected to use the AGNIS and mirror guidance system which had been turned on by the handling agents. However, as both the flightcrew and groundcrew were unaware that Boeing 737 aircraft required a marshaller in order to park on this stand (due to an inherent difficulty in seeing the STOP mark in the mirror), the aircraft was taxied forward by the commander. Also, as a result of a previously unnoticed problem, the correct nosewheel stop mark was obscured in the mirror, from the left seat pilot's position, by an aircraft tug which was parked in the designated area adjacent to the stand. The commander, however, could see the end of the centreline marking, which took the form of a T and adjacent to which were some chocks, and assumed that to be the correct point at which to stop. Although the emergency stop light had been illuminated by the groundcrew, this was not in the commander's field of view when looking at the mirror to his left. As a result, the upper part of the No 1 engine cowling made contact with the stand jetty. Five safety recommendations are made to the Airport Operator.

FOLLOW UP ACTION

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

Recommendation 2005-09

It is recommended that Heathrow Airport Limited should provide information on each stand to enable the handling agents to be sure that the aircraft attempting to park is compatible with the guidance system installed.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-10

It is recommended to Heathrow Airport Limited that when temporary restrictions apply, such as the requirement to use a marshaller when an aircraft is manoeuvring to park on a stand, an appropriate procedure should be developed to ensure that this information is made available promptly and clearly to all ground personnel associated with parking aircraft on such stands.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-11

It is recommended that, in addition to the stop light at the end of each stand, Heathrow Airport Limited should also install an emergency stop light adjacent to any aid used by the pilot for alignment, or stopping, in such a position that, irrespective of which aid is being used, the light falls within the handling pilot's field of vision.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-12

It is recommended that Heathrow Airport Limited should carry out a review of current guidance systems currently in use to ensure they provide adequate guidance for all aircraft types that are expected to use any particular stand, with particular reference to those stands where operators have already raised individual concerns.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-13

It is recommended that Heathrow Airport Limited should carry out a review of parking facilities for ground equipment in the vicinity of aircraft parking stands to ensure that ground equipment does not interfere with the correct use by flight crews of the stand guidance system.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed