

# Follow-up Action on Occurrence Report

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*ACCIDENT TO BOEING 737-600, 7T-VJT, AT LONDON GATWICK AIRPORT ON 31 MAY 2006*

**CAA FACTOR NUMBER** : F24/2007  
**FACTOR PUBLICATION DATE** : 10 August 2007  
**OPERATOR** : Air Algerie  
**CAA OCCURRENCE NUMBER** : 2006/04506  
**AAIB REPORT** : Bulletin 7/2007

### SYNOPSIS

From AAIB Report:

The aircraft taxied onto the stand centreline but failed to stop before its left engine cowling came into contact with the airbridge. The commander misunderstood the information provided by the parking aids and overran the correct stopping point whilst looking for a positive indication to stop. The emergency stop signal was not activated by either of the two ground staff present because confusion existed about when and how to operate it.

### FOLLOW UP ACTION

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

#### Recommendation 2007-008

It is recommended that the CAA should use all measures that it can to encourage airport operators to expedite their compliance with international standards for visual docking guidance systems as specified in ICAO Annex 14, Chapter 5, section 5.3.24.

#### CAA Response

This CAA accepts this Safety Recommendation. The CAA will, by June 2008, consult industry on a proposal to encourage airport operators to expedite their compliance with Annex 14, Chapter 5, section 5.3.24 by 2010.

**CAA Status - Open**

#### Recommendation 2007-009

It is recommended that Aviance UK should include in its syllabus of training for airport ground staff information on when it is appropriate to activate stand emergency stop signals during aircraft parking manoeuvres, and ensure that a specific assessment of their ability to do so correctly is tested during their initial approved and recurrent training.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2007-010**

It is recommended that Aviance UK should review the system by which operational information is provided to airport ground crews to ensure that it is readily identifiable and accessible to all members of staff who require it in the performance of their duties.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2007-011**

It is recommended that Gatwick Airport Limited should provide ground crew with an effective means of determining whether an aircraft has overrun its correct parking position.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**