

Follow-up Action on Occurrence Report

INCIDENT INVOLVING AIRBUS A310-308, C-FDAT, AT MANCHESTER AIRPORT ON 15 JULY 2003
(AIRCRAFT ENGINE COWLING STRUCK INCORRECTLY PARKED AIRBRIDGE)

CAA FACTOR NUMBER : F17/2004
FACTOR PUBLICATION DATE : 15 April 2004
OPERATOR : Air Transat
CAA OCCURRENCE NUMBER : 2003/04654
AAIB REPORT : Bulletin 3/2004

SYNOPSIS

(From AAIB Report)

Following a technical problem, the airbridge on Stand 6 at Manchester Airport could not be parked in the correct position. From the remote location of Apron Control, the stand allocator was unaware that Stand 6 was obstructed and so allocated it to an arriving A310 aircraft. Although, irrespective of the position of the airbridge, a marshaller was required to guide the aircraft on to the stand, the stand allocator also activated the Stand Entry Docking Guidance (SEGD) lighting. The marshaller arrived at the stand when the A310 was already manoeuvring to park and following the illuminated SEDG. Neither the aircraft commander nor the marshaller noticed that the airbridge was incorrectly parked until it was too late to prevent the upper surface of the aircraft's left engine cowling striking the underside of the airbridge as the marshaller signalled the aircraft to stop. Two safety recommendations are made which address control of the SEDG systems at Manchester Airport. A third safety recommendation is addressed to the CAA proposing an expansion of the UK aerodrome audit process to include the control and use of SEDG systems.

FOLLOW UP ACTION

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

Recommendation 2003-131

Manchester Airport plc should ensure that Stand Entry Docking Guidance lighting is not activated by Apron Control until a positive communication has taken place with staff at the stand confirming that the stand is clear. Until the aircraft has parked and shut down its engines, those staff should remain available at the stand to inform Apron Control if the stand subsequently becomes obstructed.

CAA Response

This Recommendation is not addressed to the CAA.

The ready acceptance by Manchester Airport plc is welcomed and future progress in acting upon the Recommendation will be monitored by the CAA.

CAA Status - Closed

Recommendation 2003-132

For the airbridges and stands serving Terminals 1 and 3, Manchester Airport Plc should, within a reasonable timescale, fund and develop Stand Entry Docking Guidance lighting controls and associated procedures that comply with the advice and guidance contained in Civil Aviation Publication (CAP) 642.

CAA Response

This Recommendation is not addressed to the CAA.

The ready acceptance by Manchester Airport plc is welcomed and future progress in acting upon the Recommendation will be monitored by the CAA.

CAA Status - Closed

Recommendation 2004-08

The UK Civil Aviation Authority should consider including within future audits of UK aerodromes compliance with CAP 642 advice in respect of the control and use of Stand Entry Docking Guidance systems.

CAA Response

The CAA accepts this Recommendation.

The Aerodrome Standards Department of the Civil Aviation Authority has included a review of Stand Entry Docking Guidance systems and associated procedures, to ensure conformity with CAP 642 advice, in its forthcoming aerodrome audit programme.

CAA Status - Closed