

Follow-up Action on Occurrence Report

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**ACCIDENT TO DH82A TIGER MOTH, G-APAO, AT DUXFORD AERODROME ON 29 JULY 2004
(AIRCRAFT STRUCK A RUNWAY EDGE MARKER DURING LANDING)**

CAA FACTOR NUMBER : F11/2005
FACTOR PUBLICATION DATE : 15 March 2005
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/05151
AAIB REPORT : Bulletin 3/2005

SYNOPSIS

(From AAIB Report)

During a baulked landing on a temporary grass runway, the right main landing gear of the aircraft struck a proprietary 'Tribox' marker, being used to mark the runway's left edge. This caused the aircraft to decelerate, caused damage to the landing gear and gave the pilot cause to abandon his attempt to go-around. The investigation identified that the marker did not satisfy Civil Aviation Authority (CAA) requirements in terms of size, weight, or frangibility.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2004-106

It is recommended that the United Kingdom Civil Aviation Authority Aerodrome Standards Department publish advice to aerodrome operators to ensure that obstacles placed within a runway's Cleared and Graded Area are genuinely lightweight and frangible taking into account the types of aircraft that commonly use the runway.

CAA Response

The CAA accepts the Recommendation and will issue informal guidance to industry regarding the frangibility of obstacles placed in the runway cleared and graded area by the end of March. Additionally, those aerodromes that use such markings will be contacted, to ensure that they are aware of the issue and the next amendment to CAP 168 will include guidance material regarding such markings and their frangibility - target date October 2005.

CAA Status - Open