

## Follow-up Action on Occurrence Report

*ACCIDENT TO BOEING B747-436, G-BNLG, AT LONDON HEATHROW AIRPORT ON 21 APRIL 2004*

**(AIRCRAFT STRUCK AIRBRIDGE WHILST PARKING)**

**CAA FACTOR NUMBER** : F20/2005  
**FACTOR PUBLICATION DATE** : 07 June 2005  
**OPERATOR** : BA  
**CAA OCCURRENCE NUMBER** : 2004/02443  
**AAIB REPORT** : Bulletin 5/2005

### SYNOPSIS

(From AAIB Report)

Whilst attempting to park on its allocated stand, the aircraft struck the airbridge, which had been parked in the wrong position, with its left wing. Recent work altering the stand's alignment resulted in a choice of parking positions for different aircraft types and corresponding parking positions for the airbridge. The investigation revealed the airbridge had been parked in a position marked for aircraft parking on a different part of the stand.

### FOLLOW UP ACTION

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

#### Recommendation 2005-14

It is recommended that Heathrow Airport Limited should expedite the program to install duplicate emergency stop buttons at all of its airbridge control stations and ensure that all such buttons are clearly and unambiguously marked.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2005-15**

It is recommended that Heathrow Airport Limited should identify a management post responsible for the maintenance, development and safety of aircraft stand parking guidance systems.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2005-16**

It is recommended that Heathrow Airport Limited should review the system by which Operational Safety Instructions are published to ensure that they are either incorporated into a relevant document, such as the Aerodrome Manual or Aeronautical Information Publication, or are provided with an effective index such that the information they provide is readily identifiable.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2005-17**

It is recommended that Heathrow Airport Limited should ensure that operating instructions are prominently displayed on any aircraft stand, including the airbridge, where changes in the operation have been made or where the mode of operation is non-standard.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2005-18**

It is recommended that Heathrow Airport Limited should review all ground markings related to aircraft parking stands, to ensure that their meanings are unambiguous, that markings are clearly displayed and that clear diagrams of such markings are prominently displayed on any aircraft stand.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2005-19**

It is recommended that the Civil Aviation Authority should conduct a comprehensive, documented, audit of the Heathrow Airport Limited airside safety system.

**CAA Response**

The CAA will conduct and document an audit of the airside safety system at Heathrow Airport, during the annual aerodrome licensing audit from 26-30 September 2005.

**CAA Status - Open**

**Recommendation 2005-20**

It is recommended that British Airways should require that a member of their ground crew assumes the responsibility of being adjacent to the ground level emergency STOP light button and of monitoring the arrival of the aircraft onto the stand, whenever ground crews are present on a stand whilst an aircraft is manoeuvring to park.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**