

Follow-up Action on Occurrence Report

**SERIOUS INCIDENT INVOLVING A340 / B777, 6Y-JMP / N781UA, AT LONDON HEATHROW AIRPORT ON 14 JULY 2004
(GROUND COLLISION BETWEEN TWO AIRCRAFT DURING TAXI)**

CAA FACTOR NUMBER : F32/2005
FACTOR PUBLICATION DATE : 11 October 2005
OPERATOR : Air Jamaica / United A/L
CAA OCCURRENCE NUMBER : 2004/04663
AAIB REPORT : Bulletin 9/2005

SYNOPSIS

(From AAIB Report)

The holding area for Runway 27L at London Heathrow Airport is wide enough for two 'heavy' aircraft to position side by side and aircraft entering this area essentially follows a single yellow taxiway centreline, which then splits into two parallel lines. Prior to departure, an Airbus A340 was stationary, well short of the N2W traffic bar behind an Airbus A320, which was stopped at the NB2W traffic bar, in the holding area awaiting its turn to line up. It was positioned on the southern most line, on the right of the holding area. Whilst in that position, a Boeing 777 was instructed to taxi forward and hold on the left of the holding area. As it passed behind the A340, the handling pilot made use of reference points within the cockpit to assure wingtip clearance from the A340's tail but, as he continued along the northern taxiway line, the right wingtip of the B777 made contact with the left winglet of the A340. At the point of contact, the B777 had not reached the section of the line parallel to that upon which the A340 was parked. Although the B777 flight crew thought that the A340 was closer than it might be at other airports, this was not considered unusual for Heathrow. Four recommendations are made addressing issues arising from the preservation of Cockpit Voice Recorder data.

FOLLOW UP ACTION

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

Recommendation 2005-51

It is recommended that the Joint Aviation Authorities, in common with the Federal Aviation Administration intent, mandate a minimum recording duration of two hours of all aircraft currently required to be fitted with a Cockpit Voice Recorder.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-52

It is recommended that the Federal Aviation Administration and the Joint Aviation Authorities review their processes of oversight of Operator's procedures and training support to ensure the timely preservation of Cockpit Voice Recorder recordings in accordance with ICAO Annex 6 Part I, II.6, following a serious incident or accident. The operator procedures and training should provide necessary skills and information to identify accidents and serious incidents and implement the necessary tasks to preserve these recordings in a timely manner.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-53

It is recommended that the Federal Aviation Administration require United Airlines, and any other airline regulated by the Federal Aviation Administration with similar procedures, to amend their procedures to ensure prompt identification of accidents and serious incidents and timely preservation of Cockpit Voice Recorder recordings.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-54

It is recommended that the Federal Aviation Administration require United Airlines to amend their relevant procedures so as to ensure that flight and ground crews are made fully aware of their obligation following an accident or serious incident to allow unhampered access by the appropriate national Air Accident Investigation authorities to the flight recorders by complying with the requirements of ICAO Annex 13, paragraph 5.6, and associated national legal requirements.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed