

Follow-up Action on Occurrence Report

**ACCIDENT INVOLVING B767-204 / G-SATR AND B737-37Q, / G-ODSK, AT MANCHESTER AIRPORT
ON 4 NOVEMBER 2004**

(GROUND COLLISION BETWEEN TWO AIRCRAFT DURING TAXY)

CAA FACTOR NUMBER : F2/2006
FACTOR PUBLICATION DATE : 11 January 2006
OPERATOR : Excel Airways / British Midland Airways
CAA OCCURRENCE NUMBER : 2004/07998
AAIB REPORT : Bulletin 12/2005

SYNOPSIS

(From AAIB Report)

The left wing of the taxiing Boeing 767-200 struck the right horizontal stabiliser of the stationary Boeing 737-300. Both aircraft were awaiting departure from Runway 24 Left at Manchester. The investigation concluded that the B767 commander, who bore primary responsibility for collision avoidance, misjudged the available separation due to a combination of physiological limitations, distractions and a false assumption regarding the ATC clearance. Three safety recommendations are made, concerning flight crew awareness of clearance issues, recording of communications on the Airport Fire Service frequency and ATC procedures at Manchester Airport.

FOLLOW UP ACTION

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

Recommendation 2005-124

The Civil Aviation Authority should consider publicising the circumstances of this accident with a view to raising flight crews' awareness of their responsibilities for collision avoidance during taxiing as detailed in CAP 637 and the Air Navigation Order.

CAA Response

The CAA accepts this Recommendation.

The CAA published a Flight Operations Department Communication (FODCOM) for the attention of all operators, publicising the circumstances of the accident and recommending that operators' operations and training manuals and guidance are reviewed to ensure that flight crews are made aware of their responsibilities for collision avoidance whilst taxiing aircraft. The FODCOM was issued at the end of December 2005.

CAA Status - Closed

Recommendation 2005-125

The Civil Aviation Authority should consider mandating the recording of frequency 121.6 MHz at those airfields where provision of the frequency is required.

CAA Response

The CAA accepts this recommendation.

The CAA is currently consulting with industry on a requirement for both the provision and recording of 121.6 MHz at airfields where Air Traffic Control is provided.

CAA Status - Open

Recommendation 2005-126

Manchester Airport Air Traffic Control should review local working practises with regard to the south side taxiways to ensure that they are standardised and accurately reflect the requirements of MATS Part 2. Furthermore, MATS Part 2 should be reviewed to ensure that the fullest information on the south side taxiways is included to assist controllers.

CAA Response

This recommendation is not addressed to the CAA.

CAA Status - Closed