

Follow-up Action on Occurrence Report

**ACCIDENT TO B777-200 / A340-300, N-781AN / TC-JDK, AT LONDON HEATHROW AIRPORT
ON 6 NOVEMBER 2005
(AIRCRAFT COLLIDED IN AIRPORT HOLDING AREA)**

CAA FACTOR NUMBER : F30/2006
FACTOR PUBLICATION DATE : 11 September 2006
OPERATOR : American Airlines / THY
CAA OCCURRENCE NUMBER : 2005/09181
AAIB REPORT : Bulletin 8/2006

SYNOPSIS

(From AAIB Report)

Aircraft entering the Holding Area prior to departure from Runway 27L at London Heathrow Airport, initially follow a single yellow taxiway centreline, which splits into two parallel lines within the holding area. This is wide enough for two 'heavy/widebody' aircraft to position side by side when lined up on the parallel lines. Prior to departure, a Boeing 777 (B777) was holding, in turn, at N2W behind a Boeing 737-800 (B737), in the Holding Area. Whilst in this position, an Airbus A340

(A340) was instructed to taxi to N2E. As it passed behind the B777, the A340's right winglet made contact with the B777's left elevator and its left wing tip. The A340 had not reached the section of the line parallel to the parked B777. This accident happened at the same location as a collision between similar aircraft types reported in AAIB Bulletin 9/2005, reference EW/C2004/07/03.

Two recommendations are made addressing the issues of the design and operation of the Holding Area for Runway 27L at London Heathrow Airport.

FOLLOW UP ACTION

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

Recommendation 2006-58

It is recommended that Heathrow Airport Limited review the current layout/design of the Holding Areas for departing aircraft, to ensure that wingtip clearance is maintained between manoeuvring aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-59

It is recommended that Heathrow Airport Limited, in co-operation with National Air Traffic Services, review the current Air Traffic Control procedures applicable to the Holding Areas for departing aircraft, and any future layout of these Holding Areas, to ensure that adequate wingtip clearance is maintained between manoeuvring aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed