

## Follow-up Action on Occurrence Report

**SERIOUS INCIDENT INVOLVING BOEING B777-232, N-864DA, AT LONDON GATWICK AIRPORT ON 20 MAY 2005  
(AIRCRAFT TAXYING INTO STAND COLLIDED WITH AIRBRIDGE)**

**CAA FACTOR NUMBER** : F37/2006  
**FACTOR PUBLICATION DATE** : 10 November 2006  
**OPERATOR** : Delta Airlines  
**CAA OCCURRENCE NUMBER** : 2005/03883  
**AAIB REPORT** : Bulletin 10/2006

### SYNOPSIS

(From AAIB Report)

The aircraft was taxied onto the stand at an appropriate speed and aligned with the centreline; the airbridge was parked in the correct location. The stand guidance system had been calibrated correctly, and it was serviceable and operating at the time of the incident. The aircraft overran the stopping point and collided with the airbridge. The leading edge of the aircraft's left engine intake cowl was damaged, and there was substantial damage to the airbridge. Ten safety recommendations have been made.

### FOLLOW UP ACTION

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

#### Recommendation 2006-76

It is recommended that BAA should ensure an effective transfer of airside safety related information between all of their airports.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

#### Recommendation 2006-77

It is recommended that Gatwick Airport Limited should ensure that all PAPA boards are fitted with backing plates and that aircraft type markings on the boards are unambiguous.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-78**

It is recommended that BAA should review all current and future visual guidance docking systems at their airports with a view to complying with ICAO Annex 14, Chapter 5, Section 5.3.24.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-79**

It is recommended that Gatwick Airport Limited should install an emergency STOP light adjacent to any aid used by the pilot for alignment or stopping, in such a position that, irrespective of which aid is being used, the emergency STOP light is within the handling pilot's field of view.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-80**

It is recommended that Gatwick Airport Limited should ensure that the location of emergency STOP buttons, at ground level on stands, is clearly identifiable to ground crews operating on the stand.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-81**

It is recommended that Gatwick Airport Limited should ensure that all emergency STOP buttons positioned in airbridges are clearly and unambiguously marked.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-82**

It is recommended that Gatwick Airport Limited should review the system by which Managing Directors Instructions are published to ensure the information they provide is readily identifiable.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-83**

It is recommended that Gatwick Airport Limited should review all ground markings related to aircraft parking stands to ensure that they are clearly marked and that their meanings are unambiguous.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-84**

It is recommended that Gatwick Airport Limited should examine the practicability of requiring a member of the ground crew to assume 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. An effective means of monitoring whether the aircraft has overrun its correct parking position should also be devised.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-85**

It is recommended that Delta Airlines review the effectiveness of their measures to control crew fatigue, taking into account the time for crews to travel from their residences to the bases at which they are required to report for flight.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**