

Follow-up Action on Occurrence Report

ACCIDENT TO BOEING B737-45D, SP-LLB, AT LONDON HEATHROW AIRPORT ON 20 FEBRUARY 2006

CAA FACTOR NUMBER : F1/2007
FACTOR PUBLICATION DATE : 10 February 2007
OPERATOR : LOT
CAA OCCURRENCE NUMBER : 2006/01311
AAIB REPORT : Bulletin 1/2007

SYNOPSIS

(From AAIB Report)

While taxiing onto its assigned parking stand, the aircraft struck a vehicle which was parked in a prohibited area. The member of ground staff whose responsibility it was to ensure that the stand was unobstructed, was unable to see the whole stand from his assigned position in the jetty. Members of ground staff who saw the potential conflict were unable to alert the pilots. Three safety recommendations were made:-

FOLLOW UP ACTION

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

Recommendation 2006-138

It is recommended that the Civil Aviation Authority should amend CAP 637 - Visual Aids Handbook, to clarify those areas where parking is prohibited.

CAA Response

The CAA accepts this recommendation. CAP 637 'Visual Aids Handbook' will be amended to clarify those areas where parking is prohibited. The amendment will be published by June 2007.

CAA Status - Open

Recommendation 2006-139

It is recommended that Aviance UK should amend the Airside Safety and Driving Code handbook to clarify those areas where parking is prohibited.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-140

It is recommended that the BAA 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 on to 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