

Follow-up Action on Occurrence Report

ACCIDENT TO B747-443, G-VLIP, AT GATWICK AIRPORT ON 5 JULY 2006

CAA FACTOR NUMBER : F5/2007
FACTOR PUBLICATION DATE : 09 March 2007
OPERATOR : Virgin Atlantic
CAA OCCURRENCE NUMBER : 2006/05776
AAIB REPORT : Bulletin 2/2007

SYNOPSIS

From AAIB Report:

The right wingtip of the aircraft collided with a blast fence when the aircraft was pushed back into an area of taxiway where insufficient clearance existed between the blast fence and the taxiway centreline to accommodate its wingspan. This and other large aircraft types were prohibited from parking on stands in this area but not from pushing back onto the taxiway adjacent to them. One safety recommendation was made.

FOLLOW UP ACTION

The one Safety Recommendation made by the AAIB following their investigation is reproduced below together with the CAA's response.

Recommendation 2006-137

It is recommended that Gatwick Airport Limited should issue a Managing Director's Instruction or equivalent notice advising all operators and handling agents that:

- a. Ground staff involved in pushback operations may enter the manoeuvring area adjacent to stands to the extent necessary to provide position guidance.
- b. During pushback operations the nosewheel of any wide-bodied aircraft should not be pushed rearwards beyond the Stand 36L lead in arrow.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed