

Follow-up Action on Occurrence Report

ACCIDENT TO DHC-2 MKIII TURBO-BEAVER, OY-JRR, AT HEADCORN AIRFIELD, KENT ON 11 MARCH
2007

CAA FACTOR NUMBER : F1/2008
FACTOR PUBLICATION DATE : 11 February 2008
OPERATOR : Club-Group
CAA OCCURRENCE NUMBER : 2007/02025
AAIB REPORT : Bulletin 12/2007

SYNOPSIS

From AAIB Report:

The pilot commenced a takeoff from Runway 21 at Headcorn Airfield with eight parachutists on board. The flaps were not selected and the aircraft failed to get airborne in the available distance. The pilot aborted the takeoff but was unable to prevent a collision with a parked aircraft. The pilot received fatal injuries as a result of the collision.

FOLLOW UP ACTION

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

Recommendation 2007-098

It is recommended that Headcorn Aerodrome should install markings that indicate the southern end of Runway 21.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-099

It is recommended that the Civil Aviation Authority should review the requirement to provide runway edge and obstacle markings for unlicensed runways from which aerial work operations are conducted.

CAA Response

The CAA accepts this recommendation and has completed its review of the requirement to provide runway edge and obstacle markings for unlicensed runways from which aerial work operations are conducted. The CAA has concluded that improvements are required only in relation to those unlicensed runways used for passenger-carrying aerial work operations.

As this is possible only in the case of passengers who have given valuable consideration to conduct parachuting operations, the CAA will amend CAP 660 'Parachuting' by June 2008 to include appropriate guidance on runway edge and obstacle markings for unlicensed runways from which aerial work operations are conducted. Placing such requirements in either CAP428 "Safety Standards at Unlicensed Aerodromes", or CAP168 "Licensing of Aerodromes" would not necessarily reach the target audience.

CAA Status - Open

Recommendation 2007-100

It is recommended that Headcorn Aerodrome should amend the Operating Procedures section of the Headcorn Aerodrome Manual to prevent any aircraft entering Runway 21 or its overrun when an aircraft is taking off or landing on Runway 21.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed