

## GCOL - GROUND COLLISION WHILE TAXIING TO OR FROM A RUNWAY IN USE



- ▶ Runway Transgressions
- ▶ Runway transgressions can be deadly. In fact, the worst accident in aviation history occurred due to a runway transgression at Tenerife, Canary Islands. Five hundred and eighty-three souls perished in that 1977 accident.



- ▶ Distractions, Distractions
- ▶ Departing the Ramp
- ▶ Careful on Inactive Runways
- ▶ Runway Holding Lines
- ▶ Caution After Landing
- ▶ Hazards to Equipment and Personnel



## CASE STUDY TAXI INCIDENT

## EVENT

**Event Description** After landing at destination crew followed the taxi line onto the marked parking bay. Before crew started, the ABC Aviation BE1900D taxied into the apron and parked close to the aircraft. crew looked at the space and judged that they could start up and taxi forward and turn 180 degrees to pass the aircraft safely, to taxi to the runway. The First Officer was the pilot flying and Capt. was Pilot Not Flying. As crew turned slowly it looked to Capt. as if the wing would pass the other aircraft and gave the "clear" call .....and the wings collided.

## WHAT WENT WRONG

Crew made a judgement error on the wing distance from the other aircraft.

The aircraft were parked too close together  
The A/C unit starts working only with engines being on (extremely hot cockpit).

1900D crew pairings led to two captains been rostered together without route and airport familiarization.

Neither Crew-Member had experience operating at the destination airport.

## MITIGATION measure taken by the operator

-1 Request for marshaller / ground crew action in case of dense situations on the apron initiated by both, ground control and / or flight crew

-2 The familiarization procedures are contained in OM A 8.1.2.3. The Flight Crews are in full responsibility to meet the prescribed requirements as to their contracts

-3 Briefing Notice to OCC  
No Flight-Crews to be dispatched without valid ROUTE and AIRPORT familiarization

- 4 Crew awareness training regarding matter to be intensified during initial and recurrent training  
(in preparation)

**Note** It was the company Policy that both, the Captain and the F/O receive ROUTE and AIRPORT familiarization

## SAFETY TIPS WHILE TAXIING

1. Locate the airport chart where it is readily available for reference and is in plain view at all times;

2. Ensure that all members of the flight deck crew review the airport diagram before beginning the taxi-out;

3. Write down those taxi instructions and any hold-short clearances;

4. Don't start your taxi from the gate until you have received the all clear from the ground crew. Make sure that Captain and First Officer are watching for obstacles--remember that when aircraft hit stationary objects, it is usually in close proximity to the gate;

5. Reduce distractions. Take your tasks in sequence, and don't let a trivial duty interfere with more important matters;

6. Use caution when taxiing on inactive runways, especially when they cross an active runway they lack the usual taxiway marking such as hold short lines;

7. While on taxiways, watch carefully for taxiway/runway hold lines do not cross them unless all flight crew members agree that clearance to enter a runway has been received. Confirm your right to cross with ATC if there is any doubt;

8. Review the airport chart before landing too. Use special care where a turnoff taxiway crosses another runway, be it active or inactive;

9. Use the same caution during the taxi-in to the gate as you did leaving it. Don't allow fatigue or get-home to get in the way. Remember, just five more minutes or so of alertness will see you safely home.

## QUESTIONS

