

PRELIMINARY REPORT

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**AIR ACCIDENT
INVESTIGATION UNIT**

PRELIMINARY INCIDENT REPORT

This is preliminary information, subject to change, and may contain errors. Any errors in this Report will be corrected when the Final Report has been completed. The sole purpose of this Investigation is the prevention of aviation Accidents and Incidents. It is not the purpose of the Investigation to apportion blame or liability.

1. THE OCCURRENCE

At 09.55 hrs approximately on 5 January 2011, an Airbus A320 aircraft was being towed in a northwesterly direction along Taxiway F-Outer at Dublin Airport (EIDW). The aircraft halted abeam Stand 87T, while awaiting onward towing clearance from Air Traffic Control (ATC).

The crew of the A320 reported that two aircraft taxiing in the opposite direction did not follow the continuous yellow taxiway line of the adjacent Taxiway F-Inner, but initially followed a broken yellow line along the pavement between the F-Inner and F-Outer taxiways. The A320 crew reported that both taxiing aircraft corrected their paths as they approached their aircraft.

A review of the Advanced Surface Movements Guidance and Control System (ASMGCS) data for the time of the occurrence, confirmed that the two taxiing aircraft, which were several minutes apart, had deviated to the right of the centreline of Taxiway F-Inner before making a correction back onto the centreline, and that there was no danger of a collision in either case.

The Commander of the first taxiing aircraft reported that he had stopped his aircraft when he saw the A320 ahead. He then turned the aircraft left to rejoin the centreline of Taxiway F-Inner without requiring any external assistance. The Commander made a comment to ATC concerning the visibility of the taxiway markings. The Commander of the second aircraft reported that he had commenced taxiing along a broken yellow line but had then moved left to rejoin the centreline of Taxiway F-Inner. Both Commanders commented on the difficulty in identifying the taxiway markings, while taxiing into a low sun with the taxiways in a wet condition.

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2. AAIU INSPECTION

An AAIU Inspector surveyed the location of the occurrence at approximately the same time on the morning following the occurrence. Conditions were similar to the previous morning, with a low sun and damp pavements. **Photo No. 1**, taken in the direction of travel of the taxiing aircraft into the sun, shows the continuous yellow line representing the centreline of Taxiway F-Inner with the broken line to its right. For clarity, **Photo No. 2** shows the same area, but with the sun behind the camera. The Investigation was informed that the broken line represented a disused temporary taxiway which had been in use during engineering works.



Photo No. 1: Taxiway F-Inner and Broken Line - Direction of Taxi



Photo No. 2: Taxiway F-Inner and Broken Line – Opposite Direction of Taxi

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3. COMMENT BY THE INVESTIGATION

At this point, the Investigation is satisfied that the nature of the two independent taxiway deviations and the subsequent survey of the site warrant the issue of a Safety Recommendation.

The Investigation is ongoing and a Final Report will be published in due course.

4. SAFETY RECOMMENDATION

It is recommended that:

The Dublin Airport Authority (DAA) should remove the broken yellow line between Taxiway F-Inner and F-Outer at the earliest opportunity. It is further recommended that any similar lines which may exist, representing disused taxiways, should also be removed. ([IRLD2011001](#))

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