



# **FINAL REPORT**

## **of civil aviation safety investigation**

OCCURRENCE TYPE	Serious Incident
Owner	Artem Avia, Ukraine
Operator	Genex Ltd., Belarus
Manufacturer	Antonov
Aircraft	AN-26B
Registration	EW-259TG
Location	Timisoara International Airport, platform northern side
Date and time	17.10.2016 / 17 :11 LT (14 :11 UTC)



**No. I 17 - 03**  
**Date: 22.02.2017**



**FINAL REPORT**

**Platform lighting poles hitting during parking**

<b>Aircraft</b>	<b>AN 26 / EW-259TG</b>
<b>Date and time</b>	<b>17.10.2016 / 17:11 LT (14:11 UTC)</b>
<b>Operator</b>	<b>Genex Ltd.</b>
<b>Flight type</b>	<b>Cargo</b>
<b>Persons onboard</b>	<b>Pilot, co-pilot, navigator, flight engineer</b>
<b>Injuries</b>	<b>No bodily injuries</b>
<b>Commander</b>	<b>License issued by CAA Belarus, valid until 16.09.2017</b>
<b>Co-pilot</b>	<b>License issued by CAA Belarus, valid until 20.07.2017</b>
<b>Damage</b>	<b>Right wing leading edge slightly damaged in two places</b>
<b>Location</b>	<b>Timișoara International Airport Platform northern side Coordinates: Latitude: 45°48'41,90" N Longitude: 21°19'20,1995" E</b>

**1. HISTORY OF OCCURRENCE**

Between September 16 – October 20, 2016, Timișoara – Traian Vuia International Airport was in the process of restoring the markings on aircraft parking platform. It was issued an Aeronautical Information (NOTAM A2821/16) according to which the existing platform markings are suspended, and the aircraft had to respect the dispatcher signals and / or follow the FOLLOW-ME car.

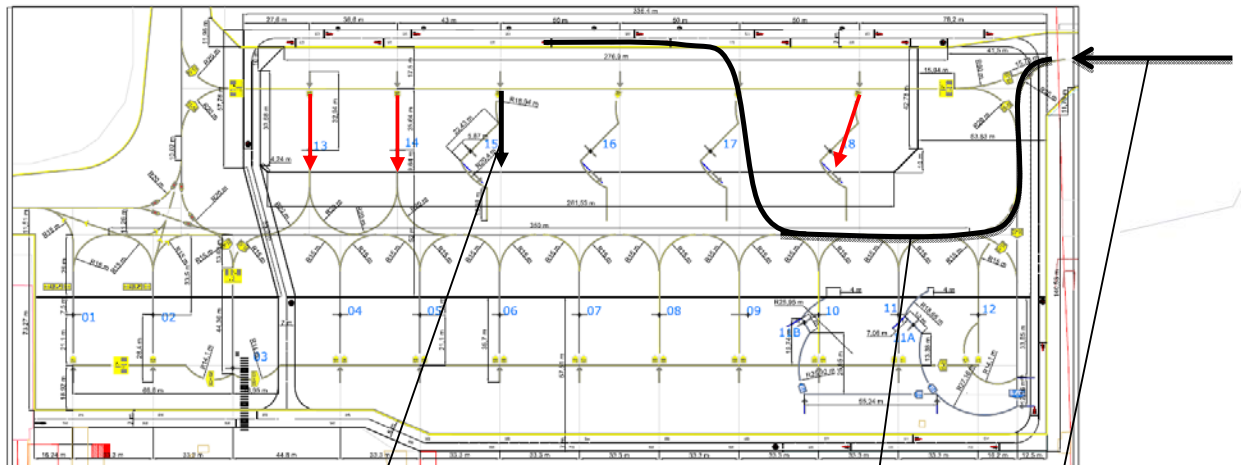
On October 17, 2016, at 17:06 LT (14:06 UTC), a cargo aircraft AN 26 type, registered EW-259TG, landed on Timișoara Airport. The runway used for landing was the runway in service RWY11. After landing, according to instructions received from control tower, the aircraft followed the "L" taxiway and, at its intersection with the platform, was take-over by the FOLLOW-ME car, in order to be parked on the platform northern side.

The aircraft followed the route indicated by the FOLLOW-ME car: "M" taxiway (platform midline), which was left by a right turn, the FOLLOW-ME car leading it to the north in order to perform the last two turns (both to the left) for positioning at designed parking place, facing south.

During the first left turn, the aircraft hit a parking platform lighting pole with the right wing, which was knocked down, then it continued taxiing, without noticing the dispatcher emergency stop signal. The aircraft stopped when it hit the second lighting pole, which was inclined.



Detaliu A - Marcaje si inscripționari platforma  
(scara 1:1000)



Aircraft designed parking position - EW-259TG

"M" taxiway "L" taxiway

Fig. 1 Aircraft route to parking place (the red arrows are parked aircraft)



Fig.2 Aircraft position after impact with the two poles

The aircraft damage was minimal: the leading edge of right wing have two dents corresponding to the impact with the lighting poles.





Fig.3 Aircraft wing damages

## 2. ADDITIONAL INFORMATION

### 2.1 Meteorological information

The METAR information issued for Timișoara International Airport (LRTR) valid on the date of the occurrence at 14:00 UTC (17:00 LT) was the following:

METAR LRTR 171400Z 13003KT 9999 OVC049 12/08 Q1030 R11/190095

- wind from ESE with a speed of 3 knots (5,5 km/h), visibility over 10 km, overcast sky, temperature 12° C, visibility along runway "11" was of 1900 m, good braking.

### 2.2 Airport data

Timișoara - Traian Vuia International Airport (IATA code: TSR, ICAO code: LRTR) is the third busiest Romanian airport, in terms of air traffic.

The airport meets all the aeronautical safety conditions according to international standards, in June 2014 the Romanian Civil Aviation Authority (RCAA) authorized its operation for a period of three years (the maximum possible, usually the authorization is annual).

At the date of the occurrence it was in force the aeronautical information (NOTAM A2821/16, see Fig. 3) according to which the platform markings were suspended, and aircraft were requested to comply with dispatcher signals and/or to follow the FOLLOW-ME car.



+ ACFT PARKING/DOCKING CHART ICAO IS SUSPENDED. ACFT TAXIING  
TO/FROM STAND - FOLLOW MARSHALLER SIGNALS AND/OR FOLLOW-ME CAR  
A2821/16

Fig. 4 Aeronautical information A2821/16

## 2.3 Aircraft

The aircraft involved in this occurrence is Antonov AN-26, an aircraft equipped with 2 turboprop engines, used for cargo commercial air transport. The wingspan is 29,2 m, and the orientation angle of nose landing gear leg wheels is of maximum 45° for each side (left-right).

## 3. CONCLUSIONS

### 3.1 Findings

The crew of aircraft involved in this occurrence landed for the first time on this airport, and was aware about the aeronautical information (NOTAM A2821/16) on platform markings suspended, this being in the crew flight documents.

The investigation commission analyzed the video images registered by the airport platform surveillance cameras. Thus, it has been found that, in the first part of the route to the parking designed position, the aircraft was taken-over and properly guided by the FOLLOW-ME car. In the last part, after leaving "M" taxiway and approaching the platform edge, the FOLLOW-ME car maintained the same speed, while the aircraft reduced its speed, in order to perform turns. Thus, the distance between aircraft and FOLLOW-ME car increased.

For AN 26 aircraft involved in the occurrence, the orientation angle of nose landing gear leg wheels is of maximum 45° for each side, which means the aircraft cannot perform tight turns, requiring a larger turn radius at a reduced advance speed.

Both the aircraft Commander and co-pilot focused on visual follow of FOLLOW-ME car, namely on the route followed by this and did not pay the necessary attention when approaching the platform edge and the present obstacles (parking platform lighting poles). As a result, during left turn the aircraft right wing exceeded the platform edge and hit two lighting poles.



### 3.2 Causes of the occurrence

The probable cause of this serious incident is the crew failure to comply with the safety distance from obstacles during approach to the platform edge, having the entire attention concentrated to the FOLLOW-ME car, thus neglecting the supervision of right wing trajectory during the turn.

Contributing factor is the dispatcher non-compliance to maintain an optimum distance between the FOLLOW-ME car and aircraft, who did not consider that, even if the crew was properly informed on the platform markings suspended situation through NOTAM, the crew landed on Timișoara International Airport for the first time, and the arrived aircraft was limited to a relatively small angle in performing turns and thus, he should have adapt the car speed in such way to be permanently at a distance that would have provided the crew a clear visibility of the route indicated to follow.

### 3.3 Safety measures

In the internal analysis report of Timișoara – Traian Vuia International Airport it was defined a measure with immediate implementation aiming to eliminate the risk of a similar occurrence:

Therefore, during work of platform markings restoration, the aircraft guidance for parking shall be made as follows: the aircraft shall be taken-over by FOLLOW-ME car from platform edge and it shall be accompanied on "M" taxiway up to the position where it shall be parked, from where it should be manually guided with specific signs and signals. In addition, for parking on platform northern side, where there are the lighting poles, guiding shall be supplemented with a wing walker, confirming to the aircraft crew that the area for exterior turn wing is obstacle free.

The investigation commission considers that the internal measures adopted by Timișoara International Airport after this incident are adequate for the aimed purpose – future elimination of a similar occurrence risk – and as a result it doesn't issue any safety recommendation.

**Note: The documents and analysis objects used for the issuance of the flight safety investigation Report are confidential and are archived at the Civil Aviation Safety Investigation and Analysis Center, according to legal provisions.**

