



# Air Accident Investigation Unit Ireland

## PRELIMINARY REPORT ACCIDENT

**(1) BOEING 737-8AS, EI-DWE  
(2) BOEING 737-8AS, EI-DYA**

**Dublin Airport  
01 April 2015**



An Roinn Iompair  
Turasóireachta agus Spórt

Department of Transport,  
Tourism and Sport

## PRELIMINARY REPORT

**AAIU Report No: 2015 - 005****State File No: IRL00915022****Report Format: Preliminary Report****Published: 10 April 2015**

This Investigation is conducted in accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No 996/2010 and the provisions of SI 460 of 2009. This Preliminary Report contains information, as known at this time, and does not contain analysis or conclusions. This information is therefore subject to change, and may contain errors; any errors in this Report will be corrected in the Final Report. The sole purpose of this Investigation is the prevention of aviation accidents and incidents. It is not the purpose of this Investigation to apportion blame or liability.

<b>AIRCRAFT MANUFACTURER:</b>	Boeing	
<b>Model:</b>	(1) 737-8AS	(2) 737-8AS
<b>Nationality:</b>	(1) Ireland	(2) Ireland
<b>Registration:</b>	(1) EI-DWE	(2) EI-DYA
<b>Serial Number:</b>	(1) 36074	(2) 33631
<b>Year of Manufacture:</b>	(1) 2007	(2) 2008
<b>TYPE OF OPERATION:</b>	Commercial Air Transport / Scheduled Passenger	
<b>DATE / TIME (UTC)<sup>1</sup>:</b>	01/04/2015 @ 06.25 hrs	
<b>POSITION:</b>	LINK2 Dublin Airport (EIDW)	
<b>PERSONS ON BOARD:</b>	Crew - (1) 6 (2) 6	Passengers - (1) 170 (2) 88
<b>INJURIES:</b>	Crew - NIL	Passengers - NIL
<b>DAMAGE:</b>	(1) Damage to starboard elevator (2) Damage to Port winglet	
<b>INVESTIGATOR-IN-CHARGE:</b>	Howard Hughes	

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<sup>1</sup> **UTC:** Universal Time Co-ordinated. All timings in this report are quoted in UTC; to obtain the local time add one hour.  
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## 1. THE OCCURRENCE

On the 1 April 2015, two Boeing 737-8AS aircraft were taxiing for departure from Dublin Airport (EIDW). The first aircraft was taxiing via LINK2 for a departure on runway (RWY) 28. The second aircraft was also taxiing via LINK2 but for a departure on RWY 34.

The first aircraft was instructed to proceed to taxiway (TWY) F1 and to hold short of LINK1. The aircraft halted at the beginning of TWY F1. The second aircraft was instructed to turn right onto TWY A to hold short of RWY 34. This instruction included a caution regarding wingtip clearance with the aircraft ahead.

At approximately 06.25 hrs (UTC) the first aircraft reported that there may have been contact from the aircraft taxiing behind. This was confirmed by the second aircraft. Air Traffic Control halted all aircraft ground movements and coordinated with the emergency services in order that the situation could be assessed. Weather and visibility at the time of the occurrence were good.

A similar event, which is also the subject of an AAIU Investigation, occurred at the same location on the 7 October 2014.

Common factors in both accidents are as follows:

- Dual Runway Operations were in progress with departures from both RWY 34 and RWY 28.
- An aircraft was stationary on LINK2/TWY F1 with the intention of departing from RWY 28.
- A second aircraft was manoeuvring through LINK2, behind the stationary aircraft towards TWY A for departure from RWY 34.

## 2. LOCAL TRAFFIC REGULATIONS

Aeronautical Information Publication (AIP) Ireland provides inter-alia, under EIDW AD 2.20, the following Local Traffic Regulations for ground movement of aircraft:

### ***EIDW AD 2.20 LOCAL TRAFFIC REGULATIONS***

#### ***1.3 Taxiing Restrictions***

<b><i>Location</i></b>	<b><i>Situation</i></b>	<b><i>Restriction</i></b>
<b><i>TWY F1</i></b>	<b><i>Aircraft travelling towards LINK1 / TWY B1 / TWY E1 holding on TWY F1</i></b>	<b><i>Aircraft movement not permitted between TWY A and LINK 2 / TWY F2 or vice versa</i></b>

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### 3. INTERIM SAFETY RECOMMENDATION

In order to prevent further similar events occurring in the vicinity of LINK2 the AAIU issues the following Interim Safety Recommendation:

**It is recommended that:**

The Irish Aviation Authority (IAA) should ensure that the *Taxiing Restrictions* as specified under AIP Ireland EIDW AD 2.20 LOCAL TRAFFIC REGULATIONS are restated. ([IRLD2015007](#))

**Response:**

*As of the 2 April 2015 the IAA has implemented this interim safety recommendation. Furthermore, the IAA has implemented some additional significant safety enhancements by withdrawing Taxiway's A and B2 from service. This action ensures that hazards associated with this specific portion of airfield are eliminated from the system.*

*This is an interim measure until such time that previous AAIU safety recommendations relating to this area are fully implemented by the appropriate authorities.*

The Investigation is on-going and a Final Report will be published in due course.

**In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No. 996/2010, and Statutory Instrument No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulation, 2009, the sole purpose of this investigation is to prevent aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated investigation report to apportion blame or liability.**

**A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.**

Produced by the Air Accident Investigation Unit

AAIU Reports are available on the Unit website at [www.aaiu.ie](http://www.aaiu.ie)



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