

## Anti-collision equipment for ground operations

In the last 10 years, at least 15 ground collisions involving an aircraft moving under own power colliding with another aircraft have been investigated. In almost all cases damage occurred due to a collision of the wing tip, and in at least one case substantial damage went unnoticed and a damaged aircraft commenced flight. There have been many more accidents in which aircraft collided with ground objects.

Taxiing is a critical flight phase. Wing tip clearance is often difficult to assess from the flight deck, and in some aircraft the wing tip itself cannot be seen at all by the flight crew. Additional factors include swept wing growth (during a turn the wing tip describes an arc greater than the normal wingspan), and taxiway layouts that do not guarantee sufficient clearance between aircraft.

Accidents can therefore happen in both day time and night time, even when the visibility is very good. In order to reduce the risk of ground collisions, IFALPA believes that all turbine-engined aeroplanes of a maximum certified take-off mass in excess of 5700kg should be fitted with anti-collision equipment for ground operations, and that such equipment should be used in all weather conditions.

Means should be provided to alert the flight crew of insufficient obstacle clearance on the ground. There should also be suitable flight crew training on the use of such equipment, and relevant security aspects being taken into account.