

ICAO Action

Following considerable analysis of the above safety recommendation and the accident report, it was noted that similar recommendations from the United States National Transport Safety Board to the Federal Aviation Administration and European Aviation Safety Agency resulted in both these organizations not taking action based on cost/benefit analysis.

It is further noted that the incorporation of such aircraft equipment (i.e. camera system as anti-collision aid) would result in significant costs and require research in human performance to establish proper training, including analysis of the added task relating to monitoring of extra equipment during taxi operations. Also, retrofitting would most likely not occur due to the high costs involved, which would lead to different procedures depending on whether a particular aircraft in the fleet would be equipped or not with the new anti-collision aid, thereby increasing operational risks.

ICAO takes due note that the Dublin Airport Authority has welcomed the safety recommendation of the Air Accident Investigation Unit (AAIU) to conduct a critical review of the taxiway system at Dublin Airport to ensure that taxiway routes are as simple as possible, in order to avoid pilot confusion and the need for complicated instructions. In this connection, the provision 4.2.4.2 in Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes* which requires training for persons taxiing an aircraft, is deemed adequate to address the subject in question.