



International Civil Aviation Organization

**Third Meeting of the Asia Pacific Accident Investigation Group
(APAC-AIG/3)**

(Colombo, Sri Lanka, 23-24, June 2015)

Agenda Item 7: Other Business

GROUND COLLISION OCCURRENCE AT YANGON INTERNATIONAL AIRPORT

(Presented by Republic of Korea)

SUMMARY

This information paper presents factual information of the Ground Collision Occurrence which occurred on 12 February 2015 at Yangon International Airport and presents ARAIB's position regarding occurrence classification.

1. INTRODUCTION

1.1 This paper is made in response to MAIB's information paper.

2. DISCUSSION

2.1 While the A330 was taxiing on taxiway A for take-off, ATR72 was parked at an apron A. The apron was under construction; however the information was not notified in AIP or NOTAM. Also, there was no marking on the pavement.

2.2 The ATR72's parking position was 27.3m away from the taxiway A center line, which was closer to taxiway center line than ICAO Taxiway Center line Minimum Separation Distance of 47.5 m by 20.2 m. Half width of A330 wingspan is 30.15 m.

2.3 The occurrence took place at night before moon rise and light poles in the apron were partly off.

2.4 The A330 crew did not recognize the collision and took off. Afterwards, they returned as they had been informed of the collision by ATC.

2.5 A330 had minor damage on L/H winglet. The aircraft was dispatched as per CDL 57-02 after maintenance action at the station. ATR72 had major damages on the rudder and the stabilizer.

2.6 No person was seriously or fatally injured.

2.7 The occurrence was initially notified as an Accident by MAIB based on ATR72's damage status.

2.8 ARAIB had a discussion with MAIB and other ARs for classification in depth, reached an agreement that the occurrence was not an Accident.

2.9 However, Accident Preliminary Report was issued a month after the occurrence and MAIB submitted agenda in APAC-AIG/3 Meeting.

2.10 By definition of ICAO Annex 13, an accident is an occurrence associated with operation of an aircraft and in which, THE aircraft sustains damage or structural failure. (Except when missing winglet that is permitted for dispatch under CDL, the occurrence is not an accident.)

2.11 By definition of ICAO Annex 11, Obstacle is any kind of object that is located on the surface movement area.

2.12 The A330, which was taxiing, was the operating aircraft and the ATR72, which was parked, was the obstacle. Therefore the occurrence is not an Accident or Serious Incident as per ICAO regulation.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note information in this Information Paper.

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