

Suites données aux recommandations de sécurité

Incident de l'Airbus A319 immatriculé F-GRXC sur l'aéroport NIKOLA Tesla Belgrade

On 11 June 2009, at 11.42 LT, aircraft type A319, Air France F-GRXC on flight AF2988 from Paris landed at Nikola Tesla Airport, Belgrade. Upon landing, the aeroplane left RWY across TWY C. The follow-me vehicle lead the aircraft across TWY G onto the centreline of stand A2. Following parking onto the aircraft stand, the captain introduced the aircraft along the centreline according to the AGNIS system. The AGNIS system allows movement with two green lights. The pilot applied slow approach speed waiting for the STOP light to turn on. The safety requirement for pilots to park aircraft onto stands A1-A8 at Nikola Tesla Airport is to follow the mark for their type of aircraft as displayed in the side Marker Board. However, the pilot proceeded with taxiing, expecting the STOP signal to be illuminated, which actually in not installed on this stand, crashing the left engine into the passenger boarding bridge. After the impact with the passenger bridge, the aircraft cam to a stop all passengers were disembarked safely through the left back door across airport steps.

Rapport technique original (Serbie)

Réception par la DGAC : 19 Mars 2010

Recommandation 01

AAI Group Serbie (extrait)

In order to prevent accident occurrence in future due the same or similar causes, the Group proposes the following safety recommendations :

"Send the warning to Air France pilots on the application of the data Aeronautical Information Publication (AIP) AD 2 LYBE 2.2-2 of 13 March 2009, which special emphasis regarding differences between the visual docking and stopping guidance systems in Stands A and C. Propose to Nikola Tesla Airport to unify the visual docking and stopping systems in Stands A and C.

Réponse de la DGAC

Lettre réponse préliminaire N°10-202 du 06 octobre 2010

Suite à l'incident du 11 juin 2009, Air France a diffusé le 25 juin 2009 une consigne complémentaire relative aux procédures de stationnement à Belgrade.

Cette consigne est toujours en vigueur à ce jour. Elle reprend de manière détaillée et pratique les éléments de l'AIP mentionné dans la recommandation. Elle attire en particulier l'attention sur les différences entre systèmes de guidage (entre les postes de stationnement A et C) qui existent à Belgrade. Air France a de plus publié le 29 juin 2009 un bulletin Flash OSV consacré à l'analyse complète de cet incident

La DGAC n'envisage pas d'action complémentaire à celles menées par la compagnie Air France et considère ce suivi comme clos.

DGAC's response to the recommendation (courtesy translation)

Following the June 11 2009 incident, Air France released on June 25 2009 an additional directive related to parking procedures at Belgrade airport.

This directive is still in force. It mentions the elements contained in the AIP referenced in the recommendation. It draws the attention on the differences between the visual docking and stopping guidance systems in Stands A and C in Belgrade. In addition, Air France released on June 29 2009 a

flight safety bulletin in which this incident was thoroughly analysed.
DGAC does not plan any further action than those Air France has carried out and therefore considers the recommendation follow-up as closed.

Degré d'avancement (06 Octobre 2010)

