

Piper PA-34-200T Seneca II, F-GCPK

AAIB Bulletin No: 3/2003	Ref: EW/G2002/07/07	Category: 1.3
Aircraft Type and Registration:	Piper PA-34-200T Seneca II, F-GCPK	
No & Type of Engines:	2 Continental TSIO-360-EB piston engines	
Year of Manufacture:	1980	
Date & Time (UTC):	7 July 2002 at 1640 hrs	
Location:	Jersey Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to right wing.	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	32 years	
Commander's Flying Experience:	495 hours (of which 50 were on type)	
	Last 90 days - 43 hours	
	Last 28 days - 20 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After landing on Runway 27, following a flight from France, the aircraft was cleared to taxi to the Light Aircraft Grass Parking (LAGP) area, adjacent to the Aero Club. Next to the block paved access track between holding point H and the LAGP was a fuel bowser, which was refuelling a parked aircraft. Having seen the vehicle on his right hand side, the pilot reported that he concentrated on keeping the aircraft on the middle of the access track by following the yellow centreline. As the aircraft taxied slowly past the bowser its right wing tip struck the side of the vehicle. The pilot stopped the aircraft, shut the engines down, informed ATC and made the aircraft safe. The tanker suffered superficial damage and there was no fuel spillage. The Airport Fire Service attended the scene, but there was no fire and no injuries.

The block paving access track between holding point H and the LAGP was laid to overcome problems with wet, soft ground, particularly during wintertime. It is not an official taxiway and does not command such wing tip clearance protection. The

yellow painted centre line was added as an advisory aid to pilots taxiing on this hardened surface. In this instance, the yellow centreline was misconstrued as ensuring protection from obstacles.

The airport authority has issued the following NOTAM, which will be incorporated in the relevant section of the UK Air Pilot:

The (block paved) access track from the east of holding point Hotel to the grass parking area at the Aero Club has not been formally designated by the Airport Authority as a taxiway. The access track does not comply with the criteria for a taxiway contained in CAP 168. Therefore, the painted centreline is only provided for assistance and does not offer the usual clearances either side of the access track that would normally be associated with a taxiway. It is most important that pilots exercise caution when using this access track to ensure that they have suitable wing tip clearance on each side.

The centreline on the access track is to be painted alternate colours of white and yellow so that it does not resemble the solid yellow line of a taxiway. Finally, a small frangible sign, with the words "ACCESS TRACK TO GRASS PARKING AREA", will be positioned at the beginning of the access track.

CAP 637, entitled the Visual Aids Handbook, is a compendium of Visual Aids intended for the guidance of pilots and personnel engaged in the handling of aircraft. On the subject of paved taxiway markings it states;

When following a taxiway route, pilots are expected to keep a good lookout and are responsible for taking all possible measures to avoid collisions with other aircraft and vehicles.