

ACCIDENT

Aircraft Type and Registration:	1) Dassault Aviation Falcon 7X, N312P 2) Piper PA-34-200T Seneca II, G-BGFT
No & Type of Engines:	1) 3 P&W Canada PW307A turbofan engines 2) 2 Continental Motors Corp TSIO-360-EB piston engines
Year of Manufacture:	1) 2009 2) 1978
Date & Time (UTC):	24 March 2011 at 0805 hrs
Location:	Oxford (Kidlington) Airport
Type of Flight:	1) Private 2) N/A
Persons on Board:	1) Crew - 2 Passengers - 2 2) Crew - None Passengers - None
Injuries:	1) Crew - None Passengers - None 2) Crew - N/A Passengers - N/A
Nature of Damage:	1) Cosmetic damage to wingtip 2) Rudder damaged beyond repair
Commander's Licence:	1) Airline Transport Pilot's Licence 2) N/A
Commander's Age:	1) 59 years 2) N/A
Commander's Flying Experience:	1) 14,000 hours (of which 108 were on type) Last 90 days - 26 hours Last 28 days - 12 hours 2) N/A
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

A Dassault Falcon 7X made contact with a parked Piper Seneca while taxiing to a parking area. The Falcon 7X was on a designated taxiway but clearance for this size of aircraft was not assured and the Seneca aircraft was incorrectly parked.

History of the flight

The Dassault Falcon 7X landed at 0802 hrs on Runway 19 at Oxford Airport, following a flight from Chicago Midway Airport, USA. The commander followed ATC instructions to proceed on Taxiway A to the parking area. As the aircraft taxied on Taxiway A, alongside the apron, ATC advised the crew that they appeared to have made contact with a parked aircraft.

None of the four people on board had felt the collision and the Falcon 7X continued taxiing, and shut down on its allocated parking area.

After the Falcon 7X had parked, the commander inspected his aircraft for any signs of damage. There were some paint markings evident on the left winglet, transferred from the parked Piper Seneca, but there was no sign of further damage. At 0832 hrs, the Falcon 7X departed from Oxford, en-route to Paris le Bourget Airport. On arrival, it was inspected by a maintenance organisation, with approval for the aircraft type, and it was confirmed that there was no significant damage.

The Piper Seneca sustained damage to its rudder which, when assessed by maintenance personnel, was found to require replacement.

Discussion

The apron at Oxford Airport had two rows of designated stands for light aircraft parking. The stands were marked and it was evident that the Seneca was not parked in the correct place. It had been parked with its tail about 1.2 m (4 ft) closer to the taxiway than the aircraft parked on adjacent stands.

There are two available taxiways from Runway 01/19 at Oxford. Taxiway A leads from the end of Runway 19 back to the south side of the apron area: Taxiway B leads from the eastern end of intersecting Runway 11/29 to the north side of the apron. The commercial airport chart used by the crew included a warning note:

'Aircraft with a wingspan in excess of 49 ft/15 m should exercise caution on Taxiway B.'

There was no caution concerning Taxiway A.

Taxiway A, marked by a yellow centreline, continues along the east side of the apron. At this point, it was not sufficiently wide to meet the requirements provided in Civil Aviation Publication (CAP) 168, *Licensing of Aerodromes*, for aircraft such as the Falcon 7X, which has a wingspan of 86 ft (26.21 m). ATC had the option of requesting assistance from the Airfield Rescue and Firefighting Service (RFFS) to make a visual check of wingtip clearance when larger aircraft were using the taxiway. This was not done on this occasion.

An apron reconfiguration programme was scheduled to take place at Oxford Airport in February 2011. Part of the work involved moving the light aircraft parking stands further to the west to increase the Taxiway A strip to 26.5 m, thereby enabling the safe passage of larger aircraft such as the Falcon 7X. However, at the time of the accident this work had not yet started.

After the incident Oxford Airport instigated the following interim safety actions:

- A notice to be issued to remind instructors, at the training organisation who use the apron parking stands of the importance of aircraft being parked correctly.
- ATC to require all larger aircraft to be routed to use Taxiway B.
- The apron reconfiguration programme to be started as a matter of urgency.

The apron configuration was completed in May 2011.