The Global Voice of Pilots
IFALPA

POSITION PAPER

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Anti-collision Equipment for Ground Operations

NOTE

This paper supersedes 14POS13, of the same name.

Ground collisions involving aircraft moving under their own power, with other aircraft, or equipment, are still occurring. In most cases, damage occurred due to a collision of the wing tip, and in at least one case, substantial damage went unnoticed, and the damaged aircraft commenced flight.

Taxiing is a critical flight phase. Wing tip clearance (including folding wingtips) is often difficult to assess from the flight deck, and in some aircraft, the wing tip itself cannot be seen at all by the flight crew. Additional factors include swept wing growth (during a turn, the wing tip describes an arc greater than the normal wingspan) and taxiway layouts that do not guarantee sufficient clearance between aircraft. Accidents can therefore happen during both day and night, even when the visibility is very good.

POSITION

To reduce the risk of ground collisions, IFALPA believes that all aircraft should be fitted with anti-collision equipment for ground operations, and that such equipment should be used in all weather conditions, e.g., video systems, wing-lights, sensors and/or detection software. There should be a timely alert to the flight crew of insufficient clearance.

Flight crew should also be suitably trained in the use of such equipment. Relevant security aspects should be taken into account.