

# FINAL REPORT

Investigation into the incident  
runway incursion of aircraft B737-3Q8,  
at LKPR on 26 May 2006

Prague  
November 2006

The present document is the translation of the Czech Investigation Report. Although efforts are made to translate it as accurate as possible, discrepancies may occur. In this case the Czech version is authentic.

## **A) Introduction**

Operator: Thomsonfly

Aircraft type: Boeing, B737-3Q8  
Registration: G-THOF  
Place of Incident: Prague / Ruzyně Airport (LKPR)  
Date and Time: 26 May 2006, at 13:41 (All times in this report are UTC)

## **B) Synopsis**

On 9 June 2006 Czech Republic Investigation Institute (AII) was notified by the Czech Republic Air Traffic Control, State-owned Comp., of an incident involving a B737 airplane. The aircrew was on flight TOM 1747 from Doncaster Airport (EGCN) to Prague / Ruzyně Airport (LKPR). After landing on RWY 24 at the LKPR, the airplane vacated the runway turned to RWY 13 instead TWY D. Air traffic controller TWR EC first reacted to the situation by issuing an instruction to taxi on TWY D. In a moment later, since the plane TOM 1747 stopped in a position from which it was difficult to taxi on TWY D, TWR EC issued a new instruction to taxi on RWY 13. The aircrew then taxied on RWY 13 which they left for TWY F. There was no traffic on RWY 13 and no separation infringement between aircrafts at that time.

The cause of the incident was investigated by an AII commission comprising:

Investigator in charge: Ing Stanislav Suchý  
Members: Ing. Radomil Havíř

The Final report was released by:

AIR ACCIDENTS INVESTIGATION INSTITUTE  
Beranových 130  
199 01 PRAHA 99

On the 30 November 2006.

## **C) The Final report includes the following main parts:**

- 1) Factual information
- 2) Analysis
- 3) Conclusions
- 4) Safety recommendation
- 5) Annexes (to copy No.1 stored in AII archive)

## **1 Factual information**

### **1.1 History of the incident**

On 26 May 2006, a Boeing 737-3Q8, call sign TOM1747, was on flight from EGCN Airport to LKPR Airport. At 10:47:24 the aircrew reported RWY 24 final approach and TWR EC cleared TOM 1747 to land on RWY 24. The crew landed the plane on RWY 24 at 10:48:12.

At 10:49 when the airplane in its landing run came to the RWY 24/RWY 13 intersection, the crew did not vacated on to the exit from RWY 24 to the taxiway TWY D, but turned off to align with the RWY 13 axis.

Explaining the situation, the crew said that before the landing they had made a briefing and decision to vacate RWY 24 by going to TWY D. After landing, when the plane in its landing run came to the RWY 13/RWY 24 intersection, the crew tried to vacate RWY 24 as fast as possible. In doing so, the crew made an orientation mistake. On the large area of RWY 24/RWY 13 intersection, the crew got the exit from RWY 24 to TWY D wrong. After making a half turn into the direction of RWY 13 axis, the crew knew they were not on TWY D but on RWY 13 and stopped.

At 10:49:05 TWR EC reacted to the airplane turning to RWY 13 by giving the crew the instruction to continue on TWY D and not to enter RWY 13. The crew acknowledged the instruction immediately. The crew said they had been able to turn back to TWY D. However TWR EC, taking into account the airplane position from which it was difficult to turn back to TWY D, instructed the crew to go on down RWY 13. At the same time he told the crew to use TWY D in the future.

## **1.2 Injuries to persons**

NIL

## **1.3 Damage to aircraft**

NIL

## **1.4 Other damage**

NIL

## **1.5 Personnel information**

The PIC, aged 58, holder of ATPL(A), had a PIC qualification for the type B 737. He has flown total 9958 hours.

The F/O, aged 29, holder of CPL(A). She has flown on the type B 737 total 763 hours.

## **1.6 Aircraft information**

Type and Model:	Boeing 737-3Q8
Registration:	G-THOF
Manufacturer:	Boeing
Serial number:	26314
Total flight time:	32752 hours
Operating cycles:	18 849
Certificate of Airworthiness:	valid

## **1.7 Meteorological information**

According the METAR/SPECI report on 26 May 2006 on Praha/Ruzyně Airport was the following weather at 10:30 – 11:00 hours:

Cloud: SCT 3600 ft AGL  
Wind at surface: 290°/10 kt  
Visibility: above 10 km

### 1.5 Aids to navigation

Aids to navigation were no aspect relevant to the incident.

### 1.6 Communications

Communications between the TOM 1747 crew and air traffic service stations were maintained on frequency Ruzyně Tower 118,1 MHz. The communication was legible.

### 1.10 Aerodrome information

RWY 24 was in use at LKPR. The exit to TWY D marking signs and the exit from TWY 24 to TWY D marking are made in accordance with Annex 14.



Marking at the TWY D exit from RWY 24 (intersection RWY 13/31 with RWY 06/ 24)

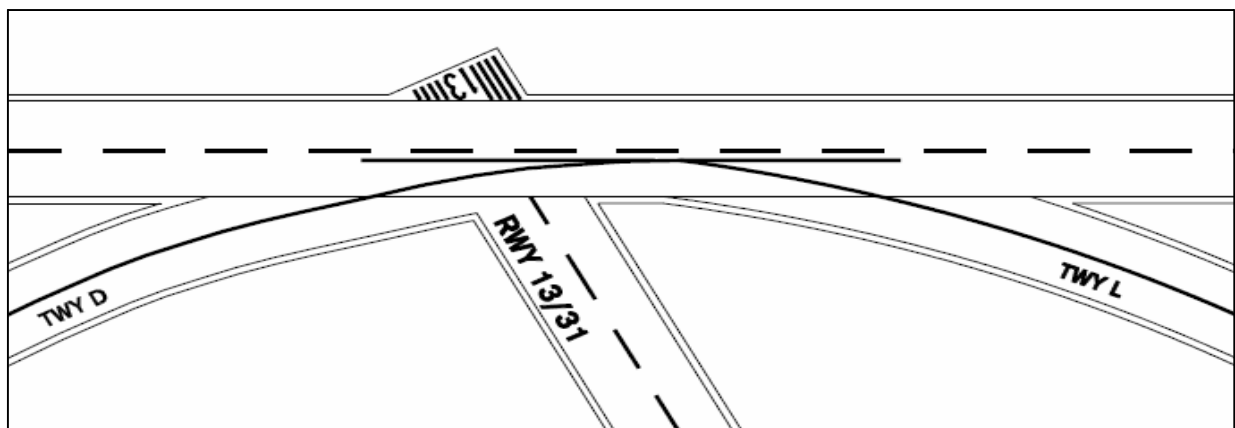


Chart of the TWY D exit from RWY 24 and intersection RWY 13/31 with RWY 06/ 24

### **1.11 Flight recorders**

Pertinent data from the TOM 1747 flight recorder were not available to AAI investigation. The ATS records were used for an analysis.

### **1.12 Description of incident site**

NIL

### **1.13 Medical and pathological information**

NIL

### **1.14 Fire**

NIL

### **1.15 Survival aspects**

NIL

### **1.16 Tests and research**

NIL

### **1.17 Organizational and management information**

NIL

### **1.18 Additional information**

NIL

### **1.19 Useful or effective investigation techniques**

The serious incident has been investigated in accordance with Annex 13.

## **2 Analysis**

2.1 The TOM 1747 crew wanted to vacate RWY 24 taking exit from RWY 24 to TWY D. In turning at the intersection of RWY 06/24 and RWY 13/31, the crew did not follow the marking leading to TWY D and made a half turn to the direction of RWY 13 axis. There, having realized the mistake, the crew stopped. The LKPR taxi rules do not permit to go to RWY 13 after landing on 24 unless ATC rules otherwise.

2.2 The exit marking from RWY 24 to TWY D and the axis marking on TWY D are made in such a way as to give guidance from the axis marking to RWY 24. The axis marking at the intersection TWY D with RWY 06/24 and RWY 13/31 is arch-shaped to join the RWY 24 axis marking to make the turn and exit from RWY 24 fast and easy.

2.3 TWR EC reacted to the turn of TOM 1747 correctly. Evaluating the traffic situation and the TOM 1747's position, he allowed continuing taxiing on RWY 13 from the place the plane had stopped.

### **3 Conclusions**

#### **3.1 The commission determined the following conclusions:**

- TOM 1747 crew were qualified and rated for the flight;
- Aircraft had valid airworthiness certificate and maintenance and operation approval certificate;
- TOM 1747 crew tried to speed up RWY 24 vacaction, apparently not dispelled any doubts thay had about the TWY D exit, obegan to turn, not respecting relevant exit marking to enter TWY D;
- TWR EC's reaction was correct.

#### **3.2 The causes**

The incident was caused by the TOM 1747 crew error on determining the exit from RWY 24.

### **4 Safety recommendations**

The event was analysed at a meeting of RWY Safety Team for Praha/Ruzyně Airport on 22 June 2006. No other safety recommendations have been suggested.

Prague, November 2006