

AAIU Report No: 2009-014  
State File No: IRL00909037  
Published: 30/06/09



**AIR ACCIDENT  
INVESTIGATION UNIT**

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## PRELIMINARY SERIOUS INCIDENT REPORT

This is preliminary information, subject to change, and may contain errors. Any errors in this Report will be corrected when the Final Report has been completed.

<b>1. AIRCRAFT MANUFACTURER:</b>	Boeing
<b>Model:</b>	757-200
<b>State of Registry:</b>	Canada
<b>Registration:</b>	C-GTBB
<b>Serial Number:</b>	32447
<b>Year of Manufacture:</b>	2000
<b>2. OPERATOR:</b>	Skyservice Airlines
<b>3. TYPE OF OPERATION:</b>	Public Transport
<b>4. DATE / TIME (UTC):</b>	29 May 2009 @ 01.53 hrs (02.53 hrs Local)
<b>5. POSITION OF OCCURRENCE:</b>	Dublin Airport, Ireland (EIDW)
<b>6. PERSONS ON BOARD:</b>	Crew: 8 Passengers: 198
<b>7. INJURIES:</b>	Crew: Nil Passengers: Nil
<b>8. DAMAGE:</b>	None
<b>9. INVESTIGATOR-IN-CHARGE:</b>	T. Moloney

The aircraft was undertaking a charter flight from Sharm-el-Sheikh, Egypt (HESH) to Dublin on behalf of Thomson Airways, with the call-sign TOM 205. Just after the aircraft touched down on Runway (RWY) 10 the flight crew reported to Air Traffic Control (ATC) that they saw ground equipment *“right at the runway lights at the edge lighting here.”* The flight crew elaborated that what they had seen was a lone tractor lawnmower.

The Investigation has established that a small ride-on grass mower was moving eastwards along RWY 10 a number of metres inside the runway edge lighting at the time that the aircraft landed. The mower had no rear lighting or flashing beacon and it was not equipped with any airband radio equipment capable of listening out on the control tower frequency. The mower had been involved in supervised multi-vehicle grass cutting operations in the vicinity of RWY 10/28. Those operations had been stood down by ATC at 01.47 hrs due to deteriorating visibility. Visibility of 800 metres in fog was passed to TOM 205 by ATC at 01.49 hrs.

The driver of the mower was unaware that an aircraft was landing and he did not see the aircraft before it passed his vehicle. It is probable that the starboard wing of the Boeing 757 passed over the ride-on mower during the landing roll.

The Investigation has been informed by the Irish Aviation Authority (IAA) that an Advanced Surface Movements Guidance and Control System (ASMGCS) is currently being commissioned for use in Dublin Control Tower and is expected to be fully operational by September 2009, as planned.

During this commissioning phase, no ASMGCS display was installed in the Control Tower. However, a recording of the ASMGCS images of the event, while still under test, was made available to the Investigation. A target representing the ride-on mower moving along the runway is clearly visible in this test recording. The test recording also shows that the ASMGCS generated advance-warning symbology on its display indicating the potential conflict between the landing aircraft and the ride-on mower.

### **INTERIM SAFETY RECOMMENDATIONS**

#### **It is recommended that**

1. The Dublin Airport Authority (DAA) should ensure that all vehicles, which are required to operate on or in close proximity to active runways should be equipped with airband VHF radio's capable of being selected to ground control and tower frequencies, and also with flashing yellow light beacons and transponders compatible with the ASMGCS system. ([SR 11 of 2009](#))

#### **Response:**

The DAA has advised the Investigation that, *"We have already implemented the Interim Safety Recommendation SR 11 of 2009 and I confirm that all vehicles which are required to operate on or in close proximity to active runways are equipped with airband VHF radio's capable of selecting ground control and tower frequencies and also with yellow lights and transponders compatible with the IAA's ASMGCS"*.

The Investigation is ongoing and a Final Report will be published in due course.

**- END -**