

REPORT

HCL 47/03 - 510-000319	Air Traffic Incident (Airprox/facility)	
Date / Time (UTC):	September 8 th , 2003, at 0744 hours	
Position:	Copenhagen Airport, Kastrup (EKCH) Taxiway V2/Runway 04R	
Airspace Classification:	Maneuvering Area	
Aircraft:	A	B
Registration:	C-GIIW	OY-GRN
Type of Aircraft:	C340	A330-200
Altitude (→ ↗ ↘):	On ground	On ground
Flight Rules	IFR	IFR
Civil or Air Force:	Civil	Civil
Weather conditions:	CAVOK	
Light and visibility:	Daylight – unlimited	
ATS units:	Kastrup Ground (121,90 MHz) & Kastrup Tower (118,57 MHz)	
Source of Information:	Air Traffic Safety Report (ATSR), Air Traffic Incident Report (A), Communication Data, Radar Data and AAIB investigation	
Classification of the Air Traffic Incident:	B) Safety not assured	

ACC Copenhagen notified the Danish Aircraft Accident Investigation Board (AAIB) on the September 10th, 2003, at 0906 hours UTC.

Factual information

History of flight

Aircraft A was on a flight plan from Copenhagen (EKCH) to Wick (EGPC).

Aircraft B was on a flight plan from EKCH to Kangerlussuaq (BGSF).

Aircraft A was parked at the eastern parking area and received a taxi instruction to the holding position at runway 04R via taxiways U, T and V and to hold short of taxiway B.

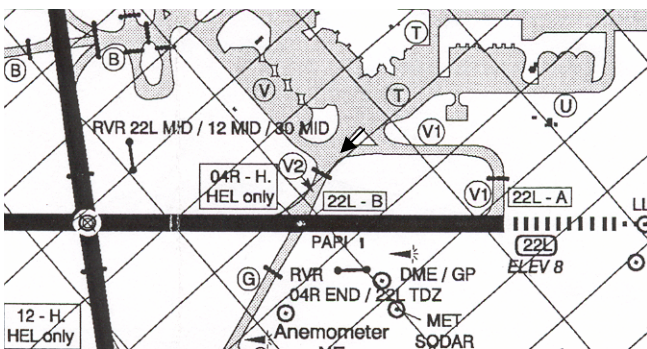
Aircraft B was taxiing to holding position at runway 04R. Aircraft B received instruction to lineup and was cleared for take-off.

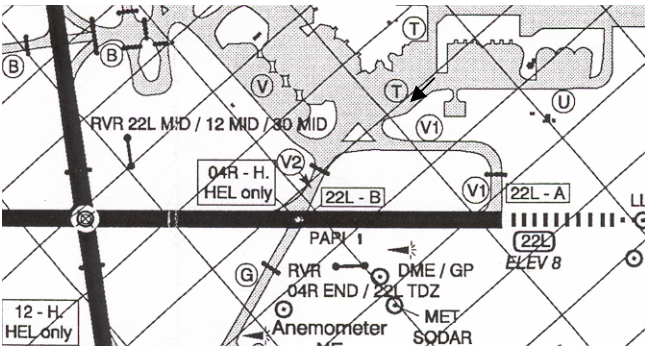
When aircraft A arrived at the intersection between taxiways T, V1, V2 and V there were 3 separate taxiways all starting with the name V (V, V1 and V2). The flight crew in aircraft A chose by mistake taxiway V2 and crossed the holding position marking for runway 22L/04R. Kastrup Ground instructed aircraft A to hold its position. At the same time Kastrup Ground called Kastrup Tower (using the intercom) ordering Tower to stop all aircraft movement on runway 04R. The Tower instructed aircraft B to hold its position.

Kastrup Ground guided aircraft A back via taxiway V2 and further on to taxiway V.

The airport layout

The taxiways T, V1, V2 and V were 4 separate taxiways. Taxiway V1 and V2 were not segments of taxiway V but unique and separate taxiways. (See the two photos below. The photos are taken on taxiway T in the direction of V2.).





Discussion

It is the opinion of the Danish AAIB that the design and the use of certain taxiway designators at EKCH could lead to confusion and mistakes during taxiing. Flight crew might expect that the taxiways V1 and V2 would be segments of taxiway V, which could lead to misinterpretations of taxi instructions. It might be difficult during taxiing, especially for single pilot operations and/or at low visibility conditions, to be fully focused on the outside area (taxiways V, V1, V2 and T) and the taxi-chart at the same time. For that reason, the Danish AAIB finds the designators V, V1 and V2 inexpedient and latent hazard to flight safety.

Recommendations

The Danish Aircraft Accident Board recommends that the Danish Civil Aviation Administration should consider more suitable taxiway designators and more clear taxiways signs. **(REK-06-2006)**.