



OKiia

ORGANI KOMBËTAR I INVESTIGIMIT TË
AKSID/INCID AJORE NË AVIACIONIN CIVIL

OKiia

**NATIONAL BODY OF AIR ACCIDENT AND INCIDENT
INVESTIGATION IN CIVIL AVIATION**

DRAFT FINAL REPORT – OKIIA20190910



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- G.** Video recordings from TIA (DVD).

Note 1: all schedules listed on the report are UTC and if it's not different the schedules are based on 24h system and seconds are showed with 6 digits group.

Note 2: Measuring units used are SI except aircraft speed which are showed on miles, height and speed of aircraft are showed on feet.

SECTION 1 - Incident and OKIIA activity in 10.09.2019

In 10.09.2019, time 10:00:02, at Tirana International Airport aircraft of Guardia di Finanza (GDF) type P66T with callsign I2266 passed behind B737 operated by Air Horizont (AH) with registration 9H-GTC, while AH was performing engine test. OKIIA investigators were notified at 12:28.

Based of National Air Code of Albania over "Procedures of Investigations" and Annex 13 of ICAO, technical investigation will be performed by OKIIA and the final report will be published on www.okiia.gov.al, OKIIA website.

SECTION 2 - Factual Information

- 2.1 Description of the occurrence** - 20190910 at 10:00:02 (UTC) an incident occurred involving AH airline and a small airplane of GDF; occurrence happened as follows:
AH requested tower to perform engine test and was intructed from the tower to proceed test engine under marshall instructions;
At 10:00:28 GDF aircraft was given ok to taxi to E, passing behind the AH standing at position 17.
Jet blast caused GDF plane to be displaced about 1.5 m from the taxiway center line, aslo plane lean left and left wing touched the ground (there are marking on the left wing and on taxiway), also left gear was damaged.
- 2.2 Injuries to persons / Damages to aircraft** - There are no injuries to persons. GDF aircraft underwent damages to the following parts: left wing tip tank, nose wheel gear compass, left tire and wheel rim.
- 2.3 Other injuries/damages** – N/A
- 2.4 Personnel Information** –
- GDF crew consist of Pilot on command: male, age 33, Military pilot license, flight instructor. Total FH 1190, total FH on type 1120, FH last year 178, FH last 6 months 105, FH last week 0.
 - GDF First Officer: male, age 32, Military pilot license, flight instructor, Total FH 1087, total FH on type 558, FH last year 177, FH last 6 months 90, FH last week 0. Both GDF crew members not involved directly in flight ops.
 - AH crew consist of 4 technicians of AH; qualified category B1, two of them in a/c types: B737/300/400/500; B737-600/700/800/900, and one of them in all above mentioned a/c types plus A318/A319/A320/A321;
- 2.5 Meteorological Information** - CAVOK; weather has no contribution in the incident (see pic.2.5)
- 2.6 Communications** – Albcontrol provided transcript of communications (see transcript).
- 2.7 Airdrome information** – Last stands are used to perform maintenance, normally stands near the maintenance staff offices (16 &17), tower has no very little visibility of this area.
- 2.8 Flight recorders** – N/A
- 2.9 Fire** - There were no sign of fire.

SEKSIONI 3 - Conclusion and Recommendations

OKIIA is of the opinion that standard procedures were not followed; heavy radio communication contributed to occurrence; having sun (see attachment) in front during taxiway (GDF) may have also contributed to this occurrence.

According to AIP Albania paragraph:

2.2.1.5 ...only after receiving approval from Marshaller that walk around is completed, doors are closed and aircraft is ready for start-up. Marshaller shall monitor and ensure the safe path of aircraft until it passes the red line.

2.2.2.3 When the anti-collision beacons of the aircraft have been switched on, no vehicular movement is permitted behind the aircraft.

2.2.2.6 The Marshaller shall notify the parking position to the Tower Controller and all push-back maneuvers shall be directed by the Marshaller.

Also, according to Doc SOP Airside 004, paragraph C.02, *airline is responsible for applying for permission with the ODM, which in this case no official request was made to ODM (see attachment E1.)*

Draft Final Conclusions:

1. According to airside procedures, airline should apply for permission to ODM (see attachment SOP Airside 004, paragraph C.02); ODM confirms that on the day of occurrence there was no such request (conversation with ODM attached)
2. Tower gave clearance with instructions: "follow Marshall and continue", which OKIIA is of the opinion that this phrase should be considered as "wait for Marshall and continue"
3. AH started engine test without Marshall being present (which is confirmed by the AH technician).
4. GDF passed behind aircraft after clearance from controller, without being aware of AH had navigation lights on.

Above mentioned conclusions contributed to this occurrence.

OKIIA classified this occurrence as **Serious Incident**.

Draft Final Recommendations:

1. **OKIIA recommends TIA, Albcontrol and airlines:**
 - a) Doc SOP Airside 004 must be strictly followed; TIA must remind to all stakeholders above mentioned document.
 - b) Engine runs must always take place when Marshall is present and confirms clearance with tower.
2. **OKIIA recommends TIA:** to consider designating a specific area for engine tests not to interfere with other airport activities.

Above mentioned safety recommendations will be delivered to:

- | | |
|--------------------------------|--------------------|
| ◆ Tirana International Airport | ◆ CAA Albania |
| ◆ Albcontrol | ◆ SIA Italy (ANSV) |
| ◆ Air Horizont | ◆ SIA Malta (BAAI) |

SECTION 4 – Attachments

Attachment A (this page is intentionally left blank)



Report of an Incident, Accident or Unsafe Situation

When completed, please sent to: **Albanian Civil Aviation Authority (ACAA)**

"Sulejman Delvina" Street

1001, Tirana, Albania

E-mail: mor@acaa.gov.al

Fax: + 355 (0) 42 22 39 69, Mob: + 355 (0) 42 25 12 20

Are you concerned about the confidentiality of this report and wish to be contacted before it is processed? If so, please ensure you provide us with your contact details.

CONFIDENTIAL? ☐ Yes ☒ No

Aerodrome Operator: TIA

Time (UTC)/Date: 12:00 / 10.09.2019

Airport Incident Report number: 10

Location: Apron T17

Involving

☒ Aircraft ☐ Vehicle ☐ Item of ground service equipment ☐ Equipment ☐ PLB ☐ Building ☐ Infrastructure

Incidents/Accidents involving aircraft

☐ Caused by ground service equipments ☒ Caused to/by moving A/C

Incidents/Accidents involving equipment and facilities

☐ Equip. to facility damage ☐ Equip to equipment damage ☐ Caused by Jet Blast

Injuries

Caused to passengers ☐ Fatal ☐ Severe ☒ No

Caused to staff ☐ Fatal ☐ Severe ☒ No

Damage of Aircraft by Ground Servicing Equipment

<input type="checkbox"/> PLB	<input type="checkbox"/> Passenger steps	<input type="checkbox"/> Busses
<input type="checkbox"/> Tractors/tugs	<input type="checkbox"/> Baggage/cargo carts	<input type="checkbox"/> Container/pallets loaders
<input type="checkbox"/> Forklifts	<input type="checkbox"/> Belt conveyors	<input type="checkbox"/> Catering/cleaning trucks
<input type="checkbox"/> Toilet/water Vehicles	<input type="checkbox"/> Fuelling trucks	<input type="checkbox"/> Aircraft tugs/tow bars
<input type="checkbox"/> Air start/GPU	<input type="checkbox"/> Maintenance Equipment	<input type="checkbox"/> High lift equipment
<input type="checkbox"/> Ambo Lift	<input type="checkbox"/> Other Vehicles	

Damage to/by moving aircraft

<input type="checkbox"/> Another aircraft	<input checked="" type="checkbox"/> Jet blast	<input type="checkbox"/> Aircraft marshaller/ Follow me vehicle
<input type="checkbox"/> Aircraft Manoeuvring	<input type="checkbox"/> Fixed objects	<input type="checkbox"/> Parked Ground / Serv. Equip.
<input type="checkbox"/> FOD	<input type="checkbox"/> Damage to tyres/ Landing Gear	<input type="checkbox"/> Engine ingestion (not birds)
<input type="checkbox"/> Airframe	<input type="checkbox"/> Others	

Property/equipment damage from jet blast ☐ Yes ☒ No

Equipment to equipment damage ☐ Yes ☒ No

Equipment to facility damage ☐ Yes ☒ No

Security


☐ Unlawful interference ☐ Difficulty in controlling intoxicated, violent or unruly passengers ☐ Discovery of a stowaway

Description or details of unsafe situation: From the jet blast of the engine of Blue Panorama aircraft B737-

400 which was performing test engine, was caused damage to a small aircraft taxiing behind

Occurrence Reporting Form OPS

This is an external form for occurrence report					
National incident reference number OCC1985		Date of occurrence 10/09/2019		Time of occurrence (UTC) 10:02:00	
Date of Creation 11/09/2019		ANSP Occurrence Status Under Investigation		Significant weather conditions Not applicable	
Light conditions Daylight		Workload Not applicable		Date Submitted 10/09/2019	
Type of Occurrence Other type of occurrence					
Occurrence category OTHR: Other				Type of Air Traffic Management (ATM) Service provided ATS -> Air Traffic Control (ATC) -> Aerodrome Control Service -> Other	
Location of occurrence taxiway W Nord Apron		ATM Ground system contribution to accident/incident -		RAT Applied ATM Ground? No	
				RAT Applied ATM Overall? No	
				ATM Ground Severity of effect on aircraft N/A	
Explanatory Factors OPS: N/A		ATM Overall Severity of effect on aircraft N/A		ATM Overall Repeatability -	
ATM Ground Repeatability N/A					
Aircraft Involved					
RTF call sign I2264		Aircraft type - Plain language p66		SSR Data -	
Type of flight Military flight		Aircraft operator -		Current flight rules VFR	
Altitude / FL - Actual -		Altitude / FL - Cleared -		Aircraft last departure point, ICAO location indicator LATI (TIA) : Tirana/Rinas	
Aircraft planned destination, ICAO location indicator LATI (TIA) : Tirana/Rinas					
RTF call sign BPA Maintenance		Aircraft type - Plain language -		SSR Data -	
Type of flight Commercial air transport		Aircraft operator -		Current flight rules Not applicable	
Altitude / FL - Actual -		Altitude / FL - Cleared -		Aircraft last departure point, ICAO location indicator -	
Aircraft planned destination, ICAO location indicator -					
Minimum Separation				Phases of aircraft operations applicable	
Minimum vertical separation recorded -		Minimum horizontal separation recorded -		Taxiing to take-off	
				Phases of aircraft operations applicable	
				Engine run-up	
Headline					
A/C structural damage during taxiing behind full power engine start aircraft					
EU narrative Ne oren 10 02 mora raportim nga I2264 qe po taxonte nga pjesa veriore e aeroportit ne drejtim te taxiway E per ngritje me piste 17 se kishte deme serioze nga krahu i djathte dhe ndaloi taximin. Sic raportoi marshalli. demi ishte shkaktuar nga leshimi i motorrit te avioni qe ishte parkuar tek stand 17 i cili po bente check motorri dhe kishte leshuar full power. Ne oren 09 52Z Bpa maintenance tek stand 17 kerkoi leshimin e motorave per check. Pasi kordinova me follow me i cili raportoi se ishte i zene dhe do shkonte per 2 min, komunikova me Bpa					

Doc.	F 06-Man 001 AOM-AOD	Incident/Accident or Occurrence Reporting Form	 Tirana International Airport Nënë Tereza
Rev.	09		
Date	02/07/2018		Internal/External

INCIDENT/ACCIDENT OR OCCURRENCE REPORT

Date of report: 10/ 09 / 2019__ (DD/MM/YYYY)	Report Number:
Notified Time: 12:05_ (HH:MM)	Notified by: Marshaller.....

Incident/Accident Details:

Location/Position: ...Apron

Date: 10/ 09/ 2019__ (DD/MM/YYYY)

Time: 12:05 (HH:MM)

Environmental Details √

Wind:

Cloud:

Precipitation:

Light

Rain

Snow

Moderate

Sleet

Hail

Heavy

Other Meteorological Conditions (ex. visibility, icing, turbulence etc.)


Incident/Accident Type (tick all that apply): √

Airside Incident	√	Injury Employee	
Landside Incident		Injury Other	
Off Airport (Aviation)		Dangerous Goods	
Aircraft Incident	√	Hazard / Near Miss	
Road Incident		Serious injury	
Birdstrike (complete Birdstrike form)		Fatality	

Other (specify)

Involving:

Aircraft	√	Equipment	
Vehicle		Building	
Item of ground support equipment		Infrastructure	
PLB		Person (Employee, Passenger, etc.)	

Doc.	F 06-Man 001 AOM-AOD	Incident/Accident or Occurrence Reporting Form	 Tirana International Airport Nënë Tereza
Rev.	09		
Date	02/07/2018		Internal/External

Other (specify).....

Damage caused by:	Yes	No
Property/equipment damage from jet blast		
Equipment to equipment damage		
Equipment to facility damage		

Incident/accident or occurrence caused by Security breaches		√
Unlawful interference		
Difficulty in controlling intoxicated, violent or unruly passengers		
Discovery of a stowaway		
Other (specify).....		

Description of what was occurring prior to incident/accident or occurrence:	
Blue Panorama aircraft 9H- GTC at stand T17 prepare for engine test.	
Italian Police aircraft preparing for taxing	
Witnesses:	
Name:	Contact Number(s)
Name:	Contact Number(s)

Description or details of incident/accident or occurrence:
During engine test at Blue Panorama aircraft with Reg 9H-GTC at parking position T17 the Italian police aircraft Reg. GF08 was taxing from the parking stand at north of apron toward to TWY "E"

Attachment B (this page is intentionally left blank)

Interview with AH technician!

OKIIA Investigator: just let me know what happened.

AH technician: we asked for permission for engine run; first they said stand by, we waited 5 minutes on stand by and then they said ok you can go ahead and we started; the marshal was coming later probably 1-2 minutes smth like that was coming there, we push a little bit the engine because we wanted to see some parameters, we had one colleague in front of the aircraft just watching nothing happens around and he just said stop and we came out we saw the other aircraft that it has stopped there and everybody was normal, was on the wheels, absolutely no problem.

OKIIA Investigator: i was there and i saw some marks on the wings that touched the ground

AH technician: they said like that but i'm not sure if it was from this incident or it was before, i didn't see and even my colleague said that aircraft didn't touch the ground so i'm not sure for that.

OKIIA Investigator: So you got the OK from the tower but the marshal was not there ?

AH technician: yes was not there from the first at the beginning , he was requested so it was ok.

OKIIA Investigator: Do you file incident report regarding this?

AH technician: No, no we don't have a written report yet .

OKIIA Investigator: You don't have a written report, but will you do a written report ?

AH technician: Yes we have to do an operation report.

AH technician: just smth I forgot to mention, we put the navigation lights, when you put the navigation lights, even a truck driver knows doesn't have to go in the jet of the aircraft, on the jetblast; it is going to be an engine run, you don't know soon or in two or five minutes, but with navigation lights on any airport knows don't stand behind aircraft.

OKIIA Investigator: Okay I will give you my email to forward the report and then we will talk again.

MAINTENANCE DEFECT EVENT

XXX 2019
Date
Pag. 1 of 2

BASE/PLACE MAINTENANCE DEFECT:

Tirana airport

☐ Human Factor ☐ Material ☐ Maintenance Data
☐ Training ☐ Equipment/Tools ☐ Other

Maintenance Defect

Date of 10.09.19 time 11.30 we were busy working on 9H-GTC
The team involved as follow Bolog Narcis, Arben Ukperaj, Llambi Simslja, Salmir Mhilli
Defect it was Engine no 1 Fan blade damaged-
Engine no1- blade no 4 damaged over limits
Fan blade no 4 and no 23 to be replace as pairs.

Engine no 1 fan blades no 4 and 23 replaced law AMM , 72-31 02 , next step Vibration survey test require law AMM 71-00 -735-013.

We prepared the AC for engine run up, following all run up procedures,
we switched navigation beacon on , one guy in front of the aircraft with head set connected for communication with cabin and approval was requested from ATC, once we got permission and Airport Marshal close to the aircraft we started the engine idle run for about 2 min, after this we increased the N1 to 34-36 percent for vibration survey.

Our observer requested stop the engine and we reduced the engine to idle.

We went outside and we found behind our aircraft on the taxi way, one aircraft , PIAGGIO P.166, it was trying to pass the taxi way, belongs to GUARDIA DI FINANZA , Army registration stopped exact behind no 1 engine jet blast, ignoring beacon navigation lights, and any indication coming from our team.

Personally I went to see the aircraft and staff , nobody had any injury, no visible damage to the aircraft, except one scratch on left wing , they say it was in contact with taxi way for a second.

We suspended our activity for about 4 hours , for investigations, we finished our job after Piagio P.166 removed.and we released our aircraft in time for departure.

Bolog Narcislu

signature

Maintenance Defect Analysis

Distribution List
Lista Distribuzione

☐ Customer CAMO

☐ ALT Quality Manager

Attachment C (this page is intentionally left blank)



REPUBLIC OF ALBANIA
NATIONAL BODY OF AIRCRAFT ACCIDENT AND
INCIDENT INVESTIGATION IN CIVIL AVIATION

OKIIA

1- Occurrence Reporting Form

11/09/2019

OKIIA occurrence nr: 190910/jetblast	Date: (YYYYMMDD) 2019 / 09 / 10	Time (UTC): 10:02:00	OCC Location: TIA	Weather Conditions: CAVOK WIND VAR 3 KTS
--	---	--------------------------------	-----------------------------	--

2- Aircraft involved:

Aircraft type: P66T	Call sign/Registration nr: I-2264/M.M. 62664	Operator: ITA G. di. F.	Flight rules: <input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR	Type of flight: <input checked="" type="checkbox"/> Military <input type="checkbox"/> Civil
FL: Ground	Location of occurrence: Taxiway W Nord Apron	Aircraft operation phase: Taxiing to take-off		

3- Headline: Jetblast incident

Around 10.00 Z, we started taxiing for a normal aerial remote sensing activity. As authorized by ATC we started taxi procedure from the North Apron for intersection E. About halfway along W1 taxiway, we received departure clearance and, at the same time, we requested to report PEZAK point after departure in order to avoid notam-covered areas. The controller instructed us, for the second time, to report E to receive then further instructions (map attached). We therefore continued taxiing on W. A little further on, behind stand 17, occupied by a Boeing 737-430 aircraft of the Blue Panorama company (MSN 27001 - 9H-GTC), the aircraft suffered a sharp yaw to the left that induced the crew to slow down and stop the aircraft due to an apparent landing gear failure. Immediately after the first yaw, the aircraft experienced jet blast and the crew tried to contrast with wing surfaces. Left wing tip scratched on the ground and aircraft drifted 2m left from taxiway centerline (photos attached). Following the reduction in power of the Blue Panorama, aircraft restored his original position. All utilities were switched off and the crew evacuation was immediately performed. Airflow generated by the B737 engines resulted in a slight rubbing of the left-hand tip and the scratching of the left shoulder of the left-hand tire because of the lateral translation from the central line of the taxiway. No consequences for crewmembers. At the moment only the above-mentioned abrasions were detected by crew technicians awaiting major inspection that will be performed in the next days.

4- Reporter Information:

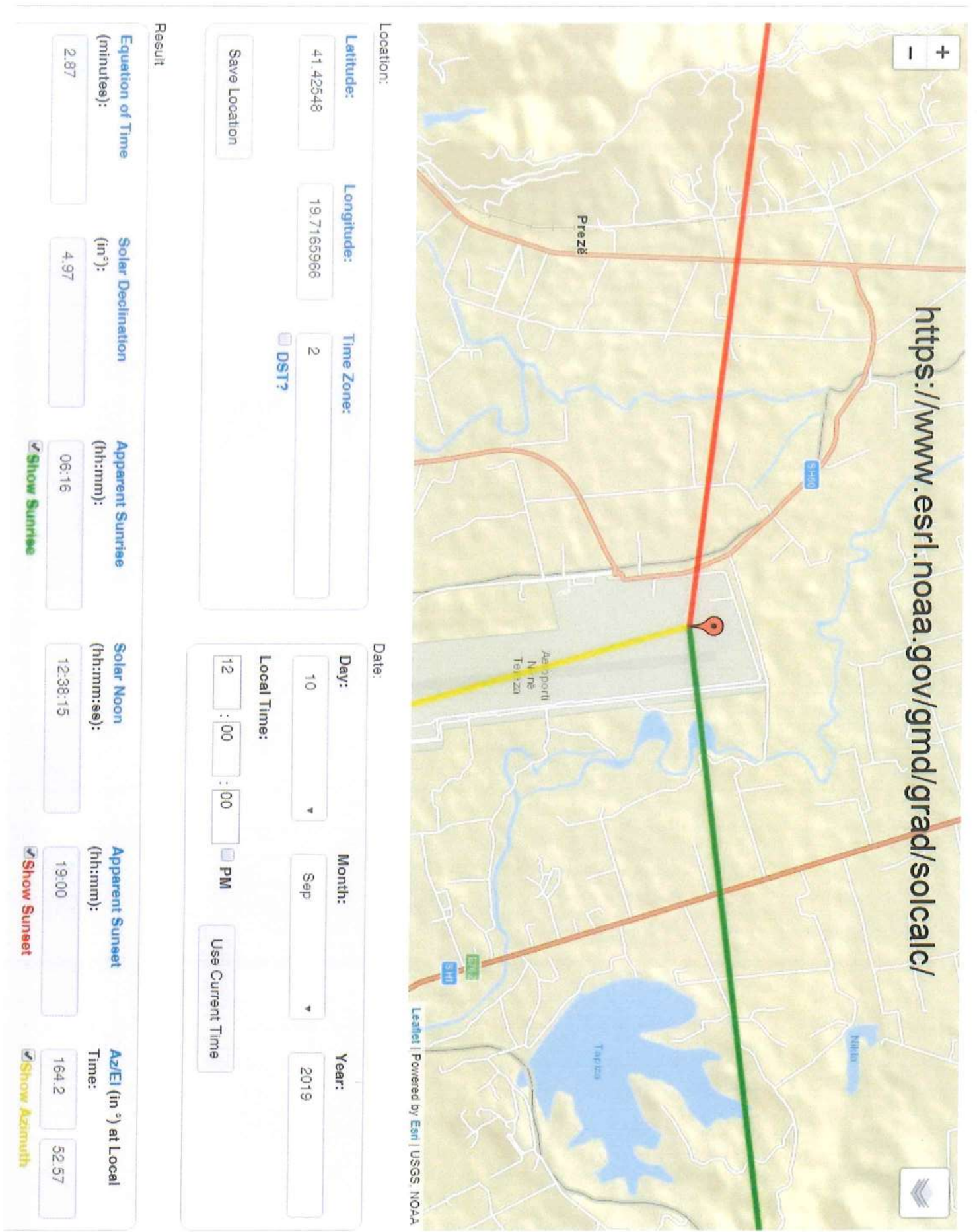
Name:					
Surname:					
Address:					
DoB:					
ID nr:					
Check as appropriate:					
<input checked="" type="checkbox"/> Pilot	<input type="checkbox"/> Co-Pilot	<input type="checkbox"/> Student Pilot	<input type="checkbox"/> Flight Instructor	<input type="checkbox"/> Flight Eng.	
<input type="checkbox"/> Other Flight Crew	<input type="checkbox"/> Passenger	<input type="checkbox"/> Outside observer			

Please forward a copy of this form to:

To: **Organi Kombëtar i Investigimit të Aksidenteve
dhe Incidenteve Ajrore në Aviacionin Civil**
Addr: **Rruga Pinc Vidi, Tirana, Albania, PoBox74**

Email: **info@okiia.gov.al**

Pic. 2.5



Attachment D (this page is intentionally left blank)

I: 20190910: Incident from jetblast during test engine

Vittorio Borsi <vittorio.borsi@ansv.it>

Thu 2019-09-12 15:19

To: Anastas Kriqi <Anastas.Kriqi@okiia.gov.al>;

Dear Anastas,

With this email the ANSV acknowledges receipt of your notification and formalize its accreditation to subject investigation.

I will be nominated ACCREP and I will be available to support your work at anytime.

Kind regards

Vittorio

Vittorio Borsi



Air Safety Investigator

Phone: +39 06 82078 234

Mobile: +39 331 6127542

Fax: +39 06 8273 822

Da: Safety Info Ansv [<mailto:safety.info@ansv.it>]

Inviato: giovedì 12 settembre 2019 12:32

A: protocollo@ansv.it

Cc: Vittorio Borsi <vittorio.borsi@ansv.it>

Oggetto: Fwd: 20190910: Incident from jetblast during test engine

Safety Info iPhone

----- Forwarded message -----

From: "Anastas Kriqi" <Anastas.Kriqi@okiia.gov.al>

Date: Thu, Sep 12, 2019 at 12:00 PM +0200

Subject: 20190910: Incident from jetblast during test engine

To: "safety.info@ansv.it" <safety.info@ansv.it>

Cc: "Albert Pilo" <Albert.Pilo@okiia.gov.al>, "Taulant Seferi" <Taulant.Seferi@okiia.gov.al>, "Ylli Gjuzi" <Ylli.Gjuzi@okiia.gov.al>, "info OKIIA" <info@okiia.gov.al>

Dear ANSV colleagues,

Hoping this email find you well, please be advised that on 20190910 at 10:00:02 (UTC) an incident occurred involving Blue Panorama (BP) airline and and small airplane of Guardia di Financa (GDF); occurrence happened as follows:

BP requested to perform engine test and got ok form the tower to perform the test under Marshall instructions. In the same time, (GDF) aircraft was given ok to taxi to E, passing behind the BP.

Attachment E (this page is intentionally left blank)



Doc.	SOP Airside 004	SOP Airside Aircraft Engine Ground Run	 Tirana International Airport Nënë Tereza
Rev.	02		
Date	10/02/2017		Internal

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Doc.	SOP Airside 004	SOP Airside Aircraft Engine Ground Run	 Tirana International Airport Nënë Tereza
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B. Description

B.01. Scope

TIA is responsible to maintain a high level of safety to its users.

This procedure stipulates the actions to be taken when Airline request permission for the performance of an aircraft engine ground run at the airport.

B.02. Purpose

The procedure covers and details the activities to be carried out in the event of a request for aircraft engine ground run.

B.03. Area of Applicability


The procedure applies to the Airport Services Department.

B.04. Authority

Any deviation to this procedure can only be authorized by the CEO.

B.05. Applicable Codes, Standards and References

- Aerodrome Operations Manual
- Minister Order No 130, dated 09/11/2012, on "Approval of Regulation for Certification and Registration of Aerodromes in Republic of Albania, Aerodrome Operator's Obligations and Responsibilities in Civil Aviation"

Doc.	SOP Airside 004	SOP Airside Aircraft Engine Ground Run	 Tirana International Airport Nënë Tereza
Rev.	02		
Date	10/02/2017		Internal

- Any material likely to be affected by propeller wash or jet blast, must be removed and the area should be cleaned after any aerodrome works
- Adhere to the procedures and instructions related to approach of the aircraft, access and parking areas close to aircraft
- Always ensure cleaning and tidiness of the areas around the aircraft.

After completion of the engine test run the Airline has to complete the registration form and specify the following items on the "aircraft engine ground run" form:

- Date of testing
- Test area
- Start and end of period of engine test
- Direction and position of the aircraft on the test area
- Airline
- Aircraft type
- Engine type
- Planned or unplanned maintenance
- Power setting during test
- Wind speed and direction during engine test
- Name of applicant
- The form has to be send to Operations Duty Manager for further procedure

2. Checklists

2.1. Checklist OPERATIONS DUTY MANAGER


The Operations Duty Manager will:

- Inform the Tower about the aircraft engine test run (time and place)
- Provide a Follow Me vehicle when required
- Ensure to receive the "aircraft engine test run" form from the Airline
- Ensure that the end of the engine test will be reported by the Airline
- Monitor the situation
- Arrange for a possible (re-)allocation of stand.

2.2. Checklist Airline

The Airline will:

- Apply for permission of the aircraft engine test run with the Operations Duty Manager
- Apply for permission to tow the aircraft to the designated area with the Aerodrome Control Tower
- Ensure that the aircraft is chocked before starting the engine test running
- Ensure that all personnel and equipment shall be clear of the inlet suction and exhaust danger areas as specified in the aircraft manual
- Complete the "aircraft engine test run" form. After finishing the test (to be submitted to the Operations Duty Manager).

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Rev.	02		
Date	10/02/2017		Internal

D. Support

D.01. Internal Interfaces

- Airport Services Department
- Ground Handling Department

D.02. External Coordination

- Airlines

D.03. Systems, Materials and Equipment

Not applicable

D.04. Related Internal Documents

- Aerodrome Operations Manual
- SOP Airside 018 Follow Me Vehicle Marshalling Signals
- SOP Airside 011 Aircraft Towing
- Airport User Manual
- Airside Safety Instructions

D.05. Related External Documents

- Airport Handling Manual

RE: 20190910 jetblast incident

Operations Duty Manager <odm@tirana-airport.com>

Mon 2019-10-21 12:23

To: Anastas Kriqi <Anastas.Kriqi@okiia.gov.al>;

Cc: info OKIIA <info@okiia.gov.al>;

Pershendetje,

Lidhur me incidentin ne subject, ne kete date nuk kemi kerkese per leje per testim motorresh nga Air Horizont.

Dite te mbare

Edona Pullazi

Operations Duty Manager

Tirana International Airport SHPK
Administration Building
Rinas, Tirana
Albania
Phone: + 355 4 381 600 / 753
Fax: + 355 4 381 536
Mobile: +355 69 20 22 005
E-Mail: odm@tirana-airport.com
Website: www.tirana-airport.com
SITA: TIAAPXH , TIACOXH



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From: Anastas Kriqi [mailto:Anastas.Kriqi@okiia.gov.al]

Sent: 21 October 2019 12:13

To: Operations Duty Manager <odm@tirana-airport.com>

Cc: info OKIIA <info@okiia.gov.al>

Subject: 20190910 jetblast incident





RYWY	DIRECTION MAGNET.	EMBEDDION QUARRY (M) STRIP (M)	THR COORDINATES ELEVATION	GEOID UNDULATION (FT)	BEARING STRENGTH
17	177°	3746 ± 45	2805 ± 330 41°25'37.317" N	119	50°FCWT
18	352°	2740 ± 40	2805 ± 230 41°25'30.747" N	113	60°S-CWT

The image is a composite of two parts. The top part is an aerial photograph of a runway, likely Runway 27 at an airport, with several annotations in white boxes and yellow arrows indicating a flight path. The bottom part is a technical drawing of the runway layout, showing dimensions, elevations, and various markings.

Annotations on the Aerial View:

- Latitude and Longitude:** 43° 47' 14" N, 019° 47' 14" E
- Runway Dimensions:** 2745 x 45 ASPHALT
- Runway Strip:** 2908 x 330 ft
- Runway Width:** 274 x 156
- Runway Elevation:** 125.00 ft
- Runway Slope:** 1:15
- Runway Markings:** 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000

Annotations on the Technical Drawing:

- Runway Dimensions:** 2745 x 45 ASPHALT
- Runway Strip:** 2908 x 330 ft
- Runway Width:** 274 x 156
- Runway Elevation:** 125.00 ft
- Runway Slope:** 1:15
- Runway Markings:** 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000

Attachment F (this page is intentionally left blank)

Shtojca 3

Transcript i komunikimeve midis Tirana TWR dhe avioneve dhe shërbimeve të tokës në lidhje me ngjarjen e datës 10.09.2019

Time UTC	From	To	Transcript	Comment
09:48:11	KTA TWR	I2264	I2264 Tower??	KTA e thërret vetë 1 parti, pa pasur thirrje nga I
09:48:16	I2264	KTA TWR	Go ahead I2264, Request start up VFR Tirana Tirana	
09:48:21	KTA TWR	I2264	Say again requesting start sir?	
09:48:23	I2264	KTA TWR	Startup VFR Tirana Tirana	
09:48:27	KTA TWR	I2264	Copied approved 17	
09:48:30	I2264	KTA TWR	Startup approved RWY17 I2264	
			Komunikime me avionë të tjerë	
09:52:26	BPA TC	KTA TWR	Tirana TWR good afternoon Bluepanorama TC request permission for engine running test on ground power...	
09:52:37	KTA TWR	BPA TC	Report position?	
09:52:40	BPA TC	KTA TWR	17	
09:52:41	KTA TWR	BPA TC	Copied let me coordinate with marshal	
09:52:45	BPA TC	KTA TWR	Roger ok	

09:52:50	TWR ASS	Follow me	Follow me, Kulla??	
09:52:54	Follow me	TWR ASS	Po kulla të dëgjoj...	
09:52:58	TWR ASS	Follow me	Shko pak tek T17, Kërkon për të ndezur motorat njëri nga ata	
09:53:05	Follow me	TWR ASS	Po kulla për momentin jemi të zënë të tre, po ashtu do të presi një gike	Transmetimi mbaron 09:53:09
09:53:07	KTA TWR	BPA TC	BPA Maintenance as you request eee Follow marshal and continue	Ky komunikim i KTA TWR ka filluar si kohë direkt pasi Follow me ka thënë tjetër të zënë të tre. Pra nuk ka pritur të dëgjoj të gjithë msg e Follow me
09:53:18	BPA TC	KTA TWR	Yes Ok copied Thank you	
			Frekuenca ka qenë gjatë gjithë kohës e zënë, ka pasur komunikime me avionë të ndryshëm dhe me App.	
10:00:15	I2264	KTA TWR	... (Nuk kuptohet) I2264	
10:00:17	KTA TWR	I2264	I2264 say again	
10:00:21	I2264	KTA TWR	I2264 is ready to taxi 3 hours of flight Tirana Tirana	
10:00:28	KTA TWR	I2264	Taxi to holding point 17 via E	
10:00:32	I2264	KTA TWR	Holding point 17 via E, 2264	
10:00:35	KTA TWR	I2264	And please tell the destination and altitude requested	

			Nuk ka përgjigje menjëherë	
10:04:39	KTA PL	Follow me	Follow me kulla çfarë ndodhi me 1??	
10:04:42	Follow me	KTA PL	Edhe njëherë kulla?	
10:04:47	KTA PL	Follow me	Me 1 çfarë ndodhi, raporton dëmi piloti?	
10:04:52	Follow me	KTA PL	Kulla 1 patet dhënë për check motori TC tek stand 17, ai po bënte me fuqi të lartë. A ju thashe që mos ia jepni se jemi të zënë?	
			India po kalonte krosonte mbiapa atij e ktheu mbrapsht I janë shtrëmbëruar gomat tani, e ku e di unë çfarë dëmi tjetër i ka bërë I nëlla frekuenca l'altro aeroplano che era dietro?	
10:05:06	12264	???	I nëlla frekuenca l'altro aeroplano che era dietro?	
10:05:15	KTA PL	Follow me	I ke thënë JERN ti që mos ti jepje fuqi apo I keni thënë Indjas që të mos taksonie?	
10:05:20	Follow me	KTA PL	Jo kulla është BPA tek stand 17 që kishte kërkuar check motorash	
10:05:28	KTA PL	Follow me	Kush ia dha lejen për lëshim motori?	
10:05:30	Follow me	KTA PL	Po se di pra ai i ka ndezur ai për qefin e vet, nuk di çfarë të them tjetër	
10:05:39	KTA PL	Follow me	Po ju kishte marshall përpara kur bëri check motori ai?	
10:05:43	Follow me	KTA PL	O kulla nuk ka pasur marshall përpara, kur na morët leje, ne ju thamë që të tre jemi të zënë, mos ta jep checkun e motorëve Tani nuk e di çfarë të them tjetër	
10:06:15	KTA TWR	BPA TC	BPA Maintenance TWR?	

10:06:21	BPA234V	KTA TWR	BPA234V Go ahead	
10:06:23	KTA TWR	BPA234V	No 7V	
10:06:24	KTA TWR	BPA TC	Blupa maintance TWR?	
10:06:29	KTA TWR	BPA TC	Blupa at T17 tower?	
10:06:38	KTA TWR	BPA TC	Blupa maintenance at stand 17 Tower?	
10:07:01	KTA TWR	BPA TC	Blupa maintenance at stand 17 Tower, how do you read?	
10:08:30	APP	KTA TC	U ngrit India?	Ne këtë moment KTA Taknik është Kontrollori që po fliste më parë me Follow me në rolin e KTA PL
10:08:31	KTA TC	APP	Jo India ka probleme	
10:08:33	APP	KTA TC	Çfarë problemi ka?	
10:08:33	KTA TC	APP	Ka dhënë një Ernest, kështu një BPA që po bënte check motori, I dha thrustit më shumë seç duhet, më duket se nuk kishte marshall përpara dhe ka dëmtuar jesen e djathtë të avionit	
10:08:42	APP	KTA TC	Po kush I dha leje atij BPAs?	
10:08:46	KTA TC	APP	Po BPAs Kontrollori më parë I ka thënë Follow Marshall instruction, kurse marshalli ka thënë mos ia jepni për momentin kulla se jemi të tre të zënë, po ti referohem marshallit, ndërsa ky I ka thënë Follow marshall instruction kur ta kesh përpara. Ata se kanë pasur përpara dhe kanë startuar me çfarë po shof unë me	

Attachment G (this page is intentionally left blank)