



Safety recommendation no. 485

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Safety deficit	After an uneventful landing, a Boeing 737-400 operated by tailwind, registration TC-TLE, was taxiing from runway 34 to taxiway E3 at Zurich Airport. The runways and taxiways were wet and night-time conditions prevailed. The crew received the instruction to taxi to the parking position via taxiways Foxtrot and Charlie. A few metres after passing the turn-off for de-icing lane F2, the pilot turned the aircraft to the right because of a perceived obstruction in order to get to the taxiway south of it via de-icing pad F. The aircraft then came to a standstill on the grass triangle between de-icing lanes F2 and F3 and de-icing pad F, and could no longer move under its own power.
Safety recommendation	The Federal Office of Civil Aviation (FOCA), in cooperation with those responsible for operations at Zurich Airport, should take appropriate measures using clear and consistent instructions and designations to ensure that crews can follow the prescribed taxiways.
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	Implemented. The sections of taxiway in the area of de-icing pad F have been clearly designated and the signage modified accordingly. Furthermore, technical adjustments have been made in order to be able to individually switch taxiway center-line lights on and off for de-icing lanes that are not being used. There are also plans to install taxiway edge lights in the areas between taxiways F1, F2 and F3.
Investigation report concerning the safety recommendation	Final report Schlussbericht