

INCIDENT

| | | |
|--|---|-------------------|
| Aircraft Type and Registration: | Airbus A320, LZ-BHA | |
| No & Type of Engines: | 2 CFM56-5A turbofan engines | |
| Year of Manufacture: | 1989 | |
| Date & Time (UTC): | 19 June 2005 at 0755 hrs | |
| Location: | Stand 27, Belfast International Airport, Northern Ireland | |
| Type of Flight: | Public Transport (Passenger) | |
| Persons on Board: | Crew - 6 | Passengers - 20 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Wing tip damaged | |
| Commander's Licence: | Airline Transport Pilot's Licence | |
| Commander's Age: | 39 years | |
| Commander's Flying Experience: | 10,900 hours (of which 780 were on type) Last 90 days - 200 hours Last 28 days - 40 hours | |
| Information Source: | CAA Mandatory Occurrence Report 200504770 and subsequent AAIB investigation | |

Although most stands at the airport were marked with white boundary lines, Stand 27 was not. In preparation for the aircraft's arrival, a member of the ground crew used a small tug to position a set of mobile steps adjacent to the stand, in a position which he judged would be safe, and then adjusted their height to approximately that of the A320 doorway. Another member of ground crew switched on the AGNIS (Azimuth Guidance Nose-In Stands) which provides guidance to the commander for

manoeuvring the aircraft onto the stand. The commander taxied the aircraft onto the stand normally, following the AGNIS indication, and brought the aircraft to a stop. As the aircraft came to a halt, the left wing collided with the mobile steps.

The handling agent's procedures required the ground crew to ensure that the stand was clear before activating the AGNIS equipment.