

No: 8/92

Ref: EW/C92/4/9

Category: 1a

Aircraft Type and Registration: Airbus A300B4-103, SX-BEG

No & Type of Engines: 2 General Electric CF6-50-C2 turbofan engines

Year of Manufacture: 1981

Date & Time (UTC): 24 April 1992 at 1045 hrs

Location: Stand F15, London Heathrow Airport

Type of Flight: Public Transport

Persons on Board: Crew - 12 Passengers - 219

Injuries: Crew - None Passengers - None

Nature of Damage: Substantial to left wing tip and outer section of the left leading edge flap

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 39 years

Commander's Flying Experience: 8,131 hours (of which 527 were on type)
Last 90 days - 92 hours
Last 28 days - 23 hours
Rest period - 21 hours

Information Source: AAIB Field Investigation

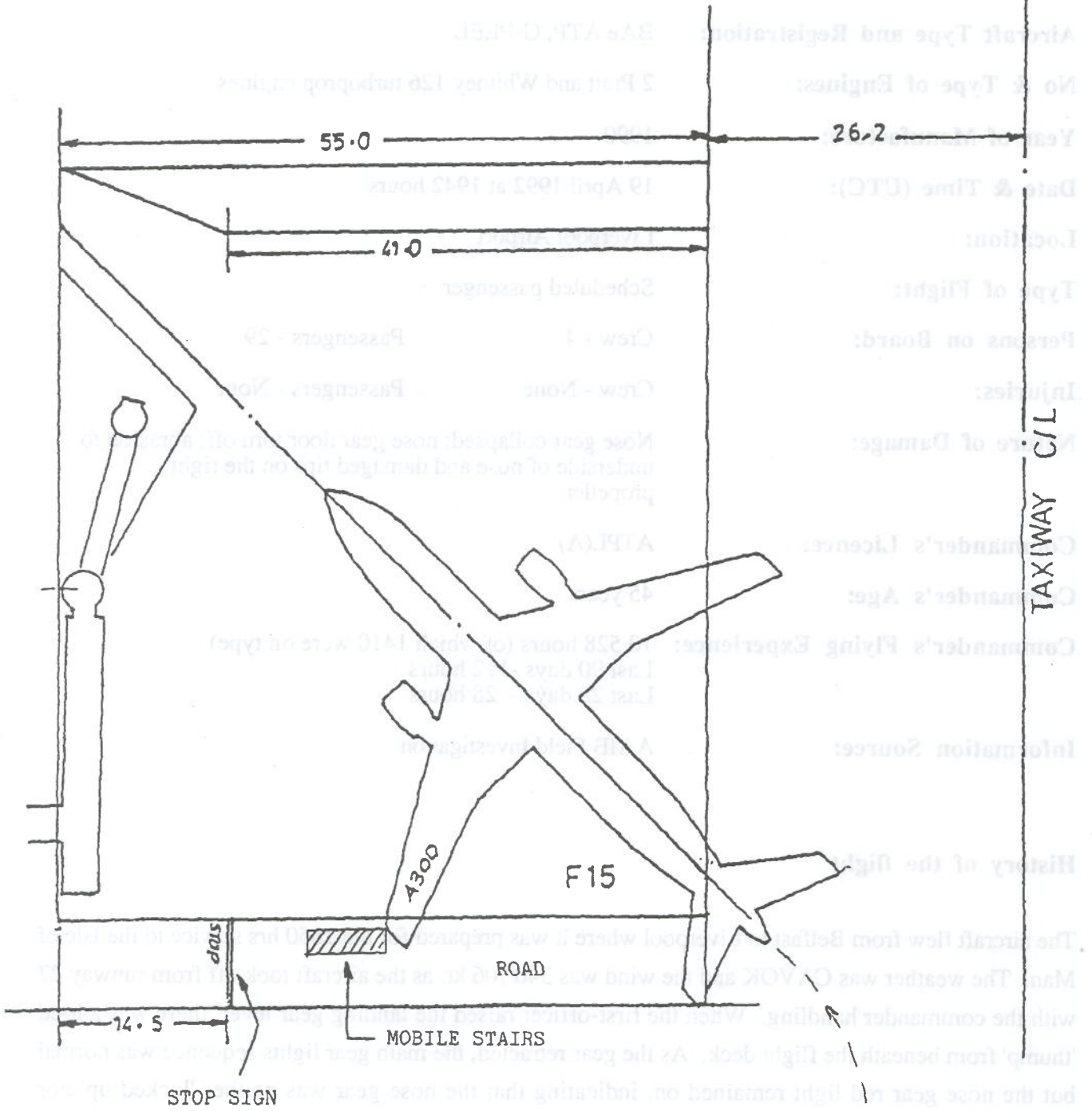
After landing, the aircraft was instructed to proceed to Gate F15 via the outer taxiway. F15 is the outermost stand of a cul-de-sac parking area at Terminal 2 (see attached diagram). The handling agents had detailed a driver to position a set of self propelled stairs adjacent to F15 in preparation for passenger disembarkation. The driver collected the steps from the far end of the cul-de-sac and drove onto F15 before attempting to reverse over the stop line at the edge of the aircraft manoeuvring area. Meanwhile however, a refuelling vehicle had parked across the stop line and the two vehicles collided. The driver got out of his vehicle to check for damage and having assured himself that there was none, he drove forward several metres and parked in the position shown on the diagram. The driver stated that the apron markings led him to believe that he was parked on a road and not on the aircraft manoeuvring area although he did state that he knew that he should have been behind the stop line. He therefore raised the steps to the sill height of an A300 in anticipation of the arrival of the aircraft.

The commander of the aircraft stated that as he approached the stand, he did not see the steps. Consequently, he continued onto the stand using the visual guidance system. When about 20 metres

from his stop position, the commander felt a thump and the aircraft yawed slightly to the left whereupon he immediately stopped the aircraft. Having stopped, the commander looked out of his side window and saw that the left wingtip of his aircraft had collided with the mobile stairs. He then shut down the aircraft and disembarked his passengers without moving onto the stand.

The Aerodrome Standards Section of the Civil Aviation Authority subsequently confirmed that the ground markings on F15 were in accordance with the current regulations.

LONDON HEATHROW - STAND F15



All distances in metres