

## Boeing 737-436, G-DOCD, 17 May 1998 at 1020 hrs

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**Aircraft Type and Registration:** Boeing 737-436, G-DOCD  
**No & Type of Engines:** 2 CFM56-3C1 turbofan engines  
**Year of Manufacture:** 1991  
**Date & Time (UTC):** 17 May 1998 at 1020 hrs  
**Location:** London Heathrow Airport  
**Type of Flight:** Public Transport  
**Persons on Board:** Crew - 2 - Passengers - N/K  
**Injuries:** Crew - None - Passengers - N/A  
**Nature of Damage:** Minor to right wingtip and navigation light  
**Commander's Licence:** Airline Transport Pilot's Licence  
**Commander's Age:** 54 years  
**Commander's Flying Experience:** 14,700 hours (of which 6,500 were on type)  
Last 90 days - 150 hours  
Last 28 days - 50 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was taxiing onto Stand N82 using the Azimuth Guidance Nose In Stands (AGNIS) system for parking alignment. As the aircraft approached the stand the commander noted that the AGNIS was switched ON and that a catering truck was parked to the right of the stand close to the taxiway. The commander judged that the truck's wheels were clear of the stand clearance white lines although the truck's body was close to them. The aircraft's nose was positioned beyond the stand centreline in order to carry out the right angled turn onto stand. As he turned the commander noted that the AGNIS indicated the aircraft was on the centreline and appeared straight he therefore did not ask the co-pilot to monitor the position of the truck. Before the aircraft reached its designated parking position however the right wing tip collided with the truck. The passengers were disembarked normally down the steps after some delay.

The commander later noted that the aircraft's nosewheel had been on the stand centreline but had skidded off to the right as a result of the impact. The aircraft's main wheels were offset to the right of the stand centreline, the fuselage was not aligned with the stand and the right wing tip was slightly over the white clearance guide line.

The commander reported that he failed to monitor the wing tip clearance, relying entirely on the AGNIS system.