

Jetstream 4100, G-MAJI, 22 May 2000 at 1205 hrs

AAIB Bulletin No: 8/2000 **Ref: EW/G2000/05/14** **Category: 1.1**

Aircraft Type and Registration: Jetstream 4100, G-MAJI

No & Type of Engines: 2 Garrett Airesearch TPE 331-14GR-804 turboprop engines

Year of Manufacture: 1993

Date & Time (UTC): 22 May 2000 at 1205 hrs

Location: Stand 12, Cardiff Wales Airport

Type of Flight: Public Transport (Passenger)

Persons on Board: Crew - 3 - Passengers - 11

Injuries: Crew - None - Passengers - None

Nature of Damage: Damage to left aileron and left navigation light

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 42 years

Commander's Flying Experience: 5,395 hours (of which 597 were on type)
Last 90 days - 101 hours
Last 28 days - 25 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

After landing and vacating Runway 30 the commander was instructed by ATC to taxi to Stand 12 and to expect marshalling guidance to park to the left of the stand centreline. As the aircraft approached the stand the commander could see an Embraer 145 (EMB 145) aircraft parked on Stand 11 with a fuel bowser parked alongside to its right. Parked on Stand 13 was a Boeing 737 loading passengers via its forward 'airstairs'. Two marshallers were present to provide stand guidance. One was positioned ahead of the aircraft approximately at the stopping point and 1 metre to the left of the centreline. The other marshaller was positioned by the bowser to ensure wingtip clearance.

The aircraft taxied behind the EMB 145 and was instructed by the centreline marshaller to turn left then straight ahead, positioning the aircraft approximately 2 metres to the left of the centreline. The marshaller by the bowser indicated, by means of a 'thumbs up' that the left wing was clear. As the aircraft moved forward the commander was instructed by the centreline marshaller to turn gradually to the left. A moment later the commander felt a 'slight rumble', which lasted only for a few seconds. He looked to his left and noticed that the left aileron was bent upwards and the hose

storage compartment door on the bowser was marked. The aircraft was brought to an immediate stop but later, under the direction of the marshallers who by now had realised the situation, taxied forward several metres before the engines were shutdown and the passengers disembarked. The airport fire service (AFS) were not informed of the occurrence by the marshallers or the crew and only attended the scene when alerted by the Airport Operations Director who became aware of the incident some 15 to 20 minutes later.

The parking stands at Cardiff are allocated by the ramp controller. This information is passed to ATC so that the commanders of inbound aircraft can be instructed accordingly. The apron layout was changed in 1998 and in June of that year the Airport Operations Director issued an Operational Instruction (No 4/98) detailing which aircraft could be parked on which stands. It stated that Stand 12 was not to be used when a 'Code 'C' aircraft' (Boeing 737) was parked on Stand 13.

Subsequent to this incident the Airport Operations Director called for a full review of the training given both to marshallers and apron controllers by the airport handling company. The handling company issued a notice to the ramp controllers and marshallers emphasising that only two aircraft were to be parked on the north apron and that, in that situation, only Stands 13 and 10/11 were to be used. Stand 12 would be used for parking if there were no other aircraft on Stands 10, 11 or 13.

The occurrence was thus caused by the incorrect allocation of aircraft to stands and the late recognition by the marshallers of a risk of collision.