

# Airbus A310-304, 5Y-BFT, 20 January 2000

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**Ref: EW/G2000/11/15 - Category: 1.3**

**Aircraft Type and Registration:**      Airbus A310-304, 5YBFT

**No & Type of Engines:**                      2 CF6-80C2 turbofan engines

**Year of Manufacture:**                      1989

**Date & Time (UTC):**                      20 January 2000 at 1820 hrs

**Location:**                                      London Heathrow Airport

**Type of Flight:**                              Public Transport

**Persons on Board:**                          Crew - 10 - Passengers - 71

**Injuries:**                                      Crew - None - Passengers - None

**Nature of Damage:**                          Minor damage to right wing flap track fairings

**Commander's Licence:**                      Airline Transport Pilot's Licence

**Commander's Age:**                          42 years

**Commander's Flying Experience:**      9,015 hours (of which 827 were on type)

    Last 90 days - 161 hours

    Last 28 days - 49 hours

**Information Source:**                          Aircraft Accident Report Form submitted by the pilot

The aircraft arrived at London Heathrow Airport from Amsterdam and was allocated Stand V19. Using the PAPA and AGNIS system, the aircraft was taxied onto the stand and the parking brake was applied. The commander sought confirmation from the ground engineer that the chocks had been positioned but he (the engineer) was walking toward the nose wheel and went out of sight from the flight deck and it proved impossible to contact him on the external intercom. Meanwhile the airbridge was being positioned at the forward cabin door. Having seen the engineer moving towards the nose wheel, the commander released the brakes and, observing no movement of the aircraft, the remaining shutdown checks were being carried out when the crew became aware that the aircraft was moving backwards. The airbridge controller urgently alerted the crew to the

aircraft's movement. The commander applied the brakes and re-set the parking brake. On inspection it was found that the aircraft had collided with a catering truck, which was positioned at the rear right galley door. Two right wing flap track fairings as well as the catering truck had sustained minor damage.