

AAIB Bulletin No: 1/94

Ref: EW/G93/11/03

Category: 1.1

Aircraft Type and Registration: BAe ATP, G-OATP

No & Type of Engines: 2 Pratt & Whitney 126 turboprop engines

Year of Manufacture: 1988

Date & Time (UTC): 3 November 1993 at 1053 hrs

Location: Belfast City Airport

Type of Flight: Public Transport

Persons on Board: Crew - 4 Passengers - 26

Injuries: Crew - None Passengers - None

Nature of Damage: Tear in left wingtip lower skin from leading edge of de-icing boot to aileron trailing edge

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 43 years

Commander's Flying Experience: 7,250 hours (of which 2,700 were on type)
Last 90 days - 124 hours
Last 28 days - 41 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and report by airport operator

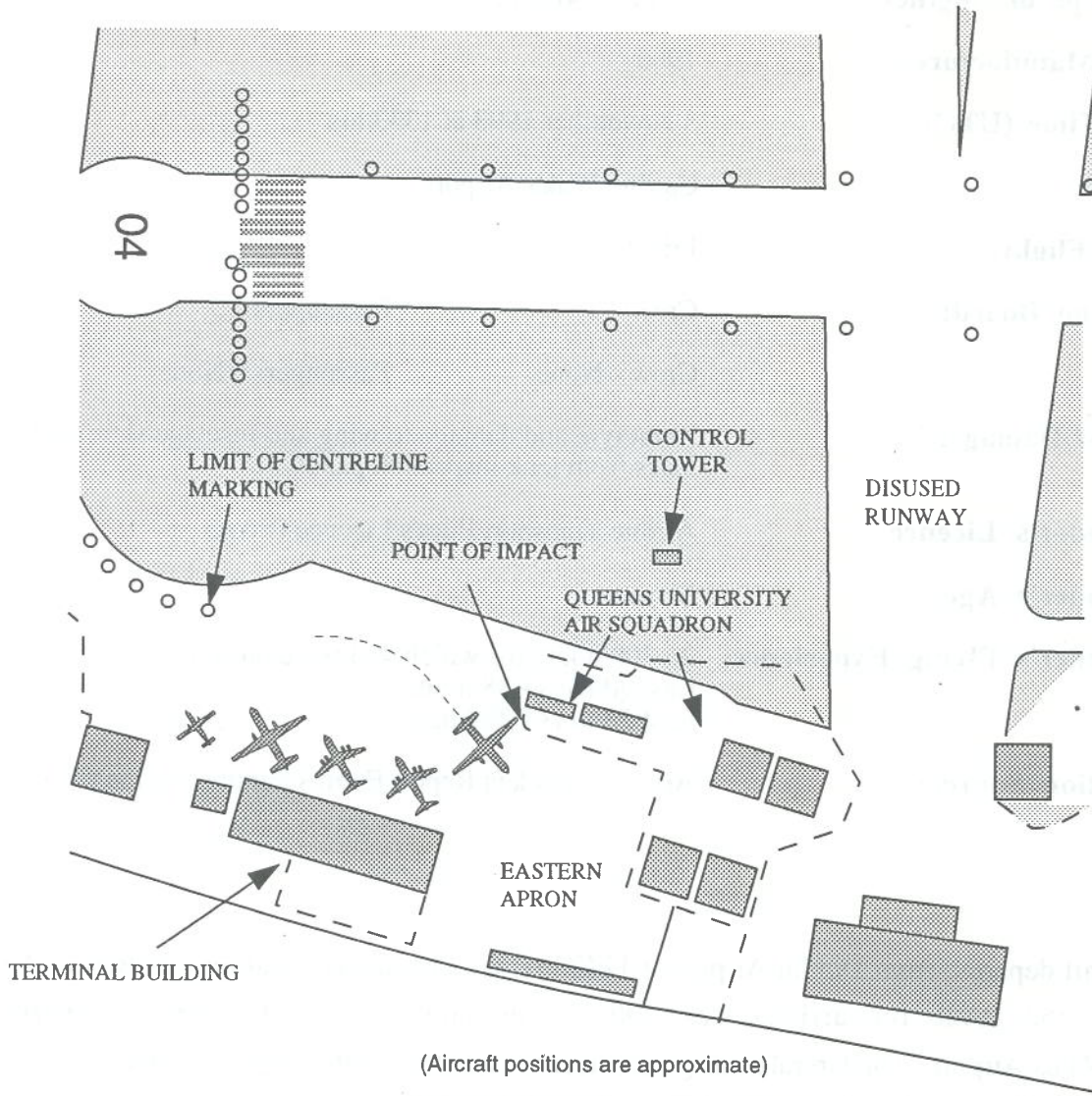
After landing on Runway 04 at 1049 hrs the aircraft backtracked, vacated the runway and proceeded towards its parking area. The main apron, which does not have any painted taxi guidance markings or stand alignment markings, was full, with Stands One, Two, Three and Four occupied with an SD 360, BAe ATP, BAe 146 and another BAe 146 respectively (see attached sketch plan).

As the inbound G-OATP entered the apron the SD 360 on Stand One was ready to leave its parking area. The ATP, being larger, could not occupy this stand and it could not be parked along the edge of the apron as there was insufficient space to allow other parked aircraft to depart. Having considered all the options the marshaller, who was working alone due to staff shortages arising from sickness, decided to park G-OATP on the eastern apron directing the aircraft between the wingtip of the BAe 146 on Stand Four and the security fence surrounding the buildings of Queen's University Air Squadron (QUAS). The marshaller was positioned well ahead of the aircraft as it carried out its manoeuvring. The marshaller reported that, as the aircraft approached him, he directed it slightly to the left, further from the BAe 146, and then straight ahead. He checked the wingtip clearance from the

BAe 146 and then looked at the clearance from the security fence. By this time however the aircraft's wingtip had struck the fence. A ramp supervisor, who was standing close to the BAe 146's rear hold, realised that the collision had occurred and signalled to the commander to shut down the engines and then proceeded to the dispatch office to inform ATC. No transmissions were received by ATC from the aircraft informing them of the situation.

After the accident a full inquiry was carried out by the airport operator who reported that the marshaller displayed a lack of judgement in deciding to use the eastern apron without additional marshalling assistance. The report states that marshallers are under considerable pressure to ensure the best possible use of the apron since remote parking can be both labour intensive and have a detrimental effect on turn round times. There were no clear management instructions on the utilisation of the eastern apron.

The airport operator is now reviewing the overall ramp operations and has issued instructions that no aircraft larger than the SD 360 will enter the eastern apron area. He has recommended that the security fence should be painted in a more conspicuous colour; marshallers should have direct contact with ATC; a wingtip marshaller will be assigned when required and, in the longer term, the concrete and tarmac area adjacent to the QUAS buildings should be widened.



(Aircraft positions are approximate)
BELFAST CITY AIRPORT