

ACCIDENT

Aircraft Type and Registration:	Bombardier DHC-8-402 Dash 8, G-JEDO	
No & Type of Engines:	2 Pratt & Whitney Canada PW150A turboprop engines	
Year of Manufacture:	2003	
Date & Time (UTC):	23 February 2006 at 1235 hrs	
Location:	Southampton International Airport	
Type of Flight:	Public Transport (Passenger)	
Persons on Board:	Crew - 4	Passengers - 59
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to fuselage	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	32 years	
Commander's Flying Experience:	6,300 hours (of which 3,600 were on type) Last 90 days - 143 hours Last 28 days - 50 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

With the passengers on board, de-icing was commenced. As the de-icing vehicle was being positioned behind the right wing it struck the side of the aircraft. The fuselage was damaged but there were no injuries, hydraulic leaks or fire.

History of the flight

On completion of passenger boarding, de-icing was commenced at the request of the commander. The de-icing vehicle was driven to a position between the right wing and right horizontal stabiliser. With the passengers seated, but the cabin crew still standing, a loud bang was heard throughout the aircraft. The aircraft jolted from side to side and a second bang was heard. The

commander immediately informed the passengers that it seemed that the aircraft had been struck by a ground vehicle and instructed them to remain seated until they were cleared to disembark. The crew informed ATC and an airport rescue and fire fighting service vehicle quickly attended the aircraft. The fuselage was visibly damaged but there was no fire, no hydraulic fluid leak and no injuries.

Vehicle driving procedures

It was reported that the driver had positioned the de-icing vehicle behind the right wing, approximately 10 ft from the right side of the aircraft fuselage, stopping the vehicle when instructed to do so by the

member of staff operating the spraying equipment from the external, extendable platform. Those instructions were passed via headset communications. As he moved to apply the parking brake, the driver inadvertently depressed the accelerator, causing the vehicle to surge forward. It was stated that the driver then panicked and, instead of applying the footbrake, pushed the accelerator a second time and the vehicle struck the right side of the aircraft fuselage.

The driver had recently completed his training on the de-icing vehicle. It is the ground services company's policy that newly qualified drivers are accompanied by an experienced staff member until it is deemed by the training staff that such support is no longer required. On

this occasion the driver had declined such assistance. There was another member of staff sitting in the passenger seat of the vehicle but he was of the same experience level as the driver. That member of staff did not recall seeing what caused the accident because he was completing paperwork at the time.

The ground services company stated that the normal procedure is for the de-icing vehicle to move around the aircraft in an anti-clockwise direction but on this occasion it had followed a clockwise route.

The ground services company have reviewed the accident and indicated their intention to reinforce the supervision of newly qualified de-icing vehicle drivers.