

BAe 146-200, D-AZUR

AAIB Bulletin No: 7/97 Ref: EW/G97/02/07 Category: 1.1

Aircraft Type and Registration:	BAe 146-200, D-AZUR
No & Type of Engines:	4 Textron Lycoming ALF 502R turbofan engines
Year of Manufacture:	1986
Date & Time (UTC):	18 February 1997
Location:	London Gatwick Airport
Type of Flight:	Public Transport
Persons on Board:	Crew - 5 - Passengers - 54
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Small hole in fuselage; aircraft out of service for 36 hours
Commander's Licence:	Airline Transport Pilot's Licence with FI Rating
Commander's Age:	59 years
Commander's Flying Experience:	8,700 hours (of which 2,600 were on type) Last 90 days - 130 hours Last 28 days - 50 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

After landing on Runway 26L at Gatwick the aircraft was directed to Stand G5; the surface wind was forecast to be 260_ /14 kt with gusts to 24 kt and the taxiway was dry. Once stationary on the stand, facing north, a small chock was placed in front of the left nose wheel by the aircraft handler, however, before he could push it tight under the wheel he was struck by the nose of the aircraft moving to the left. He became trapped between the aircraft and the Ground Power Unit and sustained a minor leg injury; he was pulled clear and taken to the medical centre.

After the incident the commander reported to Airfield Operations that he had stopped on the appropriate mark, his aircraft was chocked and he released the brakes. He also stated in his report to the AAIB that after coming to a halt on the stand, and as the airbridge was being manoeuvred into position for the left forward passenger door, a gust of wind, at approximately 30 kt from the left, pushed the fin and caused the nose of the aircraft to swing to the left. The aircraft struck the airbridge. The resulting damage to the aircraft was a one inch tear in the skin, however, in order to

effect a repair the underlying structure had to be removed and the aircraft was out of service for 36 hours.

The Chocking Procedures issued by the Handling Agent require the aircraft handler to remain at the head of the parking stand until the aircraft has stopped at the gate, the main engines have been switched off and they have spooled down; only then is he permitted to move towards the main undercarriage area. The only exception to this procedure is when an aircraft requires its nose undercarriage wheels to be chocked, as in this case.

The aircraft operator has recently issued the following guidance to flight crews for parking the BAe 146 on jetties. *At wind speeds between calm and 24 kt the parking brake should remain on and only nose wheel chocks are required. With the wind speed greater than 24 kt and less than 45 kt the previous chocking procedure is augmented by main wheel chocks.* Further enhancements are applied at greater wind speeds. The aircraft manufacturer has confirmed that a gust of 30 kt normal to the fin would not have caused the aircraft to move if the parking brake had been applied.