

**INCIDENT**

<b>Aircraft Type and Registration:</b>	DHC-8-402 Dash 8, G-JECY
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney Canada PW150A turboprop engines
<b>Year of Manufacture:</b>	2007
<b>Date &amp; Time (UTC):</b>	15 January 2009 at 1000 hrs
<b>Location:</b>	Stand 8L, Birmingham Airport
<b>Type of Flight:</b>	Commercial Air Transport (Passenger)
<b>Persons on Board:</b>	Crew - 4                      Passengers - 70
<b>Injuries:</b>	Crew - None                      Passengers - None
<b>Nature of Damage:</b>	Inboard right tyre tread slightly damaged.
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	54 years
<b>Commander's Flying Experience:</b>	7,800 hours (of which 1,700 were on type) Last 90 days - 185 hours Last 28 days - 50 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further investigation by the AAIB

**Synopsis**

Towards the end of the pushback, a loud noise on the ground crew interphone caused the ground crewman to remove his headset and revert to hand signals. The captain was distracted by the breakdown in communication and believed he did not apply the parking brake before the tug was disconnected. The aircraft rolled backwards and came to rest with the right main wheel off the edge of the apron.

**History of the flight**

G-JECY was on Stand 8L at Birmingham Airport prior to a flight to Glasgow and the flight crew were given permission to push back. Prior to commencement of the pushback there had been various communications

between the ground crew man and the commander on the intercom, one of which had coincided with the commander's public address to the passengers. There was loud interference on the ground crew intercom just before the pushback was complete. The ground crew man managed to stop the interference once but it reoccurred loudly and continuously, which the flight crew found distracting. The ground crewman took off his headset, which he showed to the captain, and indicated that he would use hand signals. The captain's and ground crew man's recollection differed with regard to the series of hand signals that followed. The ground crew man remembered signalling the captain to apply the parking brake whereas the captain did not recall seeing

the signal. The result was that the parking brake was not applied before the towbar was disconnected.

The tug moved away from the aircraft and the flight crew began their after start actions and checklist. As the checks were being carried out, the captain noticed the aircraft moving backwards slowly. He decided not to brake hard in case the aircraft tipped backwards but applied power to arrest the movement. The aircraft stopped in what the flight crew believed to be the indent of the rain gutter at the edge of the apron. The crew requested taxi clearance following which the captain applied power to move forward. The aircraft turned

to the right because the right mainwheel had, in fact, rolled over the edge of the apron and was now unable to climb back over the lip. The captain reduced power and applied the parking brake, following which he shut down. The passengers disembarked and returned to the terminal by bus.

The captain believed that the breakdown in communication with the ground crew at completion of the pushback and the resulting distraction from his normal task and procedures, led him to forget to apply the parking brake.