

Antonov An124-100, UR82009

AAIB Bulletin No:	1/2003Ref: EW/G2002/09/19	Category: 1.1
Aircraft Type and Registration:	Antonov An124-100, UR82009	
No & Type of Engines:	4 D-18T turbofan engines	
Year of Manufacture:	1987	
Date & Time (UTC):	22 September 2002 at 1219 hrs	
Location:	London Manston Airport	
Type of Flight:	Public Transport (Non Revenue)	
Persons on Board:	Crew - 24	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Wingtip damage to UR 82009 and window damage to parked aircraft	
Commander's Licence:	Airline Transport Pilots Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	10,158 hours (of which 2,974 were on type) Last 90 days - 102 hours Last 28 days - 39 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After an uneventful flight from the Ukraine, the aircraft landed on Runway 28 at London Manston Airport and was directed to backtrack and exit the runway onto Taxiway Charlie. As the aircraft taxied along Charlie, the commander displaced the aircraft slightly to the right of the taxiway centreline to avoid a building on the left. Having passed the building, the aircraft proceeded to track at a shallow angle across to the left of the taxiway centreline to clear a parked DC-8 on the right. The flight crew then transmitted MARSHALLER IN SIGHT and the commander told the first officer to watch the right. As the aircraft passed the DC-8, ATC transmitted IT LOOKS LIKE YOUR RIGHT WING HAS CAUGHT THE DC-8 and the aircraft stopped. Shortly afterwards the crew continued taxiing, following the marshaller's direction, onto their allocated parking bay where the aircraft was shut down. Subsequent inspection revealed damage to the fairing on the Antonov's right wing and a broken left hand direct vision (DV) window on the DC-8. The commander

reported that his attention was divided between the marshaller, the first officer and keeping the aircraft on the edge of the taxiway.

Taxiway 'Charlie' is 15 metres wide with an asphalt surface and is enclosed by a category C strip. This is defined in Civil Aviation Publication (CAP) 168 (Licensing of Aerodromes) Chapter 3 section 7.6.1 as, *an area clear of objects which may endanger taxiing aircraft*, and extends 28.5 metres either side of the taxiway centreline. The wingspan of the An124-100, which is 73.3 metres, therefore extended 8.15 metres beyond this safe strip on both sides with the aircraft positioned on the taxiway centreline. Even though the aircraft had moved three metres to the left of the centreline, the right wing still extended beyond the category C clear area.

The wingspan of 73.3 metres gives the An124-100 an aerodrome reference code of E (Cap 168 table 3.1) which limits the taxiways it can use. The Manual of Air Traffic Services (MATS) Part 2 Section 3, Chapter 2 para 2.10 states that *all aircraft codes D and E may use taxiway Alpha(at Manston) but must be towed on taxiways Bravo, Charlie and Delta*. This is further reinforced by the London Manston Airport Aerodrome Manual Chapter 4 sub-section 4.2.24, which states that, *code E aircraft may not use these taxiways (Alpha, Bravo and Charlie) under their own power under any circumstances*.

Following this accident ATC management issued a memo to controllers reminding them of their responsibilities concerning taxiing aircraft.