

AAIB Bulletin No: 12/94

Ref: EW/G94/10/13

Category: 1.1

INCIDENT

Aircraft Type and Registration: Boeing 767-300, A4-OGM

No & Type of Engines: 2 CF6-80 turbofan engines

Year of Manufacture: 1990

Date & Time (UTC): 20 October 1994 at 0510 hrs

Location: Stand H7, London Heathrow Airport

Type of Flight: Public Transport

Persons on Board: Crew - 13 Passengers - 182

Injuries: Crew - None Passengers - None

Nature of Damage: 6 inch long skin puncture on right side of aircraft nose

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 51 years

Commander's Flying Experience: 14,462 hours (of which 2,147 were on type)
Last 90 days - 202 hours
Last 28 days - 88 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

History of flight

The crew began their duty period at 2020 hrs for a scheduled passenger flight to London Heathrow Airport; the aircraft left Bahrain, 20 minutes late, at 2210 hrs. The handling pilot, in the left seat, was a senior first officer undergoing command training under the supervision of the commander, a training captain, in the right seat.

The flight progressed normally and the commander decided that they would, as part of the command training, carry out a Category 3 autoland approach to London Heathrow Airport. The APU failed to start in the descent probably, the commander surmised, because it had been 'cold soaked'. The approach did not progress as smoothly as he would have wished; there was a runway change from the one they had briefed and then the eventual turn onto final approach left the aircraft high on the glide slope necessitating a capture from above. However, the aircraft was stable on the approach at

1,000 feet and landing clearance was given at 300 feet. The runway was wet and the aircraft had not slowed sufficiently to take the first available turn off which meant expediting clearance at the next turn off because of landing traffic. Once clear of the runway, the commander started the APU, completed the checks and advised the trainee commander on the routing to Stand H7.

Drizzle was falling as the aircraft approached the stand. The commander was concerned about a baggage loading vehicle on the right side of the stand; he expressed his concern on the company frequency and was assured that the vehicle was correctly parked. Meanwhile the trainee commander had brought the aircraft to a halt by the side marker board (SMB) for the B767-200; the commander told him to move the aircraft forward to align with the B767-300 SMB. As the aircraft moved forward the commander realised that it was going to hit the vehicle and called "STOP"; this was coincident with him hearing the ground engineer call "STOP" on the interphone. The aircraft struck the hand rail on the upper part of the vehicle, making a small gash in the nose skin.

Ground/flight deck communication

The ground engineer reported that he had plugged into the interphone and informed the crew that the aircraft was about a metre to the right of the centreline. The aircraft moved forward and the engineer called "STOP"; he received no acknowledgement and the aircraft continued to move forward so he repeated the call several times. The commander could only recall hearing the one instruction to stop shortly before the impact. The precise reason for this communication failure was not determined.

Stand parking aids

The SMB and AGNIS components of the stand parking system were serviceable and functioning at the time of the incident. The commander stated that he had not checked the guidance given by the AGNIS as the aircraft taxied onto the stand because he found it difficult to interpret from the right seat.

Human factors

The flight crew were based in Bahrain where the local time was three hours ahead of UTC. Their duty period began, in Bahrain, at 2320 hrs local time and the incident occurred at what was to them 0810 hrs.