

Boeing 777-269ER, 9K-AOA

AAIB Bulletin No: 4/2003	Ref: EW/G2003/01/08	Category: 1.1
Aircraft Type and Registration:	Boeing 777-269ER, 9K-AOA	
No & Type of Engines:	2 General Electric GE 90-90B turbofan engines	
Year of Manufacture:	1998	
Date & Time (UTC):	10 January 2003 at 0925 hrs	
Location:	Stand M 32, London (Heathrow) Airport	
Type of Flight:	Public Transport	
Persons on Board:	Crew - 15	Passengers - 232
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to the leading edge of No 1 engine cowling, buckling of airbridge floor	
Commander's Licence:	Airline Transport Pilots Licence	
Commander's Age:	44 years	
Commander's Flying Experience:	13,255 hours (of which 1,256 were on type)	
	Last 90 days - 128 hours	
	Last 28 days - 49 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After landing the aircraft was directed to park on Stand M32. The stand, incorporating an airbridge, was equipped with an Aircraft Positioning and Information System (APIS) where the pilot interprets alignment and stopping information essential for accurate parking. The pilot reported that as he approached the expected stopping position the countdown distance indications changed directly from 1.2 metres to T FAR - STOP indicating that the aircraft had overrun the correct position. The aircraft was stopped immediately, both engines were shut down and the passengers disembarked normally.

Subsequent observations revealed that the leading edge of the left hand engine cowling had struck the airbridge and was punctured. The floor of the airbridge was also buckled and the auto leveller damaged. The pilot also noted that the wheels of the airbridge were positioned one metre outside the normal operating area defined by a painted circle. The dispatcher, who had monitored the

aircraft as it manoeuvred onto the stand however, reported that, prior to the collision, the wheels of the airbridge were within the marked circle. She also reported that the APIS indications counted down normally until the STOP indication and changed to T FAR - STOP by the time the aircraft engine had struck the airbridge. Furthermore an engineer, standing by the normal stop position, saw the STOP indication and then stepped clear of the aircrafts nosewheel as it continued past him. The aircraft eventually stopped four metres beyond the designated stop position.

The APIS records the operation of its guidance system together with any faults that occur. The data for this manoeuvre was analysed and indicated that no faults were recorded and the normal stopping information was displayed, including the instruction to STOP.

A tug was used, after passenger disembarkation, to push back the aircraft and then reposition it onto stand. During this manoeuvre the APIS again operated normally with the recorded data showing that the STOP command occurred at the correct stop position.