

**INCIDENT**

<b>Aircraft Type and Registration:</b>	Boeing 737-33A, G-TOYE	
<b>No &amp; Type of Engines:</b>	2 CFM56-3C1 turbofan engines	
<b>Year of Manufacture:</b>	1995	
<b>Date &amp; Time (UTC):</b>	15 January 2006 at 0605 hrs	
<b>Location:</b>	Birmingham Airport	
<b>Type of Flight:</b>	Public Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 5	Passengers - 103
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Dent in radome	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	38 years	
<b>Commander's Flying Experience:</b>	4,005 hours (of which 1,984 were on type) Last 90 days - 197 hours Last 28 days - 64 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

After pushback the aircraft rolled forward and struck the tug because the tow bar had been disconnected without any brakes being applied on the aircraft.

**History of the flight**

The aircraft was pushed back from its parking stand and then pulled forward by the tug to be aligned with the taxiway. The flight crew had started engine No 1 and were in the process of starting engine No 2 when a member of the ground crew requested over the intercom that the flight crew set the parking brake. The commander told the ground crew "just wait one minute" whilst he continued with the start. The commander then became aware a few seconds later that the aircraft was moving

forwards and the ground crewman repeated his request for the brakes to be set to park. The commander applied the brakes and set them to park but not before the aircraft had rolled forward sufficiently for the radome to hit the tug. The aircraft was then inspected by an engineer to assess the aircraft damage which was confined to a dent in the radome.

**Comment**

The commander believes that the ground crewman on the intercom may have misheard his instructions to wait resulting in the ground crew disconnecting the tow bar whilst there were no aircraft brakes applied.