

## Boeing 767-336, G-BNWN

**AAIB Bulletin No:** 12/99      **Ref:** EW/G99/07/37      **Category:** 1.1

**Aircraft Type and Registration:** Boeing 767-336, G-BNWN

**No & Type of Engines:** 2 Rolls-Royce RB211-524H turbofan engines

**Year of Manufacture:** 1991

**Date & Time (UTC):** 29 July 1999 at 1841 hrs

**Location:** Stand D46, London Heathrow Airport

**Type of Flight:** Public Transport

**Persons on Board:** Crew - 11 - Passengers - 223

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** 9cm score to panel foreword of No 1 door

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 43 years

**Commander's Flying Experience:** 9,000 hours (of which 800 were on type)  
Last 90 days - 90 hours  
Last 28 days - 60 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was taxied onto the stand using the stand guidance system. The brakes were set to park and the aircraft was shutdown in accordance with the checklist. The jetty was moved to the aircraft and a jolt was felt. After a short time the Dispatcher came onto the flight deck and informed the Commander that the jetty had 'run away' and the aft corner of the jetty floor had dented the aircraft skin. The Dispatcher then advised the appropriate agencies.

During the final stages of bringing the jetty to the aircraft door the dispatcher had slowed the approach as normal. Within the last few inches the jetty lurched forward striking the aircraft. The design of the rubber protection strip which touches the aircraft skin on the Europier jetty is such that the metal plates which form the floor are mounted above the top of the rubber protector strip. When positive contact is made by the protection strip and the aircraft skin it is possible for the rubber to be forced downwards allowing the edge of the metal plates to contact the aircraft.

A modification to Airbridge D46 has been carried out which installs protective edging to the floor plate. This modification will be carried out on a further nine Thyssen airbridges.

