Fokker F28 Mark 0100, G-UKFI

AAIB Bulletin No: 6/2002	**Ref: EW/G2002/04/04**	**Category: 1.1**
Aircraft Type and Registration:	Fokker F28 Mark 0100, G-UKFI	
No & Type of Engines:	2 Rolls-Royce Tay 620-15 turbofan engines	
Year of Manufacture:	1989	
Date & Time (UTC):	6 April 2002 at 1340 hrs	
Location:	Manchester Airport	
Type of Flight:	Public Transport	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to horizontal stabiliser tip and leading edge	
Commander's Licence:	Airline Transport Pilots Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	10,847 hours (of which 3,747 were on type)	
	Last 90 days 40 hours	
	Last 28 days 19 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was parked on the western apron almost aligned with taxiway 'D' and with its left wing tip inside the wingspan but below the wing tip of a parked Airbus A330. During his pre-flight inspection the commander noted the close proximity of an A330, to the left of his aircraft, and reported that he visually assessed the vertical clearance between the wings as sufficient. He also noted that his aircraft's horizontal stabiliser was displaced approximately 7 metres outside the A330's wingspan.

After engine start and before taxi the commander briefed the ground engineer on the proximity of the A330. The engineer advised the commander that a wing marshaller would be positioned on the left of the aircraft to monitor the clearance. As the aircraft moved forward the commander visually checked that the left wing was clear of the A330. The wing marshaller continued to indicate with a 'thumbs up' signal that there was sufficient clearance. Having moved forward to what he considered a suitable distance the commander commenced a slow, large radius turn to the right in order to gain

the centreline of 'D' taxiway. As the aircraft turned the left tip of the horizontal stabiliser struck the A330's right winglet. The ground engineer signalled for the aircraft to stop and both engines were shutdown.

The F100 Aircraft Operating Manual (AOM) includes a diagram depicting the radius of turn of the various extremities of the airframe. The radius of the arc described by tip of the horizontal stabiliser, for an aircraft carrying out a minimum radius turn, is shown as being 20.06 metres (65.6 feet), 1.74 metres (5.7 feet) greater than that described by the wing tip. Examination of the aircraft dimensions also shows that the aircraft has to turn through approximately 30° before the horizontal stabiliser reaches the previous position of the wing tip.