

# Airbus A319-132, G-EUPV

<b>AAIB Bulletin No:</b> 3/2002	<b>Ref:</b> EW/G2001/09/31	<b>Category:</b> 1.1
<b>Aircraft Type and Registration:</b>	Airbus A319-132, G-EUPV	
<b>No &amp; Type of Engines:</b>	2 International Aero V2522-A5 turbofan engines	
<b>Year of Manufacture:</b>	2001	
<b>Date &amp; Time (UTC):</b>	27 September 2001 at 1939 hrs	
<b>Location:</b>	London Heathrow Airport	
<b>Type of Flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 8	Passengers - 55
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to cowling on port engine	
<b>Commander's Licence:</b>	Airline Transport Pilots Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	12,700 hours (of which 410 were on type)	
	Last 90 days - 105 hours	
	Last 28 days - 72 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was taxiing to park on Stand A9 at London Heathrow Airport following a flight from Belfast. The weather was fine, sunset had occurred at 1745 hrs and the stand was floodlit. The airport operator requires the left engine on an Airbus A319 to be shut down prior to turning on to Stand A9 because the area for manoeuvring onto this stand is restricted. The engine was shut down accordingly and the aircraft was taxied onto the stand by the commander, who followed the yellow centreline marking and the automatic stand guidance system. As he was manoeuvring, the left engine contacted a baggage belt loader vehicle which had been parked unattended on the stand. The commander had not seen the belt loader and remained unaware of the collision until he was advised of it after shutdown.

A responsible person on the ground is required to check that the stand area is clear before the automatic guidance system is switched on. Consequently, illumination of the stand guidance lights is an indication to flight crews that the stand is clear. In this case it could not be determined

whether the stand had been incorrectly checked, or alternatively, whether the vehicle subsequently infringed the stand area. Aircraft commanders are ultimately responsible for ensuring that the stand is clear but in spite of the stand lighting, this flight crew had not seen the belt loader.