

Boeing 757-28A, G-JMCG, 23 May 2002 at 0622 hrs

AAIB Bulletin No: 8/2002

Ref: EW/G2002/05/12

Category: 1.1

INCIDENT

Aircraft Type and Registration: Boeing 757-28A, G-JMCG

No & Type of Engines: 2 Rolls-Royce RB211-535E4-37-11B turbofan engines

Year of Manufacture: 1995

Date & Time (UTC): 23 May 2002 at 0622 hrs

Location: Manchester Airport

Type of Flight: Public Transport

Persons on Board: Crew - 8 Passengers - 234

Injuries: Crew - None Passengers - None

Nature of Damage: Nil

Commander's Licence: Airline Transport Pilots Licence

Commander's Age: 35 years

Commander's Flying Experience: 6,612 hours (of which 5,087 were on type)

Last 90 days - 124 hours

Last 28 days - 59 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was parked on Stand 12 at Manchester Airport and, due to problems at passenger check in and failure of the baggage transfer system, passengers and their bags were late arriving at the aircraft. A revision in departure slot time, missing bags and further delays in passenger boarding subsequently brought pressure on the crew to meet this revised time. The crew were cleared to commence the push-back procedure and in the process were requested by Ground Movement Control (GMC) to push back to abeam Stand 8 to allow another aircraft to taxi onto their stand. A 'towbarless' tug was used for the push back.

Both engines were started whilst the aircraft was in motion and once the push-back was complete the commander applied the parking brake and instructed the ground 'crew chief' to disconnect the tug. This instruction was acknowledged and the tug reversed back and stopped some 3 to 4 feet in

front of the aircraft's nose wheel. The first officer then obtained the taxi clearance, the commander selected the nose landing gear light on, both pilots confirmed that the area was clear on their respective side, the commander released the parking brake and commenced taxiing. Shortly after the aircraft began to move the nose gear collided with the stationary tug. The throttles were closed and the parking brake applied. Although the aircraft was undamaged the tug sustained considerable damage.

The published procedure requires that when a tug is disconnected the ground crew chief gives a 'thumbs up' to the crew whilst showing them the nose wheel steering lockout pin. The crew should request taxi clearance only when this signal has been seen for it is often not possible for them see and monitor the tug particularly if it is a towbarless tug as used in this incident.