

INCIDENT

Aircraft Type and Registration:	Britten-Norman BN2A Mk III-2 Trislander, G-BEDP	
No & Type of Engines:	3 Lycoming O-540-E4C5 piston engines	
Year of Manufacture:	1976	
Date & Time (UTC):	14 April 2007 at 0710 hrs	
Location:	Stand 8, Jersey Airport, Channel Islands	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	G-BEDP: left wing tip paint scraped and a small dent Jetstream: right wing tip strobe light lens and upper cover broken	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	29 years	
Commander's Flying Experience:	836 hours (of which 36 were on type) Last 90 days - 67 hours Last 28 days - 36 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

Shortly after taxiing from Stand 8 at Jersey Airport, the left wing tip of G-BEDP collided with the right wing tip of a parked empty Jetstream aircraft.

Background information

The operating company's parking arrangement on Stand 8 at Jersey Airport meant that G-BEDP and the Jetstream were parked parallel to each other and the terminal building, facing west (see Figure 1). This had been the arrangements on Stands 8 and 9 since February 2007; prior to this Stand 7 was also available but was then closed due to conflicts with traffic from an adjacent roadway.

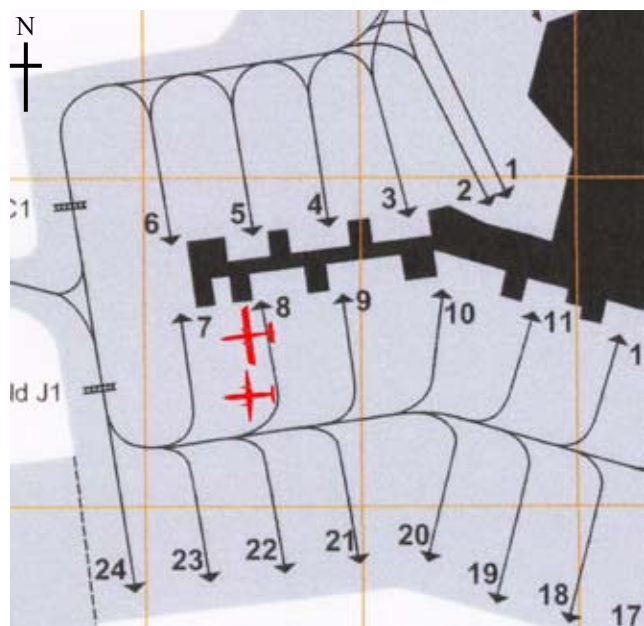


Figure 1

The evening before the incident, G-BEDP was parked on Stand 8 facing west close to the terminal. Later that evening a company Jetstream also parked on Stand 8, just to the left of G-BEDP. G-BEDP was scheduled to depart before the Jetstream the following morning.

History of the flight

The commander reported that prior to boarding G-BEDP, the marshalls brought his attention to the close proximity of the empty Jetstream. He judged that there was enough room to manoeuvre off the stand with the marshalls carefully monitoring both wing tips. This was to be achieved with one marshaller at the left wing tip and another watching the right wing tip whilst stopping traffic from driving across Stand 7. The commander described the position of the wing tips as “when viewed from the front, the wing tips were co-incident but the Jetstream’s right wing tip was slightly forward of G-BEDP’s left wing tip.”

When ready to taxi, the commander repeated his instruction to the marshalls to monitor the wing tips and observed both marshalls giving him a “thumbs up” signal. After releasing the parking brake he advanced the throttle on the left engine to help turn the aircraft slightly right to clear the Jetstream’s left wing tip. He then planned to straighten up and taxi off the stand. As the aircraft started to move, the commander looked to his right to check that he still had clearance from the terminal. He then looked left to see that the

marshaller on the left wing tip was shaking his head and indicating to him to shut down the engines. The commander applied the parking brake, shut down the engines and instructed the passengers to disembark. He vacated the aircraft and realising that the wing tips had touched, inspected the damage caused. The incident happened during daylight hours.

Marshaller’s comments

The marshaller monitoring the left wing tip had also marshalled the Jetstream onto Stand 8 the previous evening. He reported that he had planned to position the Jetstream slightly behind G-BEDP as it was due to depart before the Jetstream in the morning. However, when he indicated to the Jetstream’s commander to stop, the aircraft continued forward, stopping with its right wing tip slightly forward of G-BEDP’s left wing tip. He added that it was not considered necessary to push the Jetstream back to its intended parking position.

Follow-up action

The operating company’s station manager stated that as a result of this incident the company’s parking arrangements on Stands 8 and 9 have, in consultation with the airport authorities, been changed. Wing tip clearance requirements between adjacent aircraft have been increased and the aircraft are now parked facing south, away from the terminal. Yellow arrows have been painted on the ground to assist company pilots with the new arrangements.