

BAe 146-200, G-GNTZ

AAIB Bulletin No: 12/2004	Ref: EW/G2004/10/02	Category: 1.1
INCIDENT		
Aircraft Type and Registration:	BAe 146-200, G-GNTZ	
No & Type of Engines:	4 Lycoming ALF502R-5 turbofan engines	
Year of Manufacture:	1984	
Date & Time (UTC):	6 October 2004 at 1350 hrs	
Location:	Stand 53, Manchester Airport, Manchester	
Type of Flight:	Public Transport (Passenger)	
Persons on Board:	Crew - 5	Passengers - 27
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damaged engine cowling	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	8,784 hours (of which 929 were on type)	
	Last 90 days - 170 hours	
	Last 28 days - 43 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft had completed a flight from Cork and was taxied to park on Stand 53 at Manchester. The outboard engines, numbers 1 and 4, were shut down during taxi. As the aircraft drew onto the stand the commander used the Azimuth Guidance for Nose-In Stand (AGNIS) to maintain the stand centreline, and then located and concentrated on the appropriate line for the BAe 146 on the Parallax Aircraft Parking Aid (PAPA) board. Approaching the stopping zone the commander glanced ahead to the AGNIS again briefly, and then returned his attention to the white line on the PAPA. As he came to a stop he felt a tremor through the aircraft and realised that the number 1 engine had struck the airbridge. He shut down the numbers 2 and 3 engines and the passengers were disembarked using a set of steps.

The commander realised that after having glanced away from the PAPA board when he looked back at it he had misidentified the correct white line and as a result had taxied too far into the stand. The PAPA board is designed to be viewed from the left hand seat of the aircraft alone; it is therefore not possible for the pilot in the right seat to monitor accurately the correct stopping position.