Avro 146-RJ100, G-CFAA

AAIB Bulletin No: 6/2002	**Ref: EW/G2002/03/07**	**Category: 1.1**
INCIDENT		
Aircraft Type and Registration:	Avro 146-RJ100, G-CFAA	
No & Type of Engines:	4 Allied Signal LF-507-1F turbofan engines	
Year of Manufacture:	2000	
Date & Time (UTC):	10 March 2002 at 2020 hrs	
Location:	London-Gatwick Airport, West Sussex	
Type of Flight:	Public Transport	
Persons on Board:	Crew - 6	Passengers - Not Known
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Airframe dented forward of L1 door	
Commander's Licence:	Airline Transport Pilots Licence	
Commander's Age:	32 years	
Commander's Flying Experience:	6,350 hours (of which 1,100 were on type)	
	Last 90 days - 81 hours	
	Last 28 days - 29 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was nearly ready for departure from Stand 56R at London, Gatwick, Airport. The doors were closed and the crew were completing their final departure preparations when an impact was felt and the aircraft rocked noticeably. The commander was informed that the airbridge jetty had struck the aircraft just forward of L1 Door but, as the jetty then refused to move, the aircraft was carefully pushed back by some 2 metres in order for the damage to be assessed. This revealed a dent in the airframe that required attention. The aircraft was withdrawn from service for inspection, but was returned to service some 12 hours later.

The British Airports Authority log of the incident records that the airbridge operator considered that the jetty had not been responding correctly to the controls, but subsequent engineering examination of the airbridge failed to reveal any unserviceabilities.

Stand 56 is orientated roughly 080°/260° and the ramp was wet with a surface wind of 210°/22 to 36kt. The aircraft commander in his report suggested that the incident may have been caused by difficulty in operating the airbridge in the strong wind on a wet surface.