

BAe 146-RJ100, G-BZAU

AAIB Bulletin No: 7/2003	Ref: EW/G2002/12/13	Category: 1.1
Aircraft Type and Registration:	BAe 146-RJ100, G-BZAU	
No & Type of Engines:	4 Lycoming LF507-1F turbofan engines	
Year of Manufacture:	1998	
Date & Time (UTC):	28 December 2002 at 0645 hrs	
Location:	Stand 12, Birmingham Airport	
Type of Flight:	Public Transport (Passenger)	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to No 1 & 2 engines and nose wheel. Adjacent airbridge also damaged	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	27 years	
Commander's Flying Experience:	4,451 hours (of which 2,127 were on type)	
	Last 90 days - 136 hours	
	Last 28 days - 26 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot, and other enquiries made by the AAIB	

The flight crew had just entered the aircraft and had commenced their pre-flight checks when they realised that the aircraft was moving and accelerating towards the airport terminal. Before they could take any corrective action the left wing struck the adjacent airbridge and the aircraft came to a halt. The crew then saw a tug, with a towbar attached, being driven away from the aircraft. At the time of the accident the meteorological conditions were good and the surface of the ramp area was dry. The aircraft had been correctly chocked, was not attached to the airbridge or ground power unit and refuelling had not yet commenced.

The tug driver, who had just started his duty period, had been tasked with moving the tug but did not notice that it was attached to the aircraft by the towbar. As he drove the tug away it pulled the aircraft over the chocks and moved it approximately eight metres into the airbridge. The towbar then disconnected from the aircraft.

The handling agents subsequently changed their aircraft towing procedures. When a towed aircraft arrives on stand and has been correctly chocked the tug and its towbar are now removed from the aircraft and positioned at a safe distance from the nose of the aircraft.