No: 6/88

Ref: EW/C1065

Category: 1a

Aircraft Type

and Registration:

BAC One-Eleven Series 531FS, G-AYWB

Boeing 737-2U4, EI-BTZ

No & Type of Engines:

2 Rolls-Royce Spey 512-14DW turbofan engines (G-AYWB)

2 Pratt & Whitney JT8D-15 turbofan engines (EI-BTZ)

Year of Manufacture:

1971 (G-AYWB)

1981 (EI-BTZ)

Date and Time (UTC):

12 April 1988 at 2123 hrs

Location:

London/Gatwick Airport

Type of Flight:

Public Transport (both)

Persons on Board:

Crew - G-AYWB - 6 Passengers - G-AYWB - 112

EI-BTZ - 6

EI-BTZ - 116

Injuries:

Crew - None

Passengers - None

Nature of Damage:

None

Commander's Licence:

Airline Transport Pilot's Licence (both)

Commander's Age:

G-AYWB - 47 years

EI-BTZ - 47 years

Commander's Total

Flying Experience:

G-AYWB 6142 hours (of which 1976 were on type)

EI-BTZ 14,950 hours (of which 3000 were on type)

Information Source:

AAIB Inspector's Investigation

The BAC 1-11 was returning from Venice with a training captain in the right seat as the aircraft commander and a first officer in the left seat undergoing captain conversion training. At the time of the incident the commander was the handling pilot. The weather was good with no low cloud and visibility in excess of 15 km.

The main runway, 08R, had been closed as planned at 2100 hrs for major re-surfacing work and was unlit. The aircraft was being vectored for a visual approach to runway 08L (the emergency runway) and when the co-pilot called "visual" at a range of approximately 7 miles, the aircraft was transferred to the tower frequency and subsequently cleared to land on 08L. The aircraft descended on the glidepath correctly aligned with 08L, using the 08L approach and runway lighting for azimuth reference and the single PAPI for glide path angle. At a height of approximately 750 feet QFE the commander adjusted the heading of the aircraft to realign its track with a line of green lights which he considered to be the centreline of the emergency runway. At the near end of the line of green lights was the red stop bar for the Lima hold which he took to be the emergency runway threshold. It was not until after the aircraft

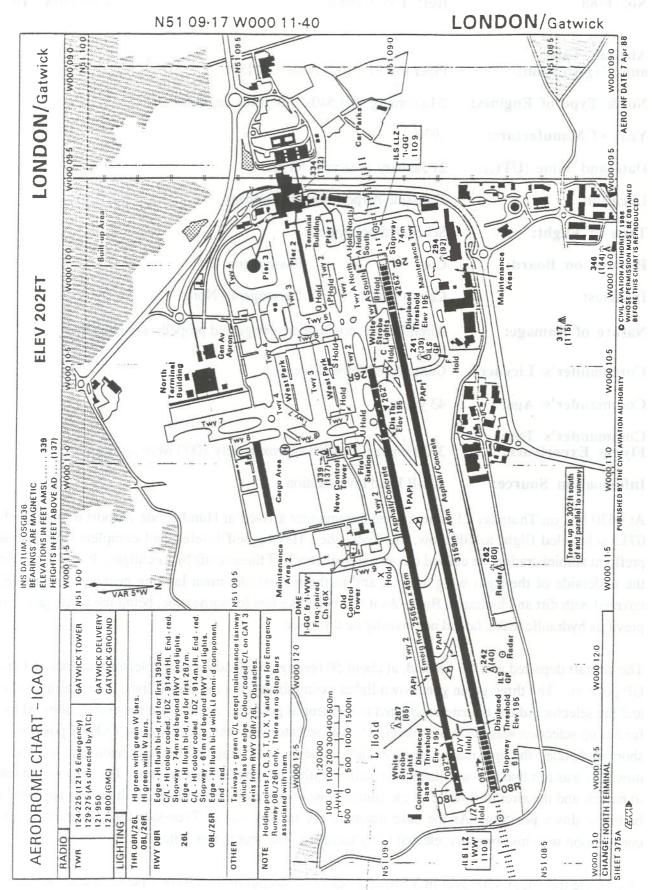
had touched down that he realised that he had landed on taxiway 2 at which point he applied reverse thrust and braking.

A Boeing 737 had meanwhile been cleared to the Lima hold via taxiway 2. As this aircraft turned west onto the taxiway the crew observed the landing lights of an aircraft on short final approach and the commander slowed down when he became doubtful of the landing aircraft's track. He instructed his co-pilot to be ready to pull off the taxiway and, some seconds later, they steered the aircraft off the northern edge of the taxiway onto the grass at the same time as the air traffic controller was also instructing them to pull off to the side.

The nose and right main landing gear of the Boeing 737 went onto the grass but as soon as the left main landing gear left the paved surface the aircraft bogged down leaving the left wing and rear fuselage hanging over the taxiway. The BAC 1-11 was brought to a halt approximately 190 metres short of the Boeing 737. The BAC 1-11 was able to turn around and backtrack along the taxiway before entering runway 08L and taxiing to a stand. The Boeing 737 passengers were disembarked and the aircraft was later towed away.

On 25 April 1988 a recommendation was made to the CAA that the airfield lighting and the procedures for the use of runway 08L/26R should be re-examined.

The Chief Inspector of Accidents has ordered an Inspector's Investigation into this incident.



AIRCRAFT PARKING/DOCKING CHART