ACCIDENT

Aircraft Type and Registration:	British Aerospace ATP, G-BTPC
No & Type of Engines:	2 Pratt & Whitney Canada PW126 turboprop engines
Year of Manufacture:	1988 (Serial no: 2010)
Date & Time (UTC):	15 January 2015 at 0150 hrs
Location:	Coventry Airport
Type of Flight:	Commercial Air Transport (Cargo)
Persons on Board:	Crew - 2 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to both nose gear doors and to the underside of the forward fuselage. Top cover of ground power unit crushed
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	47 years
Commander's Flying Experience:	3,356 hours (of which 2,326 were on type) Last 90 days - 65 hours Last 28 days - 15 hours
Information Source:	Aircraft Accident Report Form and Mandatory Occurrence Report submitted by the pilot

Synopsis

After engine start, the flight crew gave the ground crew the signal to remove wheel chocks. As the chocks were removed, the aircraft moved forward and collided with a ground power unit. The aircraft's parking brake was subsequently found not to have been set. A number of procedural factors were identified as contributing to the accident, as well as time pressure arising from the need to depart ahead of an airport closure.

History of the flight

The aircraft was being readied for a flight from Coventry to Dublin. On board were the flight crew of two and approximately 4,600 kg of freight. Loading and final paperwork was completed at about 0145 hrs. Although neither crew member felt that they were rushed, they were nevertheless subject to a degree of time pressure as the flight had been delayed and the airport was due to close at 0200 hrs.

The flight crew carried out the pre-start checklist and then started the right engine, after which the ground crew were given the signal to disconnect the ground power unit (GPU), positioned directly in front of the aircraft. The commander expected to see the GPU being moved clear of the aircraft, but when this did not happen he signalled the left engine start to the ground crew, which was approved. With the left engine started, the commander

signalled for the nosewheel chocks to be removed, which was actioned by the ground crew. Immediately the chocks were removed, the aircraft began to move forward and the first officer saw the ground crew member run clear of the aircraft to the right.

Both flight crew members immediately applied wheel brakes, but as they did so, the aircraft collided with the GPU. The flight crew shut down both engines and informed ATC, who initiated a 'ground incident' alert. There were no injuries and damage was confined to forward parts of the aircraft and the top cover of the GPU.

After the accident the flight crew realised that the parking brake was not set, resulting in the aircraft's movement when the chocks were removed. The commander noted that there had been an expectation that the parking brake would have been set to ON when the crew first arrived at the aircraft. The parking brake was not an item on the turnaround checklist which the crew had carried out earlier, although it was an item on the pre-start checklist which had therefore not been carried out correctly. The commander also observed that the signal to remove the chocks was given before the GPU had been moved clear of the aircraft. Although the flight crew had not felt rushed, the commander believed that they had been under a time pressure due to the imminent airport closure, and that this had been a contributory factor.