

INCIDENT

Aircraft Type and Registration: Boeing 737-436, G-DOCN

No & Type of Engines: 2 CFM 56-3-C1 turbofan engines

Year of Manufacture: 1992

Date & Time (UTC): 24 September 1993 at 1701 hrs

Location: Stand B17, London Heathrow Airport

Type of Flight: Public Transport

Persons on Board: Crew - 7 Passengers - 144

Injuries: Crew - None Passengers - None

Nature of Damage: Minor damage to wingtip and static wick

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 44 years

Commander's Flying Experience: 13,240 hours (of which 6,820 were on type)
Last 90 days - 130 hours
Last 28 days - 44 hours

Information Source: Aircraft Accident Report Form submitted by the pilot,
and enquiries by the AAIB

The aircraft was self manoeuvring onto Stand B17 after a scheduled passenger flight from Berlin. After checking that the stand was clear of obstructions, the commander used the stand entry guidance system, comprising the AGNIS (Azimuth Guidance for Nose-In Stands) for centreline guidance, along with an SMB (Side Marker Board) for stopping position, and parked the aircraft normally. After shutdown, the commander was informed that the left wingtip had scraped along the side of an adjacent high sided vehicle, causing minor damage to the wingtip and static wick, and a scrape along the side of the vehicle. The vehicle was parked in the inter-stand clearway, with its wheels just on the clearway boundary line, and its body shell overhanging the stand boundary by approximately 0.23 metres.

Measurements of the stand by Heathrow Airport Ltd (HAL) after the occurrence indicated that the distance from the centreline to the clearway boundary line was 15.00 metres, and that a slight inward taper had been inadvertently introduced during line painting. The semi-span of the aircraft is 14.44 metres. The standard clearance allowed on each side of these parking stands from the centreline

to the edge of the clearway marking is half of the wing span plus 0.6 metres for those stands with a stand entry guidance system, or plus 0.9 metres where marshalling is provided. In addition, for the first 10 metres of the run in towards the stand from the taxiway, no parking of vehicles is allowed in the clearway.

Heathrow Airport Ltd has now increased the clearance, from the centreline of Stand B17 to the clearway boundary, from 15.00 metres to 15.5 metres.