

INCIDENT

| | | |
|--|--|-------------------|
| Aircraft Type and Registration: | Bombardier DHC-8-402, G-JECI | |
| No & Type of Engines: | 2 PW150A turboprop engines | |
| Year of Manufacture: | 2005 | |
| Date & Time (UTC): | 9 January 2007 at 0728 hrs | |
| Location: | Manchester Airport | |
| Type of Flight: | Commercial Air Transport (Passenger) | |
| Persons on Board: | Crew - 4 | Passengers - 48 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | None | |
| Commander's Licence: | Airline Transport Pilot's Licence | |
| Commander's Age: | 44 years | |
| Commander's Flying Experience: | 4,678 hours (of which 820 were on type) Last 90 days - 170 hours Last 28 days - 55 hours | |
| Information Source: | Aircraft Accident Report Form and further telephone enquiries | |

Description of the event

The aircraft landed on Runway 24R at Manchester Airport and vacated the runway onto the rapid exit Taxiway KC, which is 46 m wide. The weather conditions were clear; it was 50 minutes before sunrise, and thus it was dark.

The commander brought the aircraft to a stop at the first junction along the rapid exit taxiway, the intersection with Taxiway K, and awaited taxi instructions. ATC cleared the aircraft to taxi via Taxiway C, to hold at C1. The commander taxied ahead and at the next junction, where he was expecting to turn right onto C, he saw a sign board to his right indicating Taxiway A ahead. There are five paved surfaces which intersect at this junction; they are, in anticlockwise direction from the

runway exit: KC, B (23m wide), C (23m wide), KC and B (See Figure 1).

The commander had some knowledge of the airport and knew that Taxiway A was beyond Taxiway C. Confused by the sign board, and believing he had somehow passed Taxiway C, the commander advised the co-pilot that he had missed the taxiway and turned hard right to get back to where he thought it to be. While he was turning ATC issued further taxi instructions, which the co-pilot needed to write down, thus taking his attention away from monitoring the aircraft's position. The commander estimated that in the turn the nose gear had cleared the edge of the paved

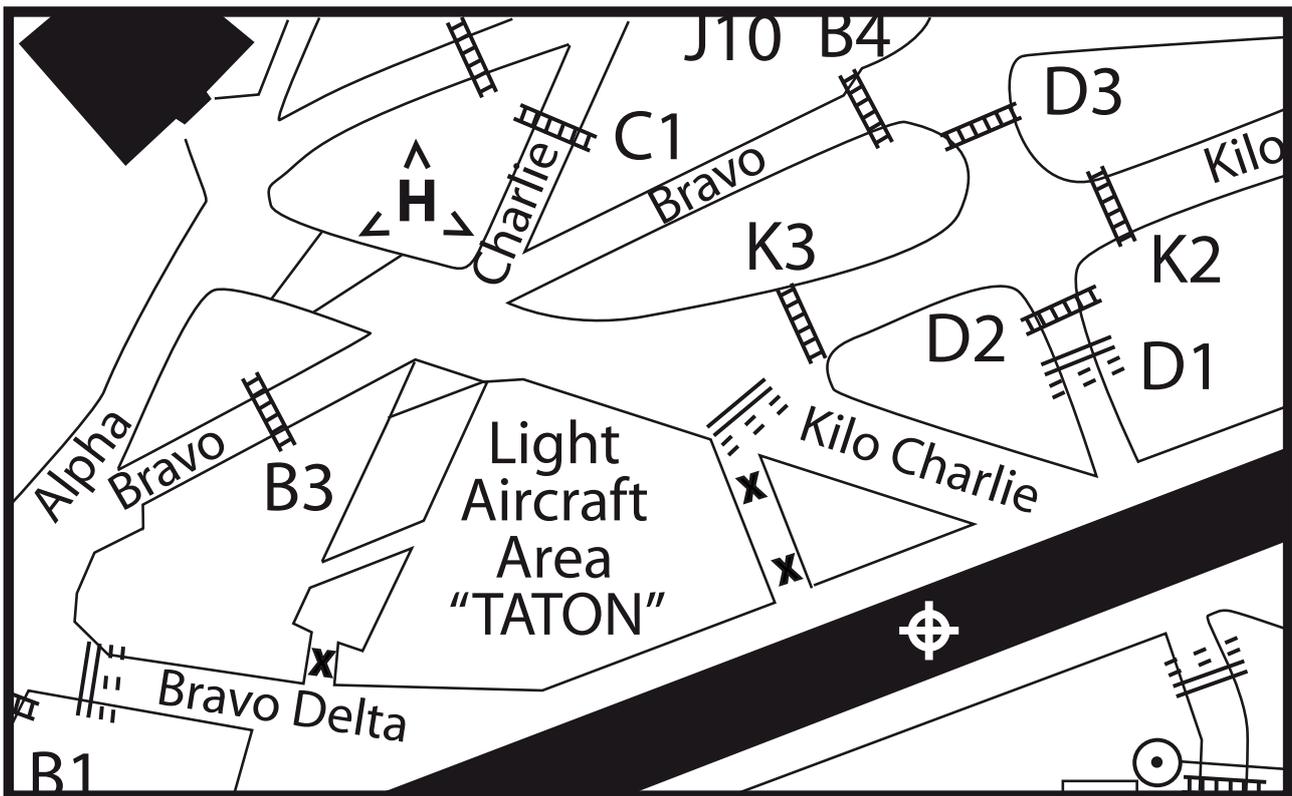


Figure 1

Taxiway intersection KC,C,B

area by about 2 m and, believing that the aircraft was now safely round, he reduced the turning angle.

ATC now advised the crew that the aircraft had taken a wrong turn onto Taxiway B, so the commander brought the aircraft to a stop. ATC then instructed the aircraft to proceed but as the commander applied power he realised that the aircraft was stuck, the left main gear having sunk into the edge of the grass between Taxiway B and Taxiway C.

The intersection of Taxiways KC, C and B is complex and this creates a difficulty for the airport operator in

providing clear sign boards. Furthermore the runway exit taxiway, KC, is wider than a normal taxiway. Although the sign boards alongside are located at the recommended distance from the edge of the taxiway, they are further from the taxiway centreline than would be the case for a normal width taxiway. The airport is undertaking a trial of surface markings as a supplement to the existing signs and is also reviewing the positioning of the sign boards.