

# Airbus A320-232, G-MIDY, 14 November 2001

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Category: 1.1

## INCIDENT

<b>Aircraft Type and Registration:</b>	Airbus A320-232, G-MIDY	
<b>No &amp; Type of Engines:</b>	2 IAE V2527-A5 turbofan engines	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	14 November 2001 at 1255 hrs	
<b>Location:</b>	London Heathrow Airport	
<b>Type of Flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 6	Passengers - 65
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Broken refuelling adapter ring	
<b>Commander's Licence:</b>	Airline Transport Pilots Licence	
<b>Commander's Age:</b>	37 years	
<b>Commander's Flying Experience:</b>	4,500 hours (of which 2,400 were on type)	
	Last 90 days - 150 hours	
	Last 28 days - 33 hours	
<b>Information Sources:</b>	Aircraft Accident Report Form submitted by the pilot and interview with refueller	

After refuelling the A320 using a hydrant refuelling vehicle, the refueller drove the vehicle away without disconnecting the nozzle from the aircraft. He was not aware of the occurrence until he arrived back at the refuelling organisation's parking area, approximately one mile from where the incident occurred. The damage to the aircraft had rendered it unserviceable but there was no release of fuel. The aircraft was repaired and returned to service the following day.

The refuelling organisation carried out an immediate investigation and established that the refueller had not complied with his vehicle's check list or the organisation's Operations Manual in that he did not ensure that all hoses were secure on the refuelling vehicle before driving away.

The refuelling vehicle was fitted with an interlock system which, when serviceable, does not allow the vehicle's engine to be started until all the nozzles are correctly stowed on the refuelling vehicle. The interlock for the aircraft refuelling nozzle was unserviceable; it had a bent actuating rod which caused the system to sense that the nozzle was correctly stowed at all times. At the time of the last weekly check of the refuelling vehicle, the interlock system was reportedly found to be serviceable.

The refueller stated that he had been interrupted during his normal routine by a last minute paperwork problem. The distraction led him to think that he had disconnected the refuelling hoses but he had not done so.