

## Boeing 737-8AS, EI-CSF

<b>AAIB Bulletin No: 5/2004</b>	<b>Ref: EW/G2004/02/10</b>	<b>Category: 1.1</b>
<b>INCIDENT</b>		
<b>Aircraft Type and Registration:</b>	Boeing 737-8AS, EI-CSF	
<b>No &amp; Type of Engines:</b>	2 CFM 56-7B24 turbofan engines	
<b>Year of Manufacture:</b>	2000	
<b>Date &amp; Time (UTC):</b>	29 February 2004 at 2230 hrs	
<b>Location:</b>	Stand 65L, London (Stansted) Airport, Essex	
<b>Type of Flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 6	Passengers - 136
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Outboard leading edge of the left wing holed	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	19,076 hours (of which 3,267 were on type)	
	Last 90 days - 209 hours	
	Last 28 days - 84 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was taxied along Taxiway Juliet and turned left onto Stand 65L at London (Stansted) Airport, having flown from Oslo. Stand 65L has an Azimuth Guidance Nose In Stand (AGNIS) system which was used by the commander to position the aircraft onto the stand. After shutdown and disembarkation of the passengers he was advised that the left wing had made contact with a set of mobile steps parked in the bay next to the stand. The crew had not felt any contact at the time.

The steps had been parked on the left side of the stand with the wheels outside of the marked stand area. However part of the body of the steps and the right side safety handrail, which had been left in the extended position, overhung and infringed the stand area. The left wing had made contact with the handrail as the aircraft taxied past.

Switching on the AGNIS should signify to the aircraft commander that the handling staff at the stand had checked to ensure that the stand was clear and that it was safe to enter. The incident happened at night and although visibility was good and the stand area was lit, the handrail and upper part of the

## Boeing 737-8AS, EI-CSF

steps would not necessarily have been visible to the commander, particularly as one light was directly behind the steps, relative to the aircraft.