



Havarikommisionen

Accident Investigation Board Denmark

Statement 2022-71



Accident to OH-LKK (Embraer ERJ-190) in Copenhagen (EKCH) on 7-2-2022.

ISSUED JUNE 2022

INTRODUCTION

This statement reflects the opinion of the Danish Accident Investigation Board regarding the circumstances of the occurrence and its causes and consequences.

In accordance with the provisions of EU Regulation 996/2010, the Danish Air Navigation Act and pursuant to Annex 13 of the International Civil Aviation Convention, the safety investigation is of an exclusively technical and operational nature, and its objective is not the assignment of blame or liability.

The safety investigation was carried out without having necessarily used legal evidence procedures and with no other basic aim than preventing future accidents and serious incidents.

Consequently, any use of this statement for purposes other than preventing future accidents and serious incidents may lead to erroneous or misleading interpretations.

A reprint with source reference may be published without separate permit.

GENERAL

State file number:	2022-71
UTC date:	7-2-2022
UTC time:	07:33
Occurrence class:	Accident
Location:	Copenhagen (EKCH) on stand A11
Injury level:	None
Aircraft registration:	OH-LKK
Aircraft make/model:	Embraer ERJ-190
Current flight rules:	Instrument Flight Rules (IFR)
Operation type:	Scheduled
Flight phase:	Standing
Aircraft category:	Fixed wing
Last departure point:	Copenhagen (EKCH)
Planned destination:	Helsinki (EFHK)
Aircraft damage:	Substantial

Notification

All time references in this statement are Coordinated Universal Time (UTC).

The aerodrome Operations Centre notified the Aviation Unit of the Danish Accident Investigation Board (AIB) of the accident on 7-2-2022 at 08:18 hours (hrs).

The Danish AIB notified the Danish Civil Aviation and Railway Authority (DCARA), the US National Transportation Safety Board (NTSB), the Finnish Safety Investigation Authority (FSIA), the European Aviation Safety Agency (EASA), the Directorate-General for Mobility and Transport (DG MOVE), and the International Civil Aviation Organization (ICAO) on 7-2-2022 at 13:39 hrs.

FACTUAL INFORMATION

History of flight

The accident occurred on stand A11 in Copenhagen (EKCH).

When the aircraft arrived on the stand, the bridge operator handled the initial docking of the passenger boarding bridge in an automatic pre-set mode for the aircraft type and the final docking in manual mode.

There were no remarks to the passenger boarding bridge docking sequence and the disembarkation of the passengers.

After completion of the passenger boarding and the removal of the passenger boarding bridge, the cradle of a towbarless tractor, while manoeuvring prior to engagement of the cradle, made inadvertent contact with the aircraft nose landing gear.

In order to allow the flight crew to inspect the aircraft nose landing gear, the bridge operator manually reconnected the passenger boarding bridge.

While manoeuvring the passenger boarding bridge, the bridge operator felt sun blinded.

During the reconnection docking sequence, the angle between the passenger boarding bridge platform and the aircraft was different from the angle at the initial arrival of the aircraft on the stand.

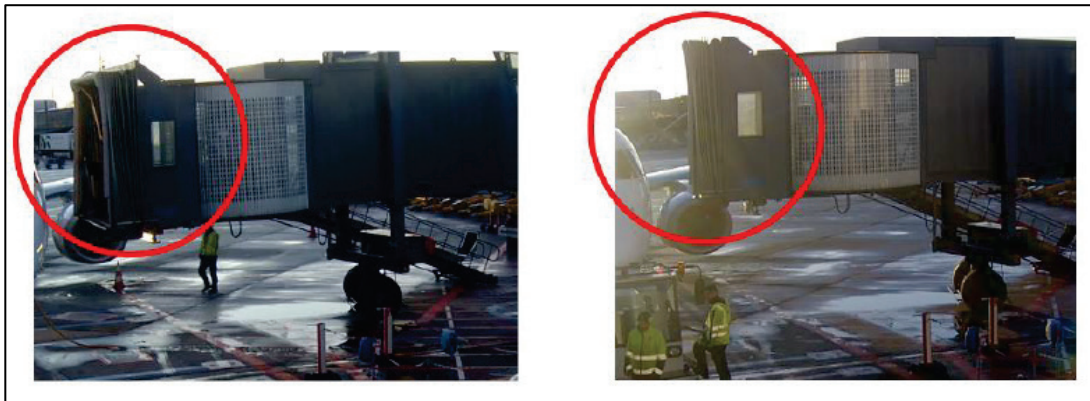


Photo 1.

The photo to the left presents the angle between the passenger boarding bridge platform and the aircraft at initial arrival of the aircraft. The photo to the right presents the angle between the passenger boarding bridge platform and the aircraft at reconnection.

The actual angle between the passenger boarding bridge platform and the aircraft caused no detection by the centrally located built-in proximity sensors of the passenger boarding bridge. The left corner of the passenger boarding bridge platform made contact with the aircraft fuselage, and the passenger boarding bridge continued movement puncturing the aircraft fuselage skin below the forward entrance door.

A subsequent technical inspection of the passenger boarding bridge did not give rise to remarks.

This accident in daylight and under Visual Meteorological Conditions (VMC).

Injuries to persons

<i>Injuries</i>	<i>Crew</i>	<i>Passengers</i>	<i>Others</i>
Fatal			
Serious			
None	4	37	

Damage to aircraft

The structural damage to the aircraft fuselage skin prevented the aircraft from being pressurized.



Photo 2. Damage to the aircraft fuselage skin.

Additional information

Because of the accident, the handling agent took preventive actions ensuring a standardization of bridge operator reconnection docking procedures.

AIB safety investigation process

Upon ending the preliminary safety investigation, the AIB decided - in accordance with article 5 of EC Regulation No. 996/2010 and § 138 of the Danish Air Navigation Act - not to conduct any further safety investigations.

With reference to article 16 of EC Regulation No. 996/2010 and § 143 of the Danish Air Navigation Act, this statement closes the AIB safety investigation.