



الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY

# Air Accident Investigation Report - Preliminary Report -

AAIS Case File 03/2014

## Ground Vehicle Collided with Parked Aircraft

A321-231

VQ-BOC

URAL AIRLINES

Dubai International Airport

United Arab Emirates

17 February 2014

رؤيتنا: منظومة طيران مدني آمنة ورائدة ومستدامة  
OUR VISION: A LEADING, SAFE, SECURE AND SUSTAINABLE CIVIL AVIATION SYSTEM



الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY

Air Accident Investigation Sector  
General Civil Aviation Authority  
The United Arab Emirates

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## Investigation Objective

This Investigation was performed pursuant to the UAE Federal Act No. 20 of 1991, promulgating the Civil Aviation Law, Chapter VII, Aircraft Accidents, Article 48; in compliance with the UAE Civil Aviation Regulations, Part VI, Chapter 3; in conformity with Annex 13 to the Convention on International Civil Aviation; and in adherence to the Air Accidents and Incidents Investigation Manual.

***The sole objective of this Investigation is to prevent aircraft accidents and incidents. It is not the purpose of this activity to apportion blame or liability.***

## Investigation Process

The Accident was notified to the General Civil Aviation Authority (GCAA), Air Accident Investigation Sector (AAIS) Duty Investigator (DI), Hotline +971 50 641 4667, on 17 February 2014 at 00:48 UTC.

An AAIS investigator departed to the Accident site at Dubai International Airport and took the necessary on-site documentation and handed over to the Investigator-In-Charge (IIC) who was nominated by the Director of Air Accident Investigation on the day of the Accident.

The IIC notified the State of Registry, State of the Operator, State of Manufacture and the International Civil Aviation Organization (ICAO).

## Time References

International civil aviation convention for occurrence reporting uses Greenwich Mean Time (GMT), also referred to as Coordinated Universal Time (UTC)

To convert to Gulf Standard Time add plus 4 hours to the UTC time

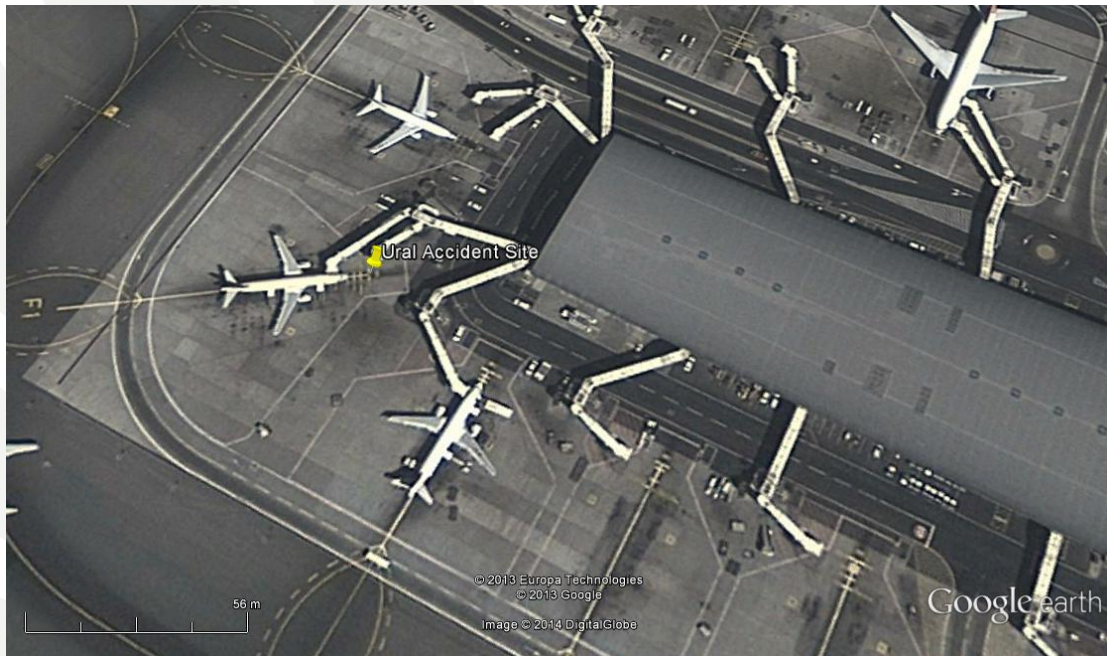
UTC	+ 4	= GST
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# 1. Factual Information

## 1.1 History of the Flight

On 16 February 2014 at 21:14 UTC, Ural flight SVR806, operated by an Airbus A321 aircraft registration VQ-BOC arrived at Dubai International Airport, (OMDB) UAE. The flight had originated from Novgorod International Airport, Russia.

The Aircraft was parked on the F1 parking with a Passenger Loading Bridge docked at Door 1 Left (L1).



**Figure 1: Location of accident Aircraft (yellow marker)**

Approximately 3 hours and 30 minutes after blocks on, the Aircraft was struck on the aft right fuselage by a Hi-Loader catering truck. The force of the collision caused the Aircraft nose wheel to turn about its axis for approximately 30 degrees and the nose of the aircraft was deflected approximately four meters to the right of the parking bay centreline.

During the collision sequence, a gap opened rapidly between the Passenger Loading Bridge (PLB) and the Aircraft door (L1). A female cabin crewmember was standing in the vicinity of door L1. As result of the sudden movement of the aircraft the crewmember fell through the gap from a height of approximately 3 meters onto the tarmac.

The crewmember sustained serious injury and was transported to the hospital at approximately 0120 UTC.

## 1.2 Injuries to Persons

Further information on the type of injury, crew protection and the cabin survivability will be in the Accident Final Report

<i>Injuries</i>	<i>Crew</i>	<i>Passengers</i>	<i>Others</i>
Fatal	0	0	0
Serious	1	0	0
Minor/None	7	0	

## 1.3 Damage to the Aircraft

The aircraft sustained damage to the lower right side where the skin was punctured.



Figure 2: Catering truck and damage to the aft fuselage

## 1.4 Other Damage

The Hi-Loader was also damaged as a result of the impact to the aircraft.

## 1.5 Personnel Information

The Final Report will contain relevant information.

## 1.6 Aircraft Information

Type:	Airbus 321-231
Registration:	VQ-BAC
State of Registry	Bermuda
Certificate of Registration:	Number 1845, issued on 21 October 2011
Certificate of Airworthiness:	Number 1646, Valid Until 23 October 2014
First Flight:	17 March 2000
Engines:	Two turbofan IAE V2533-A5
MSN:	1199
MTOW [kg]:	89,000

## 1.7 Meteorological Information

The accident occurred at night time. No significant weather was reported.

## 1.8 Aids to Navigation

Not applicable to this event.

## 1.9 Communications

Will be addressed during the investigation process.

## 1.10 Aerodrome Information

The Dubai International Airport is certified under the UAE Civil Aviation (CAR) Part IX Aerodromes.

Dubai airport has 3 Terminals and the Aircraft was parked at Terminal 1. The stands are marked on the tarmac with bold letters and are equipped with lights. The lights were lit at the time of the event.

This investigation will also address any aerodrome safety concerns.

## 1.11 Flight Recorders

The flight recorders were not removed as the event occurred whilst the Aircraft was parked.

## 1.12 Wreckage and Impact Information

Not applicable to this event.

### **1.13 Medical and Pathological Information**

The result of the Hi-Loader driver's blood test did not reveal any material that could adversely affect his physiological or psychological performance.

### **1.14 Fire**

None

### **1.15 Survival Aspects**

The injured crewmember was transported to the hospital at 0120 UTC after initial medical treatment in the Airport Medical Centre.

### **1.16 Test and Research**

On-going

### **1.17 Organizational and Management Information**

Under Investigation

### **1.18 Additional Information**

Will be addressed during the course of the investigation.

### **1.19 Useful or Effective Investigation Techniques**

To be determined