

PRELIMINARY REPORT ON THE SERIOUS INCIDENT INVOLVING AIRBUS 330-243 AIRCRAFT WITH NATIONALITY AND REGISTRATION MARKS OD-MEA OWNED AND OPERATED BY MIDDLE EAST AIRLINES AND A PARKED TURKISH AIRLINES BOEING 777 AIRCRAFT WITH NATIONALITY AND REGISTRATION MARK TC-LJC WHICH OCCURRED AT MURTALA MUHAMMED INTERNATIONAL AIRPORT, LAGOS ON 29TH JULY, 2020

Registered owners and operators:	i) Middle East Airlines ii) Turkish Airlines Inc.
Aircraft types and models:	i) Airbus 330-243 ii) Boeing777-3F2ER
Manufacturers:	i) Airbus Industry, France ii) Boeing Company, USA
Years of manufacture:	i) 2009 ii) 2015
Nationalities and registration marks:	i) OD-MEA ii) TC-LJC
Serial numbers:	i) 0984 ii) 44123
Location:	Murtala Muhammed Airport, Ikeja International Wing
Date and time:	29th July, 2020 at about 17:23 h

(All times in this report are local time (UTC +1) unless otherwise stated)



INTRODUCTION

Accident Investigation Bureau (AIB) was notified of the serious incident by Turkish Airlines Inc. on 29th July, 2020 the day of the occurrence. Investigators were dispatched same day to the International wing of Murtala Muhammed Airport, Lagos where the aircraft were parked after the occurrence to commence post occurrence assessments, under the provisions of the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2019 and International Civil Aviation Organisation (ICAO) Annex 13. All relevant stakeholders were notified.

The purpose of this preliminary report is to provide details of the initial facts, discussions and findings surrounding the occurrence; it includes information gathered from witness statements, Air Traffic Control (ATC) reports, Apron Control reports, weather reports and inspection of the two aircraft involved.

The investigation is ongoing.

1.0 FACTUAL INFORMATION

1.1 History of the flight

At 17:14 h, MEA572 contacted ATC for departure clearance from the international wing of Murtala Muhammed Airport, Lagos to Beirut Rafic Hariri International Airport (OLBA), Lebanon with 245 persons on board inclusive of 16 flight crew members. The request was to confirm ATC had the flight plan and clearance for flight Level 390 (FL390) routing via UB731 and exit point "NASTO", which ATC granted.

At 17:15 h, MEA572 requested push back and start-up which was approved. MEA572 later requested taxi and was instructed to taxi holding point runway 18R.

From the voyage report, the Captain stated as follows "TAXIWAY F3 ONE-WAY TAXIWAY OUT, NOTICED TURKISH B777 PARKED GATE E55 TAXIED VERY SLOWLY LOOKING OUT, DEVIATED SLIGHTLY TO THE RIGHT FOR EXTRA CLEARANCE [*BUT*] THE LEFT WINGTIP HIT PARKED B777 TAIL CONE STOPPED IMMEDIATELY SHUTDOWN ENGINES".

At 17:25 h from the ATC transcript, MEA572 reported "the triple seven was parked too far away we were very careful but we hit the tail section of the Turkish. Advice crew please and bring Fire Brigade on standby please". ATC instructed MEA572 to hold position, the wing-walker are coming towards to direct you properly.

At 17:27 h MEA572 confirmed getting direction from the wing-walker to tower and then requested to come back to the gate because of the damage to the winglet.

At 17: 28 h, MEA572 reported going to shut down and standby. The crew shut down the engine and passengers disembarked without any injury.

The incident occurred in daylight.

1.2 Injuries to Persons

Injuries	Crew	Passengers	Total in the aircraft
Fatal	Nil	Nil	Nil
Serious	Nil	Nil	Nil
Minor	Nil	Nil	Nil
None	16	229	245
TOTAL	16	229	245

1.3 Damage to Aircraft

OD-MEA was slightly damaged.

1.4 Other Damage

TC-LJC was substantially damaged.

1.5 Personnel Information

1.5.1 Captain

Nationality: Lebanese
Age: 48 years
License type: Air Transport Pilot License (Aeroplane)
License validity: 31st October, 2020
Medical validity: 31st October, 2020
Ratings: B707, A320, A330-243

Total flight time:	16,916:45 h
Hours on type:	3,299:25 h
Hours as PIC:	656:11
Last 90 days:	57:11 h
Last 28 days:	32:06 h
Last 24 hours:	06:42 h

1.5.2 Co-Pilot

Nationality:	Lebanese
Age:	31 years
License type:	Air Transport Pilot License (Aeroplane)
License validity:	31st September, 2020
Medical validity:	21st January, 2021
Ratings:	A320, A330-243
Total flight time:	2,691 h
Hours on type:	634:07 h
Last 90 days:	45:28 h
Last 28 days:	11:58 h
Last 24 hours:	00:00 h

1.6 Aircraft Information

1.6.1 General Information

Manufacturer:	Airbus Industry, France
Model:	Airbus A330-243
Serial number:	0984
Year of manufacture:	2009
Nationality and registration marks:	OD-MEA
Owner/operator:	Middle East Airlines
Total airframe time:	41,796 h
Total landing cycle:	13,989
Certificate of airworthiness validity:	4th February, 2021
Certificate of insurance validity:	30th June, 2020

1.6.2 Engines

	No.1	No.2
Serial number:	41533	41605
Type:	Trent 772B-60/16	Trent 772B-60/16
Manufacturer:	Rolls Royce	Rolls Royce
Time since new:	40,653 h	37,915 h
Cycles since new:	13,039	12,049

Type of fuel used: Jet A1

1.7 Meteorological Information

Not Applicable.

1.8 Aids to Navigation

Not Applicable.

1.9 Communications

There was effective communication between the aircraft and ATC units. The status of the equipment on the day of the occurrence were as follows:

Lagos Radar/Approach Control	VHF 124.7 MHz:	-S-
Lagos Area Control	VHF 127.3 MHz:	-S-
Lagos Tower Control	VHF 118.1 MHz:	- S-
Lagos Ground Control	VHF 121.9 MHz:	- S-

1.10 Aerodrome Information

The aerodrome has four runways 18L/36R and 18R/36L serving both the domestic and international wing of the airport.

The airport elevation is 135 ft and runway length of 18L/36R is 9,006 ft (2,745 m) while 18R/36L is 12,795 ft (3,900 m).

The Air Traffic Control Tower is located around/close/directly above the Apron.

The airport is rated CAT 9 in fire coverage capabilities.

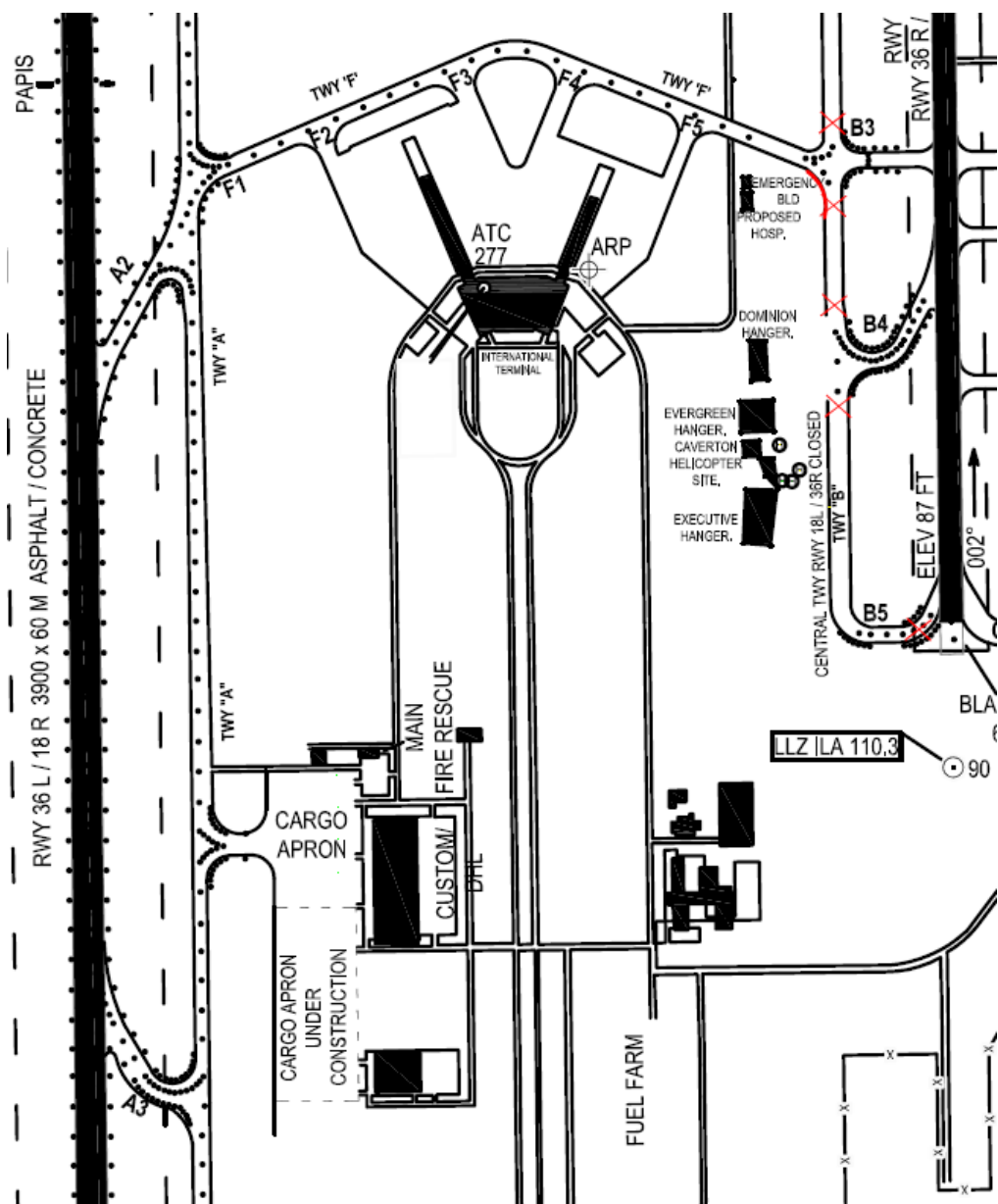


Figure 1: The layout of the international apron

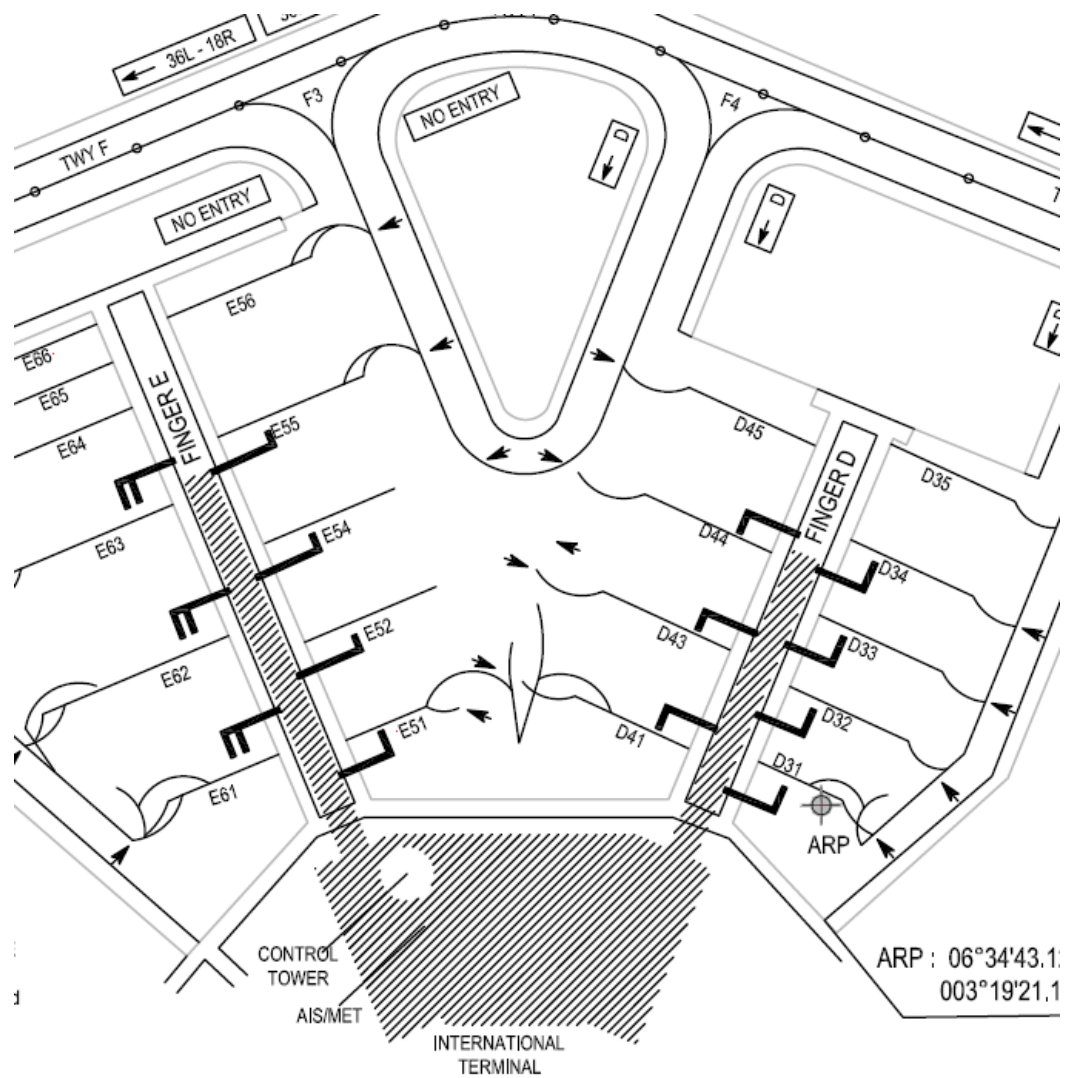


Figure 2: The layout of the parking bays

1.11 Flight Recorders

The aircraft is fitted with Flight Data Recorder (FDR) and a Cockpit Voice Recorder (CVR) with the following details:

	Flight Data Recorder	Cockpit Voice Recorder
Manufacturer	Honeywell, USA	Honeywell, USA
Model	SSFDR	SSCVR
Part number	980-4700-042	980-6022-001
Serial number	SSFDR-13655	CVR120-13688

1.12 Wreckage and impact information

While taxiing on the Apron, the left winglet of MEA572 cut through the APU area and clipped the right horizontal stabilizer of a Turkish Airlines Boeing 777-300 parked at E55. The left winglet of the MEA572 an Airbus 330-243 was damaged while the tail cone and the right horizontal stabilizer of Turkish aircraft was also damaged as a result of the impact.

1.13 Medical and Pathological Information

No test was conducted.

1.14 Fire

There was no fire.

1.15 Survival Aspect

The occurrence was survivable because there was livable volume of space and restraint system such as seat belts and shoulder harnesses were intact.

Additional information

On 29th July, 2020 at about 15:14 h Turkish Airline B777-3F2ER aircraft with nationality and registration marks TC-LJC, flight number THY6108, arrived Lagos as a cargo flight with 8 persons onboard, and was instructed by ATC to proceed to the cargo ramp.

However, at 15:18 h with no available parking position at the cargo ramp, THY6108 requested ATC to confirm the parking position in cargo ramp, and stated "We see the Marshaller showing us like it's in the international apron". ATC informed THY6108 to standby, to verify the information.

At 15:19 h, ATC instructed THY6108 to proceed to the international apron of Murtala Muhammed airport due congestion at the cargo apron. The aircraft taxied towards parking bay E51 but was redirected to E55, where a Marshaller was stationed. The aircraft was directed by the Marshaller to park short of the B777 mark on the apron and handed over to NAHCO Aviance being the airline's ground handler. The report from NAHCO Aviance Equipment Operative Coordinator stated "...after the flight engineer had done his spot checks offloading commenced ASAP at about 15:48 h".

Middle East Airlines MEA571 an airbus 330-243 aircraft with nationality and registration marks OD-MEA, arrived Lagos at 15:58 h with 73 persons onboard and was directed by ATC to parking bay E51.

Initial Findings

1. The crew were qualified to conduct the flight.
2. The crew were well rested to conduct the flight.
3. ATC directed THY6108 to proceed to E51, before redirecting the aircraft to position E55.
4. The Marshaller stopped THY6108 before it got to the designated stop line marking on the apron.
5. The Marshaller handed over THY6108 to NAHCO Aviance, the ground handling company for repositioning to the designated stop line marking.
6. The Turkish flight THY6108 was parked 13.5m short of the stop line marking on the Apron.
7. On landing at 15:58 h, ATC instructed MEA571 inbound DNMM to proceed, parking gate E51.
8. At 17:15 h, MEA572 outbound from DNMM requested for push back and start up.
9. At 17:22 h, MEA572 requested taxi from ATC and was instructed to taxi holding point runway 18R.
10. MEA572 was taxiing out of the Apron when her left winglet clipped the tail section and the right horizontal stabilizer of a parked Boeing 777 with nationality and registration marks TC-LJC belonging to Turkish Airline.
11. At 17:25 h, MEA572 reported the occurrence to ATC stating "We have hit the Turkish was parked very far away".
12. MEA572 maneuvered about 6.5 m right of the yellow track on the apron trying to avoid collision with the parked TC-LJC B777.



Figure 3: Photo of MEA aircraft winglet clipping the APU exhaust of the Turkish aircraft



Figure 4: Damaged APU exhaust area of the Turkish Airlines Aircraft



Figure 5: Photo of deviation of MEAs airlines aircraft from the Taxi line



Figure 6: A close-up of the impact



Figure 7: Photo of the parked B777-3F2ER Turkish Airline aircraft