



NOTICE OF AIRCRAFT INCIDENT

- ✓ *This notice is issued for accident prevention effects only.*
- ✓ *This is ONLY a summary of provisional factual information, being subjected to future alterations along with investigation progress.*
- ✓ *The aim of safety investigation is not to apportion blame or liability but only to retrieve lessons susceptible of preventing future accidents.*

PROCESS Nr: 07/INCID/2015			
Date/Time (local): 19-05-2015 at 11:20 UTC (12:20)		Location: LIS/LPPT Lisbon Int. Airport	
Aircraft: A320-214	Type: Twin turbofan	Registration: OO-SNB	Serial Nr: 1493
Operator	Brussels Airlines		
Origin/Destination	EBBR (Brussels) / LPPT (Lisbon)		
People on board	150		
Injuries	Crew	Passengers	Others
Fatal	-	-	-
Serious	-	-	-
Minor / None	06	144	-
Aircraft damage: Damage to the engine # 1 Air Intake Nose Cowl.			

BRIEF DESCRIPTION:

The Airbus A 320-214 of the Belgian company *Brussels Airlines*, registration OO-SNB, aircraft painted with the theme of the adventures of TINTIN, took off from Brussels bound to Lisbon on a flight scheduled air transport with 144 passengers and 6 crew members on board.

On arrival in Lisbon the meteorology featured one day with clear skies, wind from 360° with 15 Kts gust of 25 Kts of intensity, temperature of 17° C and a QNH 1016 hPa.

The aircraft landed at Lisbon Int. Airport runway 03, having received instructions from the ATC (Air Traffic Controller) to taxi and parking at stand 114.





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Entrance into the parking stand was carried out with the aid of Marshalling, the parking stand is equipped with an automatic guidance system, known as APIS (***Aircraft Positioning and Information System***), a laser-based technology, which identifies and guides the aircraft to stop in the correct point corresponding to its type, to disembark the passengers through the bridge.

The APIS system did not identify the aircraft, not giving information to the pilot stop in position corresponding to the type of aircraft A320.

The aircraft stopped a few meters ahead having struck with the nacelle of the engine # 1 air inlet in the bridge that was in its parking position.



The passengers and crew were disembarked by the rear of the aircraft's rear stairs, not having recorded any wound in passengers and crew members, resulting from the event.

This information note only exposes the factual data, since it does not reflect the analysis of some of the data from the *Flight Data Recorder* (FDR) and the *Cockpit Voice Recorder* (CVR).

However, factual research available suggests that the findings now withdrawn will not be hindered by ongoing analysis and the relevance of the information justifies the presentation of this information note.

NOTES:

- GPIAA's investigator attended at the scene of the incident, having used data provided by various sources to perform this notice of public air incident.
- The director of the Board ordered an investigation in accordance with the national legislation (*Investigation of Accidents*) Dec. Law 318/99, EU 996/2010 Regulation and Annex 13 to the Convention on International Civil Aviation to identify the causes that lead to this incident and prevent future recurrence.

Lisbon, 25th May 2015