

AIFN02

Preliminary Report

Flight KU417 Boeing 777/9K-AOD Collision with Stand Structure at Kuwait

International Airport (OKKK), Kuwait City, Kuwait

7th November 2025 at 0425 Local time

1. Summary

On the 7th of November 2025 at about 04:25 (local time) at Kuwait International Airport, Kuwait Airways Flight 417 collided with the stand structure after shutdown procedure due to un-commanded movement.

2. Sequence of Events

Kuwait Airways flight 417 received clearance to taxi on taxiway W1 and hold short of runway 15R at 0404 (local time), during the taxi phase, the pilot reported that he has a technical issue and needs to hold position on taxiway W1 to resolve the issue. The technical issue was an EICAS “ANTI SKID” message which is a no-go item and the aircraft has to go back to the gate. At 0416 the pilot requested to go back to the gate for further evaluation. After coordination with ground control, the aircraft was instructed to take taxiway W22 and return back to taxiway W1 back to gate 77a which the aircraft started the pushback from, the ground controller also contacted a marshaller to be present on the stand. The pilot then requested stand 62 if available because it was closer but decided to go back to gate 77a which the ground controller gave him clearance for. At 0422 ground controller instructed the pilot to hold position on taxiway W1 because IOCC will not clear the aircraft to gate 77a, with the coordination with the MCC and IOCC the aircraft was cleared to stand 66. At 0426 the aircraft approached stand 66 with the marshaller assistance. The aircraft came to a complete stop, the CCTV cameras on stand 66 showed a red light illuminating on the landing gear as shown in (figure 1 and 2)



Figure 2: The aircraft after it came to a complete stop

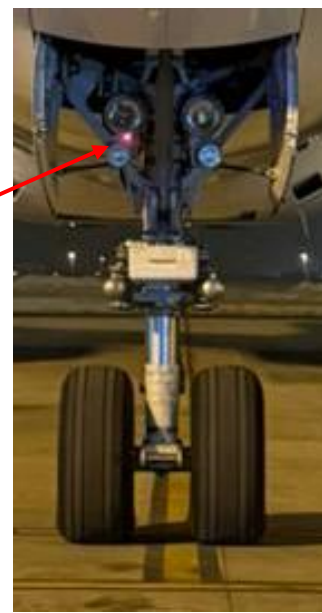


Figure 1: Close up Picture of the nose landing gear showing the red light

which indicate “brake on” but the amber light which indicate “parking brake set” was not illuminated. 30 seconds after the aircraft was stationary, the anti-collision lights turned off which signals the ground crew to approach the aircraft to place the chokes, but from the CCTV cameras only the marshaller was present and people from operation which were not related to the aircraft. The red light “brake set” remained illuminated for 5 minutes before turning off without any ground crew noticing, the light remained off for about 1 minute 15 seconds shown in (figure 3)



Figure 3: No Lights Visible on The Nose Landing Gear

then a light flashed in the nose landing gear area (figure 4)



Figure 4: Light Flashing from The Nose Landing Gear

and the aircraft started moving forward slowly due to a slope, the marshaller noticed the moving aircraft and started signaling the pilot to apply the brakes, the pilot signaled that there were no brakes and declared a mayday call on the ground frequency, ground crew member threw chokes on the nose wheel in an attempt to stop the aircraft (figure 5) but it was not effective and the aircraft went over the chokes



Figure 5: Ground Crew Throwing Chocks

and crossed a service road and the radome struck the stand pole and the landing gear struck the concrete base stopping the aircraft (Figure 6 and 7).



Figure 7: Nose Striking the Stand Pole



Figure 6: Wheel Hitting the Pole Base



Figure 8: Overview of the Aircraft

3. Aircraft Damage

The aircraft was damaged mainly in the radome section (Figure 9) and the underside of the fuselage. The damage of the aircraft is shown as follows:

- Radome
 - Weather radar (Figure 10 and 11).
 - Glideslope antenna damaged.
 - Localizer antennas damaged.
 - Radome hinge Arm damaged.
 - Radome hinge assembly arm damaged.
 - Radome link assembly broken.
 - Radome snubber assembly, the plug was found to have chafed at the head.
 - Fuselage Skin, Forward pressure bulkhead on (STA 132.5).

- Landing gear:
 - Wheel.
 - Nose landing gear shock strut inner cylinder.
 - 3 impact marks.
 - 1 abrasion mark.
 - Minor hydraulic oil leak marks below nose landing gear outer cylinder.



Figure 9: Radome Damage

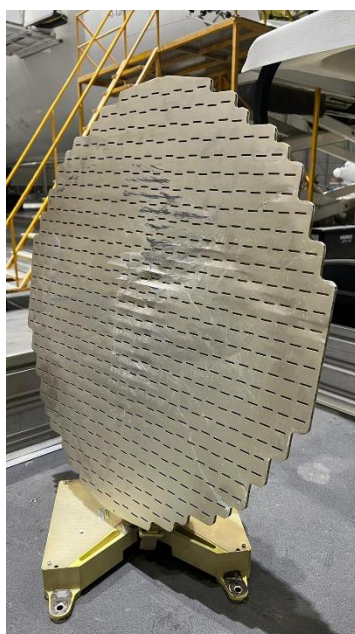


Figure 11: Weather Radar Damage



Figure 10: Weather Radar Base Cracked

4. Safety Actions

In response to the incident, Kuwait Airways enforced all their Boeing 777 fleet to let the electronic hydraulic pumps turned on until the chocks are placed then fully turning the aircraft off.

5. Investigation Team

Investigator In Charge (IIC):

Team Members:

- Eng. Heedar Abulhasan
- Eng. Anwar Al-Huwais
- Eng. Meshari Almutairi
- Abdellateef Almunayes
- Feras Alrasheedi
- Shaalan Alsharhan