

# Airbus A310-325, N837AB, 8 October 1997

**AAIB Bulletin No: 12/1997**

**Ref: EW/G97/10/04 Category: 1.1**

<b>Aircraft Type and Registration:</b>	Airbus A310-325, N837AB
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney PW4156 turbofan engines
<b>Year of Manufacture:</b>	1993
<b>Date &amp; Time (UTC):</b>	8 October 1997 at 0540 hrs
<b>Location:</b>	Stand H7, London Heathrow Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 11 - Passengers - 169
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Dents to engine number one intake cowling
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	52 years
<b>Commander's Flying Experience:</b>	13,560 hours (of which 696 were on type) Last 90 days - 149 hours Last 28 days - 69 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and report from Heathrow Airport Limited

On completion of a flight from Jamaica, the commander was using the stand guidance system to park at Stand H7 at London Heathrow. The guidance system comprised Azimuth Guidance for Nose-in Stands (AGNIS) for centreline alignment and Parallax Aircraft Parking Aid (PAPA) for stopping guidance. The system is designed for use from the left hand pilot's position only.

The aircraft was on the centre-line but went beyond the normal stopping position and the left engine struck the stand jetty. The commander acknowledged that he had overshoot this type specific stopping sign; the A310 stopping sign was clearly indicated on the PAPA.