

# Airbus 310-203, 7T-VJC

**AAIB Bulletin No: 05/2001 Ref: EW/G2000/12/09 Category: 1.1**

## INCIDENT

**Aircraft Type and Registration:** Airbus 310-203, 7T-VJC

**No & Type of Engines:** 2 General Electric CF6-80A3 turbofan engines

**Year of Manufacture:** 1984

**Date & Time (UTC):** 17 December 2000 at 1208 hrs

**Location:** London Heathrow Airport

**Type of Flight:** Public Transport

**Persons on Board:** Crew - 2 - Passengers - 66

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Dent in left engine intake cowl

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 50 years

**Commander's Flying Experience:** 14,350 hours (of which 2,800 were on type)

Last 90 days - 120 hours

Last 28 days - 65 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was allocated to parking stand G12 at Terminal 2 after arrival on a scheduled public transport flight from Algiers. Initially, no stand guidance was switched on. The aircraft therefore held short of entering the stand. After about five minutes, the Azimuth Guidance Nose In Stands (AGNIS) was switched on by a ground staff member, who was not the usual handling agent. The Parallax Aircraft Parking Aid (PAPA) was not illuminated. The commander therefore expected that the ground staff would signal the aircraft to stop by means of the Emergency Stop light, at the appropriate position. However, no such signal was received and the commander stopped the aircraft at what he considered to be an appropriate position in relation to the airbridge. Unfortunately, the left engine cowl had already impinged upon the airbridge and caused a minor crease in the cowl. After inspection, in consultation with the operator's engineering department in Algiers and the Chief Pilot, approval was received to operate the return sector to Algiers for repair.