

INCIDENT

Aircraft Type and Registration: Boeing 757-208, TF-FIH

No & Type of Engines: 2 Rolls-Royce RB211-535 E4 turbofan engines

Year of Manufacture: 1990

Date & Time (UTC): 20 June 1994 at 1127 hrs

Location: London Heathrow Airport

Type of Flight: Public Transport

Persons on Board: Crew - 8 Passengers - 155

Injuries: Crew - None Passengers - None

Nature of Damage: Paint scrape on left engine pylon

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 57 years

Commander's Flying Experience: 19,652 hours (of which 2,088 were on type)
Last 90 days - 112 hours
Last 28 days - 12 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and information provided by the BAA

The aircraft had landed on Runway 27L and was taxiing onto the Terminal 3, Stand J8, at London Heathrow Airport. There was no marshaller present and the commander, finding no Parallax Aircraft Parking Aid (PAPA) stop indicator for the Boeing 757, brought the aircraft to a stop about one inch too far forward to prevent the engine pylon from touching the jetty. The jetty sustained no damage.

BAA have stated that the marshallers always attend aircraft arrivals where there is no PAPA and that they were en route to the stand when the incident occurred. However, the aircraft arrived there before them, due to the close proximity of J8 to the turn off from Runway 27L.