

INCIDENT

Aircraft Type and Registration:	Boeing 767-383, I-AEJB	
No & Type of Engines:	2 Pratt & Whitney PW 4060 turbofan engines	
Year of Manufacture:	1989	
Date & Time (UTC):	25 November 1993 at 1009 hrs	
Location:	Stand H5, London Heathrow Airport	
Type of Flight:	Public Transport	
Persons on Board:	Crew - 10	Passengers - 242
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Minor to left engine intake cowl	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	13,500 hours (of which 180 were on type) Last 90 days - 190 hours Last 28 days - 45 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was manoeuvring to park on Stand H5 using the Azimuth Guidance Nose-in Stands (AGNIS) system for lateral guidance and a Paralax Aircraft Parking Aid (PAPA) for stopping guidance. These systems, which are aligned for use by the pilot seated in the left-hand seat, require the pilot to focus his attention both directly ahead for the AGNIS and to the right for the PAPA during the final stages of parking.

Two ground staff members were in attendance with one positioned in the entrance of the jetway and the other on the ground between the jetway and the terminal building. As the aircraft was about to stop the left engine struck a stationary air start truck which had been parked close to the jetway service steps.

The aircraft commander reported that investigations carried out by the airport authority confirmed that the aircraft was correctly aligned with the stand and that the truck was incorrectly positioned. His assessment of the cause of the accident was that the truck's position, which was hidden from his view during the later stages of the manoeuvre, should have been checked by the ground staff before the taxi guidance systems were illuminated.

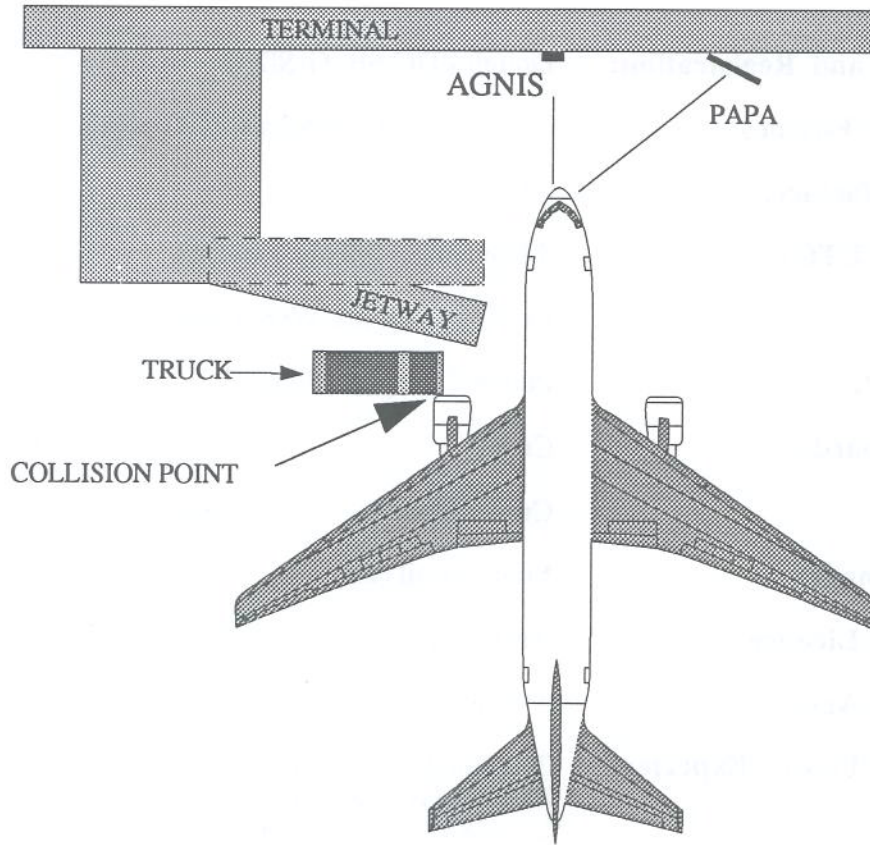


Illustration of impact position
(not to scale)