

# McDonnell Douglas DC-10, PP-VMQ, 6 July 1996

## AAIB Bulletin No: 10/96 Ref: EW/G96/07/03 Category: 1.1

<b>Aircraft Type and Registration:</b>	McDonnell Douglas DC-10, PP-VMQ
<b>No &amp; Type of Engines:</b>	3 CF6-50C2 turbofan engines
<b>Year of Manufacture:</b>	1975
<b>Date &amp; Time (UTC):</b>	6 July 1996 at 1320 hrs
<b>Location:</b>	Stand J8, London Heathrow Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 17 Passengers - 210
<b>Injuries:</b>	Crew - None Passengers - None
<b>Nature of Damage:</b>	No 1 engine nose cowl damaged and requiring replacement
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	50 years
<b>Commander's Flying Experience:</b>	20,380 hours (of which 5,250 were on type) Last 90 days - 206 hours Last 28 days - 81 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft had entered Stand J8 following a flight from Riode Janeiro. With the aircraft aligned for docking and moving forward at very slow speed, the handling pilot misinterpreted the Stand Entry Guidance System which was switched on and serviceable. He was waiting for a "STOP" signal to appear below the azimuth guidance board instead of using the Parallax Aircraft Parking Aid (PAPA) Side Marker Board and was asking the other crew members "Where is the stop signal" when there was a slight jolt as the No 1 engine cowling hit the jetty.

The crew remarked that the PAPA was not ideal in the circumstances because it required the pilot to shift his line of sight continually from ahead to one side - this was particularly hard on a pilot after a 14 hour duty time. They considered that a much safer system would be one that requires the pilot to

look in one direction only, with the centreline guidance and stopping guidance combined in the same system.