

INCIDENT

Aircraft Type and Registration:	Boeing 747-436, G-BNLE	
No & Type of Engines:	4 Rolls-Royce RB211-524G2-19 turbofan engines	
Year of Manufacture:	1989	
Date & Time (UTC):	22 November 2006 at 0725 hrs	
Location:	Stand 430, London Heathrow Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - N/K	Passengers - N/K
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Hole in the fuselage to wing fairing	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	N/K	
Commander's Flying Experience:	N/K Last 90 days - N/K Last 28 days - N/K	
Information Source:	AAIB Field Investigation	

Synopsis

As the hydraulically powered stabilisation jacks of a self-propelled passenger stair vehicle were extended the two 'stair height' jacks retracted, allowing the lower forward edge of the stair head to descend and damage the fuselage-to-wing fairing. An engineering examination found that there had been an electrical component failure.

History of the flight

The aircraft, having arrived on a scheduled flight from San Paulo, was parked on a remote stand situated to the east of Terminal 4. In preparation to disembark the passengers a self-propelled passenger stair vehicle was positioned at the No 2 left aircraft door. Having positioned the stair head against the aircraft's door sill,

the vehicle operative extended the vehicle's hydraulically powered stabilisation jacks. As these jacks extended, the two 'stair height' hydraulic jacks retracted, allowing the lower forward edge of the stair head to descend into the honeycomb fuselage-to-wing fairing, where it came to rest.

Engineering examination

An engineering examination by the equipment operator and manufacturer found that there had been an electrical component failure. The manufacturer has, since this incident, introduced a modification to prevent a recurrence of this event and the operator has drawn up a plan to introduce the modification to the remainder of its fleet of these vehicles.