

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Boeing B737-800, EI-DAI
<b>No &amp; Type of Engines:</b>	2 CFM 56-7B24 turbofan engines
<b>Year of Manufacture:</b>	2003
<b>Date &amp; Time (UTC):</b>	21 July 2005 at 1655 hrs
<b>Location:</b>	London Stansted Airport, Essex
<b>Type of Flight:</b>	Public Transport (Passenger)
<b>Persons on Board:</b>	Crew - 6                      Passengers - 153
<b>Injuries:</b>	Crew - None                      Passengers - None
<b>Nature of Damage:</b>	Right wing leading edge and lower skin punctured
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	40 years
<b>Commander's Flying Experience:</b>	9,600 hours (of which 4,000 were on type) Last 90 days - 250 hours Last 28 days - 80 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft commander reported that loading was nearly complete when he felt the aircraft rock. On investigation he discovered that the outboard section of the starboard wing had been struck by a pair of steps being towed by a ground agent's vehicle. This resulted in damage to the leading edge and lower skin of the wing, including a section where the skin had been completely punctured. The steps were being positioned onto the rear door of an aircraft on the neighbouring stand and the vehicle had strayed into the box marked around EI-DAI's stand intended to protect against such an accident.

Investigation reports concerning this occurrence were sought from the BAA, Stansted Airport police and the handling agents but none was able to supply anything more than photographs of the aircraft damage.

Data recently made available to the Flight Safety Foundation revealed that ramp damage is costing airlines and corporate aviation nearly \$10 billion a year.