

No: 11/91

Ref: EW/G91/04/07

Category: 1a

Aircraft Type and Registration: Airbus A320-211, G-BUSJ

No & Type of Engines: 2 CFM 56-5-A1 turbofan engines

Year of Manufacture: 1990

Date & Time (UTC): 17 April 1991 at approximately 1240 hrs

Location: Stand B17, Terminal 1, London Heathrow Airport

Type of Flight: Public Transport

Persons on Board: 233

Injuries: None

Nature of Damage: Forward right cabin door severely damaged, fuselage scraped

Commander's Licence: Not relevant

Commander's Age: Not relevant

Commander's Flying Experience: Not relevant

Information Source: Aircraft Accident Report Form submitted by the pilot and AAIB inquiries

A lorry with a high-lift platform was being used to pre-load a passenger in a wheel-chair via the forward right doorway into the aircraft cabin. The aircraft door was fully opened, which situated it outside the fuselage next to the doorway. After positioning the vehicle on the tarmac adjacent to the doorway and stabilising it on its integral jacks, the lift commenced, with the driver remaining in the vehicle driving cab and with a second operator on the platform with the passenger. The platform failed to stop at the correct height and its railing contacted the lower edge of the door, but the lift continued. This caused the front of the aircraft to rise until the door hinge bracket broke, scraping the adjacent fuselage and leaving the door suspended by cables. No injuries resulted. The aircraft was removed from service for repair.

With this type of vehicle the high-lift platform is controllable from the vehicle driving cab, or from a set of platform-mounted controls. Control can be transferred to the platform-mounted control panel by selection in the cab. Indication that the platform-mounted controls are active is given by a light on the control panel on the platform. The procedures of the aircraft operator require the driver, under the direction of the other operator, who should be outside, to position the vehicle in a location where the

platform cannot contact the aircraft when raised. The platform should then be raised using the platform-mounted controls.

Investigation indicated that in this case the two operators, employees of the airline operating the aircraft, had not used this type of vehicle for 9 months and 2 years respectively, prior to the accident. On first arriving at the aircraft difficulties had been experienced with operation of the platform. The driver had then controlled the lift from the vehicle cab, reportedly with the arrangement that the operator on the platform would signal the driver to stop raising the platform by stamping his foot.

Location:	2nd B17 Terminal, London Heathrow Airport
Type of Flight:	Public Transport
Persons on Board:	20
Injuries:	None
Nature of Damage:	Forward right cabin door severely damaged, fuselage scuffed
Commander's License:	Not relevant
Commander's Age:	Not relevant
Commander's Flying Experience:	Not relevant
Investigation Sources:	Aircraft Accident Report Form submitted by the pilot and AIB inquiries

A large, white, high-lift platform was being used to pre-load a passenger in a wheel-chair via the forward right doorway into the aircraft cabin. The aircraft door was fully opened, which situated it over the fuselage next to the doorway. After positioning the vehicle on the tarmac adjacent to the doorway and attaching it to its integral jacks, the lift commenced, with the driver remaining in the vehicle throughout and with a second operator on the platform with the passenger. The platform failed to stop at the correct height and its trailing contact the lower edge of the door, but the lift continued. It contacted the front of the aircraft to the right of the door hinge bracket broke, scraping the adjacent fuselage and tearing the door suspended by cables. No injuries resulted. The aircraft was removed from service for repair.

With this type of vehicle the high lift platform is controllable from the vehicle driving cab, or from a set of platform-mounted controls. Control can be transferred to the platform-mounted control panel by a signal in the cab. Indication that the platform-mounted controls are active is given by a light on the control panel on the platform. The procedure of the aircraft operator requires the driver, under the direction of the other operator, who should be assisted to position the vehicle in a location where the