

Serious Incident

Aircraft Type and Registration:	Boeing 777-236, G-YMMG	
No & Type of Engines:	2 Rolls-Royce RB211 Trent 895-17 turbofan engines	
Year of Manufacture:	2000 (Serial no: 30308)	
Date & Time (UTC):	9 March 2024 at 1215 hrs	
Location:	London Gatwick Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 13	Passengers - 272
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Outboard Auxiliary Support Fairing missing	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	23,000 hours (of which 1,579 were on type) Last 90 days - 183 hours Last 28 days - 48 hours	
Information Source:	Enquiries made by the AAIB	

History of flight

G-YMMG landed at Gatwick Airport after an uneventful flight from Jamaica. Engineers working for the operator met the aircraft and during the post-flight inspection it was noticed that the Outboard Auxiliary Support Fairing (OASF) was missing from the right wing (Figure 1). The area was inspected, and the primary attachment bracket was found to have failed. The fairing was not recovered.

Service Bulletin

The attachment of the OASF was the subject of the aircraft manufacturer's Service Bulletin 777-57-0055 from January 2007 and the current revision 3 was issued in May 2014. The SB provides instructions for a one-time inspection of the attachments of the OASF as cracking had been discovered on some aircraft, which could lead to a loss of the fairing.

Previous inspection

Both fairing attachments on the incident aircraft were inspected in accordance with the SB in June 2010 and cracks were found on the left-wing fairing. The aircraft was modified as per the SB and returned to service. The right-wing fairing was the original equipment fitted to the aircraft and no cracks were detected at the time of the inspection.



Figure 1

G-YMMG right wing after landing at Gatwick Airport

Safety Action

As a consequence of this loss of the fairing, the operator initiated a fleet wide inspection programme to re-inspect the fairing attachments. This will be accomplished when the aircraft are scheduled for a suitable maintenance interval. The operator reported no further findings to-date but the inspections are on-going.

The manufacturer has limited information on the findings from the SB inspections as there was not a requirement to report them. From the reports received they do not consider any further action is required at this time, but it will remain under review as part of the continued airworthiness program.