

## Boeing 757-2T7, G-MONB

<b>AAIB Bulletin No: 2/2004</b>	<b>Ref: EW/G2003/11/15</b>	<b>Category: 1.1</b>
<b>Aircraft Type and Registration:</b>	Boeing 757-2T7, G-MONB	
<b>No &amp; Type of Engines:</b>	2 Rolls Royce RB211-535E4-37 turbofan engines	
<b>Year of Manufacture:</b>	1983	
<b>Date &amp; Time (UTC):</b>	13 November 2003 at 0800 hrs	
<b>Location:</b>	Stand 130, London Gatwick Airport, West Sussex	
<b>Type of Flight:</b>	Public Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 8	Passengers - None
<b>Injuries:</b>	Crew - 1 (Serious)	Passengers - N/A
<b>Nature of Damage:</b>	None to aircraft	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	15,470 hours (of which 11,223 were on type)	
	Last 90 days - 181 hours	
	Last 28 days - 38 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Whilst preparing the aircraft for flight, the number one cabin crew member slipped on the galley floor and hurt his back and arm. The injured crew member was taken to hospital where an X-ray revealed a fractured arm.

Inspection of the aircraft interior after the accident found slippery floor areas in the galley, toilets and aisle. Further investigation discovered that the aircraft had been given a 'deep clean' the evening before the accident, and the cleaning process had left parts of the floor in a slippery condition. Cleaners were called to the aircraft and the situation was rectified before flight. The operator has tasked its engineering contractor with researching the availability of an improved non-slip surface for non-carpeted aircraft floors.