

INCIDENT

Aircraft Type and Registration:	SD3-60 Variant 100, G-BPFN	
No & Type of Engines:	2 Pratt & Whitney PT6A-67R turboprop engines	
Year of Manufacture:	1988	
Date & Time (UTC):	27 December 2006 at 1610 hrs	
Location:	Jersey Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 3	Passengers - 14
Injuries:	Crew - None	Passengers - 1 (Serious)
Nature of Damage:	None	
Commander's Licence:	Air Transport Pilot's Licence	
Commander's Age:	64 years	
Commander's Flying Experience:	16,850 hours (of which 1,070 were on type) Last 90 days - 31 hours Last 28 days - 23 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

An elderly passenger slipped and injured his shin whilst boarding the aircraft using an integral ladder at the rear of the fuselage. The ladder was serviceable and operated correctly.

History of the flight

The passenger was taken by wheelchair to the aircraft which he intended to board with two relatives for a scheduled flight to Guernsey. As he climbed the integral ladder at the rear left side of the fuselage, with the assistance of his relatives and a member of ground staff, his right foot slipped forward and his shin hit the front edge of the top tread. A relative and the cabin attendant helped the passenger into the cabin where he

took his seat. At that point the cabin attendant noticed that the passenger's leg was bleeding and called for the assistance of airport paramedic staff. Paramedics attended to the passenger's injury until the arrival of the Jersey Ambulance Service which took him to hospital. His relatives also disembarked. The aircraft load sheet was amended before the aircraft departed.

Aircraft ladder

The Shorts SD3-60 has a single main entrance door at the rear left side of the fuselage. The doorway is provided with an integral ladder comprising four open treads covered with a 'non-slip' tape or paint. The Commander reported that the ladder was serviceable

and operated correctly at the time of the incident. There was no indication that the design of the ladder or the manner in which it was being operated caused the incident. No other such occurrences involving Shorts SD3-60 aircraft have been reported to the AAIB.

Assistance available to passengers

The operator stated that passengers with reduced mobility may request assistance at any time before boarding its aircraft. In the case of the Shorts SD3-60, a passenger unable to use the ladder could be carried aboard by ground staff in a wheelchair designed for the purpose. One of the relatives travelling with the elderly passenger commented that the family had not requested assistance because they thought he would have no difficulty using the ladder.

Accident reporting

Regulation 8(3) of the Civil Aviation (Investigation of Air Accidents and Incidents) (Jersey) Order 2000 (“the Regulations”) requires that an investigation be

carried out into accidents and serious incidents which occur in or over the States of Jersey. In this context the Regulations define an accident as:

‘an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which a person suffers a fatal or serious injury as a result of:

- being in or upon the aircraft*
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or*
- direct exposure to jet blast.’*

The definition of the term ‘*serious injury*’ includes injuries such as that sustained by the passenger whilst boarding this aircraft.