

No: 11/92

Ref: EW/G92/09/10

Category: 1a

Aircraft Type and Registration: Boeing 737-500, LN-BRV

No & Type of Engines: 2 CFM56-3 turbofan engines

Year of Manufacture: 1992

Date & Time (UTC): 9 September 1992 at 1600 hrs

Location: Newcastle International Airport

Type of Flight: Public Transport

Persons on Board: Crew - 6 Passengers - 62

Injuries: Crew - 1 serious Passengers - None

Nature of Damage: No damage to the aircraft

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 58 years

Commander's Flying Experience: 21,600 hours (of which 11,000 were on type)
Last 90 days - 130 hours
Last 28 days - 43 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and the Airport Authority investigation

Arriving from Norway, the aircraft was parked on stand 3 and had shut down both engines. Two sets of electrically powered steps approached the aircraft, and the driver of those at the rear door of the aircraft slightly misjudged the optimum approach angle to mate the steps with the aircraft door. A ramp handler was standing on top of the steps and two cabin attendants were waiting at the open door.

The driver therefore reversed the steps a short distance and re-positioned them but, again, not quite to his satisfaction. At this point, the handler decided to go back down the steps and help the driver. The cabin attendant, seeing the handler depart without extending the step's guard rails towards the aircraft, assumed that the steps were in position and placed one foot on them in order to extend the rails before letting the passengers out. At this moment the driver, unaware of the activity on the steps, again reversed away from the aircraft, causing the cabin attendant to fall onto the tarmac.

Following this accident, the Airport Authority investigated the circumstances and made several safety recommendations which included:

- a) An effort to encourage airlines to use the provided guard strap across any door which is open but not attended by steps; and
- b) The provision of a safety chain across the top of steps, to be positioned and removed by only the driver at the appropriate times.

These recommendations are being reviewed by the Airport Authority.