



Aviation Investigation Final Report

Location:	Atlanta, Georgia	Accident Number:	MIA07CA119
Date & Time:	July 12, 2007, 10:00 Local	Registration:	N865DA
Aircraft:	Boeing 777-232	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 250 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

During pushback, the flight attendant stated that she was contacted by the lead flight attendant who asked if the crew rest area was secure. The attendant answered yes and looked to check again and found the door ajar. Fearing a passenger may have gone in she went over and climbed the stairs and checked the rest area. On her way down she believes she misplaced a foot on the narrow stairs and fell down breaking her arm in three places. After a few seconds she got up and contacted the lead flight attendant who contacted the captain and the aircraft was towed back to the gate.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight attendant's inadvertent misstep on a ladder and falling during pushback resulting in serious injuries.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAXI - PUSHBACK/TOW

Findings

1. (C) MISCELLANEOUS - INADVERTENT - FLIGHT ATTENDANT

Factual Information

During pushback, the flight attendant stated that she was contacted by the lead flight attendant who asked if the crew rest area was secure. The attendant answered yes and looked to check again and found the door ajar. Fearing a passenger may have gone in she went over and climbed the stairs and checked the rest area. On her way down she believes she misplaced a foot on the narrow stairs and fell down breaking her arm in three places. After a few seconds she got up and contacted the lead attendant who contacted the captain and the aircraft was towed back to the gate.

Pilot Information

Certificate:	Airline transport	Age:	53, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	March 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 1, 2007
Flight Time:	9677 hours (Total, all aircraft), 1171 hours (Total, this make and model), 0 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Airline transport	Age:	49, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	June 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2007
Flight Time:	11306 hours (Total, all aircraft), 577 hours (Total, this make and model), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N865DA
Model/Series:	777-232	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	29737
Landing Gear Type:	Retractable - Tricycle	Seats:	285
Date/Type of Last Inspection:	July 1, 2007 Continuous airworthiness	Certified Max Gross Wt.:	656000 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	33511 Hrs at time of accident	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	T895-17
Registered Owner:	Delta Air Lines, Inc.	Rated Power:	95000 Lbs thrust
Operator:	DELTA AIR LINES INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	DALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ATL,1026 ft msl	Distance from Accident Site:	
Observation Time:	09:52 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATLANTA, GA (ATL)	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA (ATL)	Type of Clearance:	IFR
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	THE WILLIAM B HARTSFIELD ATLAN ATL	Runway Surface Type:	
Airport Elevation:	1026 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 9 None	Aircraft Damage:	None
Passenger Injuries:	241 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 250 None	Latitude, Longitude:	33.636665,-84.428337

Administrative Information

Investigator In Charge (IIC):	Obregon, Jose
Additional Participating Persons:	Scott Young; FAA Atlanta FSDO; Atlanta, GA
Original Publish Date:	October 31, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=66200

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).