

Southwest Airlines Co.
Matthew Jones, CQA
Air Operations Safety Investigator
HDQ 1SE
P.O. Box [REDACTED]
Dallas, TX 75235-1611
[REDACTED]



Date: May 10, 2018

To: Lorenda Ward, Senior Aviation Accident Investigator (NTSB)

From: Matthew Jones, Air Operations Safety Investigator

Subject: SWA 6263 (May 7, 2018) Statements from Captain, First Officer, Aircraft Maintenance Technician and Ramp Agents

In response to request by the NTSB:

Captain:

"Flight 6263 originated from FLL and landed at BWI RWY 33L via a visual approach. Weather was 10NM visibility, 3000 feet scattered, winds light and variable. The First Officer was the pilot flying and had an uneventful landing. We cleared RWY 33L at Hotel intersection, contacted ground control and were cleared to gate B10 via taxiway Tango. As we approached B10, we saw the Marshaller with 2 lit wands and a clear safety zone. Both the First Officer and I cleared the safety zone on both left and right; then joined the J line at a very slow speed (less than 5 knots); started the taxi into the gate. Both engines were still powered and the APU was online. Moving on the J-line about 40-50 feet into the safety zone, the Marshaller gave us a quick stop signal (cross-wand). We stopped immediately at this signal on the J-line and felt a simultaneous impact on the Captain's side of the aircraft. We noticed a group of 4-5 Ramp Agents run toward the left side of the aircraft. After a delay of ~15-20 seconds, a Ramp Agent came to the Captain's window and instructed me to shut down both engines. I set the parking brake and shut down both engines. I looked far back toward the left wing/engine and saw the back half of a white pick-up truck underneath the aircraft - aft of the nose gear - forward of the left engine. I made a public announcement for all passengers to remain seated with their seat belts fastened. I contacted the Flight Attendants and informed them that there was an issue on the ground and we may have been struck by a ground vehicle. I told them I would keep them updated with any new information and to keep everyone seated. At that time, the First Officer and I coordinated through Ground Operations and the Ramp Agent on a safety course of action. Ground operations notified emergency medical service, the airport authority and crash-fire rescue - which arrived on scene within the next 5-10 minutes. A Ramp Supervisor connected his headset to the aircraft and we established ground communications with the ramp personnel. I spoke with the Flight Attendants and asked them if there were any injuries to either crew or passengers. They evaluated and determined no one was injured. The Ramp Supervisor told me that EMS was going to come onboard via air-stairs through the First Officer galley door. Once on board EMS was to assess the passengers and assist in an orderly exit from the aircraft via air stairs to the B10 jet way stairs. I made an announcement to the passengers that the aircraft would need to remain in position and they would be exiting the aircraft via the air stairs on the front right side of the aircraft. EMS came on board and assessed the passengers. Flight Attendants and EMS helped the passengers to exit via the air stairs on the starboard side via the First Officer galley door. All passengers were taken with their carry-on luggage up the jet way stairs to the B10 boarding area. At that time, I gathered the first officer and 4 flight attendants together in the cabin and assessed their well-being. The flight attendants and first officer exited the aircraft via the air stairs. I did a final walkthrough of the cabin and documented in the logbook that the aircraft had been struck on the captain's side between the nose gear and the number one engine. I handed the aircraft over to a maintenance supervisor and exited the aircraft via the air-stairs."

First Officer:

"After landing in BWI on RW 33L we taxied to parking gate B10 via taxiway T. While pulling into the gate near the top of the J-line the Marshaller signaled us to stop. It was at that time that I felt the aircraft hit something. Both engines were then shut down, the Captain made an announcement to the passengers to remain seated. I saw nothing in the safety zone or anytime after that until I departed the aircraft. According to the ramp personnel and some passengers the truck just drove into the aircraft. We contacted operations and informed them to get personnel to us as well as ground control. The Captain then contacted the Flight Attendants to give them the news as well as get information on the status of the passengers. I was attempting to figure out what the plan was for getting the passengers off the

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P.O. Box 36611
Dallas, TX 75235-1611
(214) 792-4782



aircraft. The aircraft was boarded by EMS, who assessed the passengers with the help of the FA's. We were told that there were no injuries. Passengers were then deplaned by stairs from the forward service door by the FA's and EMS. After turning the aircraft over to Maintenance we were escorted to the lounge where we did "signs and symptoms" and were released."

Aircraft Maintenance Technician:

"AMT was approaching from B4 to B10 to service a oxygen bottle from a/c 8610. He was watching the ramp personal to his left and didn't see the a/c taxiing into gate B10 and struck the a/c on the left nose gear door and into the nose landing gear. A/C continued moving and the truck contacted the a/c a second time where the a/c came to final stop."

Ramp Agent #1

"As I was walking toward gate B10, I saw a SWA Maintenance truck attempting to drive past the airplane as it was taxiing into the gate. At first the truck slowed down and then began to speed up to get in front of the plane. The truck hit the plane and the backend started to go towards the #1 engine. Another Ramp Agent then ran towards the plane and told the driver to get out of the truck. The Pilot then cut the engines."

Ramp Agent #2

"Around 12:08 am, flight 6263 was getting marshalled into gate B10. That is when the SWA Maintenance truck sped up to try and beat the plane and ran into the nose gear. I ran up the truck to check on the driver to see if he was ok. I then signaled the Captain to cut the engines off because the truck was close to engine #1 and it was still running. My coworkers called the closing Supervisor immediately."

Ramp Agent #3

"Approximately 12:08 am, I was in the process of marshalling Flight 6263 into gate B10. I noticed at the last second a SWA Maintenance truck attempt to pass the plane. I immediately put up the safety wand to warn the Captain to stop. It was too late; the speeding truck hit the plane."

Ramp Agent #4

"I was on gate B10 with the plane approaching. I checked the area to make sure it was clear, which it was> I then began to marshal the plane into the gate and then I saw a speeding white pickup truck appearing in my vision. I then started to put up an "X" with my wands. Moments later the truck ran into the plane."

Thank you,



Matthew Jones
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