

Flight Crew Analyst Operation Report 33650

Overview:

Event ID: 19491

Title: ASAP - 33553 - Station Issue - Tug Hit AC When Pushing Back
- Aircraft Damage

Employee:

User Name: [REDACTED]

First Name: KEISUKE

Last Name: UEDA

Employee Number: [REDACTED]

Job Title: First Officer

Address: [REDACTED]

City: [REDACTED]

State: Indiana

Province: Steuben

Zip Code: [REDACTED]

Country: United States

Email Address: [REDACTED]

Home Phone Number: [REDACTED]

Work Phone Number: [REDACTED]

Other Employees:

Employee Duty: Pilot Flying

Employee Number: [REDACTED]

First Name: KEVIN

Last Name: HERMAN

Processing:

Status: Open

**Can a deidentified version of this report be published in
internal airline safety publications?:** Yes

ID: 33650

Date/Time When Event Occurred: Sat, 01 Dec 2018 00:15 Z

Local Time When Event Occurred: 19:15

Viewer Accessible: Yes

Initial Notification Date/Time: Sat, 01 Dec 2018 02:36 Z

Submission Date/Time: Sat, 01 Dec 2018 20:17 Z

Source: Web Submission

Form Name: submission-form

Create both an ASAP and Incident report?: No

Exclude this report from Scoreboard: No

Event: 1

Baseline Risk Assessment

Likelihood:

Severity:

Risk Factor:

Description

ATC Information:

ATC Radio Frequency (MHz): 129.22

Name of ATC Facility: Laguardia Ramp control

Aircraft Configuration:

Nickname: N202PS

Tail Number: N202PS

Aircraft Type: CRJ-200

Aircraft Damage/Encounter:

Aircraft Damage/Encounter: Yes

Aircraft Damage Description: Fuselage

Coordination/Communication Event:

Coordination/Communication Event: Yes

Ground/Ramp: Yes

Flight Crew:

Aircraft Maintenance Logbook Write UP: Yes

Contacted Company: Yes

Flight Crew Employee Information:

Primary Duties During Time of Event: Pilot Monitoring/Pilot Not Flying

Flight Information:

Departure Airport, Runway and Gate: KLGA/LGA - C3

Flight Number: JIA5541

Time of Day: Night

Scheduled Arrival Airport, Runway and Gate: KCAK/CAK

Landing Airport, Runway and Gate: KCAK/CAK

Flight Status after Event:

Flight Interruption: Yes

Flight Delay: Yes

Narrative:

While the ground crew had the control of the aircraft, we were being pushed the pulled toward spot 3, we felt the plane hit something. Then the ground crew gave us the signal for engine shut down. We shut down the both engines.

Phase of Flight:

Flight Phase at Start of Event: Engine Start/Pushback

Station Operation Issues:

Station Operation Issues: Yes

Procedures: Yes

Station Ops Complications-Operations:

Station Ops Complications-Operations: Yes
Station Ops Complications-Ramp/Aircraft Servicing:
Station Ops Complications-Ramp/Aircraft Servicing: Yes
Ground Operations: Yes
Pushback: Yes
Weather:
Meteorological Conditions: VMC
Weather Description: Night

Cause

Individual Factors:
Operational Time Pressure, Delays, Push for On Time Performance: Yes
Narrative:
Possible miss control of the towing equipment by the push back personnel.

Detection

How Event Detected:
Flight Crew: Yes
Gate/Ground Personnel: Yes
Self Awareness/Scan: Yes
Narrative:
We felt the plane hit something then Ground crews gave us the signal to stop and engine shut down.
When Event Detected:
Pushback/Tow: Yes

Reaction

Action Taken:
Accepted: Yes
Notified Supervisor: Yes
Flight Crew:
Contacted ATC: Yes
Contacted Company: Yes
Contacted Maintenance: Yes
Engine Shutdown: Yes
Flight Status after Event:
Flight Cancellation: Yes
Narrative:
The captain shut the engine off.
Operations:
Paramedics Met Aircraft: Yes

Suggestions

Narrative:

Be ready to step on the brakes when you see/feel unusual situations.
Have better communications between crews and push back personnel.

WARNING: The information in this document may be protected from disclosure under 49 U.S.C., section 40123 and 14 CFR part 193.

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