

Incident Type: flight-crew-submitter-incident Report Number: 11963 Last Name: Sweeney First Name: Robert Employee ID: [REDACTED] Employee Base: DIAFLT Job Title: First Officer Event Date-Time: 2019-01-28 13:17:00Z Aircraft Type: A320-214 Tail Number: N220FR Flight Number: 450

Departure: KDEN/DEN

Arrival: KDEN/DEN

Narrative: For the pushback, we were scheduled to go to WA deice pad and ramp tower cleared us to push back either tail east or straight back, our discretion. The ramp and gate areas were contaminated with light snow but the gate area was not really slippery during the walkaround. It was also dark so it was hard to tell how bad the ramp area behind the gates may have been, although they were not yet plowed. As we started the push, I heard the CA tell the tug driver he could push straight back if he needed to but I did not hear the tug driver's reply as I was not listening in on their comm. We started engine #1 normally and during the push tail east, we started engine #2. During the turn, it felt like the tug was skidding and we heard noise but couldn't see the tug or the driver. The 2 ground crew suddenly started giving conflicting signals, and some made no sense. The CA was trying to talk with the tug driver but no luck. The aircraft stopped finally and we shut down engine #2 and then #1 and tried to find out from the ground crew what was going on. Soon there were many other people out there, fire trucks, airport personnel, etc. We called MCC to come out to see what happened and to check for damage as the plan was to pull us back into the gate. While we were sitting there for nearly 50 minutes before the BTB, the airport personnel had been plowing the taxiways, vehicle driveways, and around the gate areas. The super tug was brought to our plane and that was used to tow us back into the gate. After the passengers were off, the CA and I went down to see what the damage was.

Object ID: 72083

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Incident Type: flight-crew-submitter-incident Report Number: 11974 Last Name: Blackmon First Name: David Employee ID: [REDACTED] Employee Base: DIAFLT Job Title: Captain Event Date-Time: 2019-01-28 13:17:00Z Aircraft Type: A320-214 Tail Number: N220FR Flight Number: 450

Departure: KDEN/DEN

Arrival: KDEN/DEN

Narrative: I notified the tug driver we were "clear to push, tail east". After the push back started and before the tires had crossed the access road, I called the tug driver and said it would be ok if we just went straight back instead of tailing to the east. He responded it was not a problem, he could see the green taxi lights and "I've got it". He initiated the turn and continued the push back. We had no indications during the push back of any problems. The tug driver brought the aircraft to a stop then notified me he would pull forward to straighten it out. He pulled the aircraft forward and as we were coming to a stop the nose began to drift to the left. I called the tug driver and asked if there was a problem. I received no response. I told him we could just disconnect where we were. Again no response. By this time the nose of the aircraft started swinging back to the left and the aircraft felt as if it were moving backwards. Two rampers appeared in front of the aircraft and frantically started making hand gestures and pointing. Neither myself or my First Officer could tell what the signals were supposed to be or what they were trying to indicate. At one point, one of the rampers gave what appeared to be the emergency stop signal. At that time, I still had no communications with the tug driver. I did not know the condition of the tug and the aircraft was still moving. I decided not to apply the brakes. Once the aircraft had come to a complete stop and there was no further movement, I applied the parking brake and shut down both engines. I was able to reestablish contact with the tug driver. He stated the

tug had skidded into the aircraft. I contacted maintenance, explained the situation, and asked for an inspection before moving the aircraft.

Object ID: 72130

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