



Internal Memorandum

Date: 4/12/2019

To: Captain Bryan Dickerson, Regional Director & Chief Pilot – ATL CPO

From: Captain Ronald M. Mullis

Subject: II19-023 Flight Safety/NTSB –Taxi Collision: DAL1276 04-APR-19 SYR-ATL MD-88-88 N977DL (977)
CAP: MULLIS, R.M.; FO: KITCHEN, J.W.

This statement is provided at the request of the ATL Chief Pilot's Office.

I was Captain on DAL 1276, SYR-ATL, 04APR19.

Upon arrival we conducted an uneventful approach and landing on RWY 8L in ATL. We received clearance to taxi via the Victor loop taxiway and switched to ground approaching the Victor loop. Ground gave clearance to taxi to Ramp 2 north via TWY F. The airport conditions were fully dark, light to moderate rain, wet taxiways and good visibility.

After securing the right engine for single engine taxi and approaching Ramp 2 north, the First Officer (F/O) called Ramp 2 control and we received clearance to enter the ramp on the left side (east taxi line), slow roll for gate B14. I observed no ground traffic crossing the ramp passing abeam the Ramp 2 west taxi line. I picked up the taxi lead-in line for the left entry and began my right turn into the ramp. I looked right to clear the aircraft and I saw the F/O also looking to the right. I did not see any ground traffic other than a company aircraft holding short of Taxiway F on the ramp west taxi line outbound. At this time, we received a radio call from ramp telling us to give way to opposite direction company traffic parking at B16. I looked forward to identify the aircraft we were to give way to. Very shortly after, the F/O said, "Stop, Stop, Stop!" I immediately slammed on full brakes. Within what seemed to be a few seconds, I heard and felt an impact coming from the right side of the forward fuselage.

I set the parking brake and the F/O said that a tug had impacted the aircraft from our right. We told ramp that a tug had impacted the aircraft and the ramp controller told us he was notifying emergency personnel. We notified flight control and maintenance via ATL radio frequency. I made an inter-phone call to the flight leader and told him a ground vehicle had impacted the aircraft and to standby for further instructions. I followed that with a PA to notify the passengers that we had been hit by a vehicle and would be delayed on the ramp.

Almost immediately ramp support personnel arrived at the aircraft to assist before the arrival of emergency equipment and personnel. We established inter-phone communications with ramp personnel and shut down the left engine. I was told at that time via the inter-phone that a tug and baggage cart had been impacted against the nose landing gear. We asked if the driver was ok, and the reply was that he appeared ok, but had apparently stated to ground personnel that he did not know where he was or how he got there.

After coordination with ramp personnel, we secured the aircraft and deplaned passengers through the aft air stairs and left the aircraft in the hands of maintenance personnel. After consulting with flight control, we were released from our rotation.

I acknowledge release of this statement to Delta Flight Safety and the National Transportation Safety Board (NTSB).

Regards,

Captain Ronald M. Mullis, ATL
Employee # [REDACTED]
(Signature on file)