



Internal Memorandum

Date: 4/11/2019

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

From: First Officer Joshua W. Kitchen

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 the First Officer on DAL 1276, SYR-ATL, 04APR19.

After completing an uneventful landing on RWY 8L in ATL, we received clearance to taxi via the victor loop and join taxiway F to Ramp 2. The airport conditions at the time were completely dark, light to moderate rain, wet taxiways, and good visibility.

After shutting down the right engine during our taxi, I contacted ramp control as we approached ramp 2 and told them we were on the north side for gate B14. The ramp controller told us to enter on the left (east-side) of the ramp. As we approached the left taxi-line turn into ramp 2, I cleared to the right and did not see any traffic that appeared to be a factor to our taxi routing. I noticed another company MD-88 facing north on the right (west side) of the ramp giving way to us.

As we began our right turn into the ramp, the ramp controller advised us of another company MD-88 northbound on the east side of the ramp and told us to give way to that aircraft, allow it to enter gate B16, and then we could proceed to gate B14. As I looked forward to identify that traffic, point it out to the captain, and respond to the ramp controller, I noticed a rapid line of sight object approaching our aircraft from the right. I immediately turned my head and identified the movement as a tug with a baggage cart approximately 60-100 feet from our aircraft. The tug was headed toward us. I said, "stop, stop, stop" and the captain immediately applied brakes as I could feel the aircraft coming to a stop. I could see that the tug was still headed toward us. I watched the tug continue to approach our aircraft at a high rate of speed. It appeared to me that the tug driver did not seem to attempt to steer his vehicle away from our aircraft or stop his vehicle from the impending collision.

I could hear and feel the impact with the tug. The captain asked what happened. I told him that a tug hit us. I called ramp control on the radio to notify them of the situation. The ramp controller told us that he would send emergency vehicles. The captain and I notified maintenance and flight control through Atlanta radio, and the Captain made a PA to the passengers to let them know that a ground vehicle had impacted the aircraft and that we would be delayed on the ramp.

Ramp personnel showed up to the scene very quickly to assist the tug driver. We established communication with them and shut down the left engine and they let us know that the tug driver was ok but had some scratches on his head. After coordinating with ramp personnel, we deplaned the passengers via the aft air stairs and secured the aircraft. After speaking with flight control and scheduling, we were released from our rotation.

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

Regards,

First Officer Joshua W. Kitchen
Employee # [REDACTED]
(Signature on file)