

United Airlines Employee Statement Form

Page ____ of ____

Employee Name: PHILIP SAGUM

Employee #: [REDACTED]

Today's Date: _____

My phone contact: _____

My address: _____

I understand that United Airlines policy requires me to be truthful in all communications. This is a complete statement, including any information I have about dates, times, and places where events occurred and any witnesses who may have been present. I am giving this statement freely and voluntarily and am not acting under duress or because of coercion.

[REDACTED]
Signature

AFTER RAMP WAS LOADED I COMMUNICATED TO PILOT AND THAT RAMP WAS READY TO PUSH. PILOT SAID BRAKE RELEASE CLEAR TO PUSH TO 6A AND DOUBLE CONFIRM IF 6A IS OK I SAID YES AND IS CLEAR FOR PUSH. AS I WAS PUSHING THE PLANE, SUDDENLY THE MOVE TEAM WITH AMERICAN AIRLINE PASSED BY WITHOUT NOTICING WE WERE AT 6ALPHA. SO I STOPPED THE PLANE, MOVE TEAM WAS RIGHT ON OUR PATH AND STOPPED FOR GATE ACCEPTANCE. AT THIS MOMENT PILOT DECIDED TO CHANGE FROM 6A TO 6 CENTERLINE. HE CONFIRMED WITH TOWER AND RELAY BACK TO ME. AND HE SAID AFTER THE AMERICAN AIRLINE GOES TO THE GATE CLEAR FOR PUSH AND BRAKE RELEASE. I COPY + RELAY BACK. WHEN THE PLANE GOT TO ITS GATE, I REPLIED AMERICAN AIRLINE PASSED AND GOT INTO ITS GATE SAFELY BRAKE RELEASE AND CLEAR TO PUSH. AS I WAS PUSHING FORWARD AND ANGELING THE PLANE WING WALKER 2 WAS NOT VISIBLE SO I STOPPED AND DECIDED TO PULL BACK THE PLANE TO THE 6 CENTERLINE AS I START TO MOVE BACK, A STOP SIGNAL FROM AMERICAN AIRLINE CREW SAID I HLT THE PLANE. THE AMERICAN CREW LINE GAVE THE SIGNAL STOPPED AFTER THE ACCIDENT ALREADY HAPPENED. WHEN I LOOKED BACK WING WALKER 2 WAS HALFWAY TOWARDS 6 CENTERLINE WING WALKER 1 WAS BY WING SIDE GUIDING.

Employee Statement

Name:

RASHAD CONLEY

File Number:

[REDACTED]

Witness Names:

Address Code:

SFO

Work Area:

Shift Hours:

9-5:30 AM

Date of Accident:

7-23-2019

Time of Accident:

Location of Accident:

Ramp 1

Employee Statement (Please print and sign)

Please Give a Detailed Description (What, When, Where, Why, How, Weather, Lighting, Safety Concerns) Use the back of this form for diagram/sketch

~~When we were working on the ramp~~ DURING OUR INITIAL PUSHBACK, WE HAD TO STOP BECAUSE AMERICAN BEGAN TOWING A PLANE IN. AFTER THEY PARKED AND WE PROCEEDED OUR PUSH, I NOTICED GATE 64 WAS ABOUT TO BEGIN THEIR PUSH AS WELL. I KNEW THAT MEANT WE WERE PUSHING TO THE FAR SIDE OF RAMP 1. AS THE PLANE BEGAN TO TURN TO MAKE IT TO THE FAR SIDE, I STARTED TOWARDS THE BLUE BOX ON THAT SIDE. WHILE I'M WALKING, I BEGAN TO HEAR SHOUTING, ~~AND~~ FOLLOWED BY A NOISE. THE PLANE'S ~~TAIL~~ TAIL COLLIDED WITH AMERICAN'S, WHICH I DIDN'T NOTICE UNTIL THE PLANE MOVED A BIT FORWARD.

United Airlines Employee Statement Form

Page ____ of ____

Employee Name: LaKia Hendricks

Employee #: [REDACTED]

Today's Date: 7/23/19

My phone contact: [REDACTED]

My address: [REDACTED]

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[REDACTED]
Signature

When we were clear to push back I gave the clear sign to the driver. As we ~~started~~ began to push American Airlines move team towed a plane to gate 58. I signaled the "X" to stop the push until it was clear. Once my wing was in the active taxiway I proceeded to move forward to the push back⁺ tow bar. I then heard a sound I wasn't sure what it was. As I looked under the plane I noticed pieces falling to the ground. ^{The} American Airline employee begins flashing his lights and waving his hands, and coming towards the push back. I signaled the driver and walked up to the window to inform him that he had hit the American Airline plane parked at 59. As I told him the American Airline employee was approaching and I heard him say "You hit the plane, you hit the ~~exp~~ APU."

GATE 62

B737-700/800/900, A319/320

B757-200/300

Arrival: Guide person and 2 wing walkers.

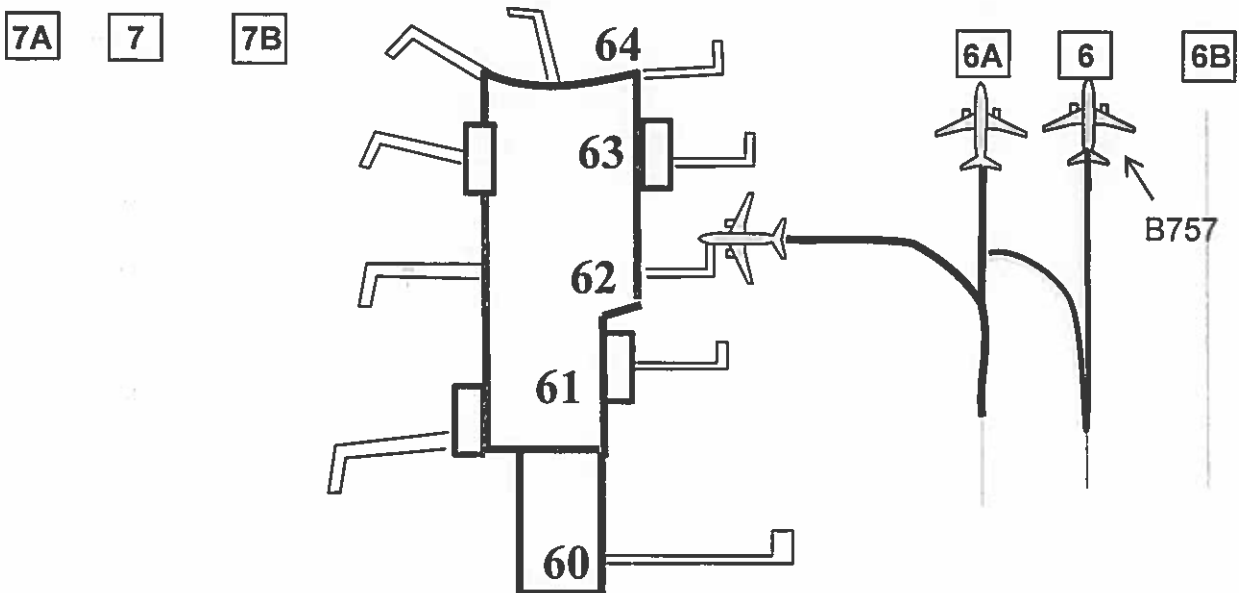
Standard dispatch handling: 737& Airbus-Pushback turning plane abeam gate 61. Pull to box 6A with the aircraft nose pointed toward the Alpha Taxiway. Engine start after brake set.
757-200/300 Push aircraft back using center line (6) as a guide for aircraft and pushback tug. Tow to 6 with the aircraft nose pointed toward Alpha Taxiway. Engine start only after brakes set.

Alternate Dispatch Handling: 6B-737&Airbus (Tower's Discretion)

Inop APU Dispatch: Start #1 engine at the gate. Push aircraft back abeam gate 61 and tow to 6A. Aircraft nose should be facing Taxiway Alpha. #2 engine start only after brakes set.

757-200/300 Start #1 engine at the gate. Push aircraft back using center line (6) as a guide for aircraft and pushback tug. Tow to 6 with the aircraft nose pointed toward Alpha Taxiway. Start #2 engine only after brakes set. **Follow all standard operating procedures and use extreme caution when aircraft engines are running. Be aware of all jet-blast issues.**

Crossbleeding of engines is not permitted when towing an aircraft.



**Tail watch required
on all pushbacks**

Employee Name: Miguel GonzalezEmployee #: [REDACTED]Today's Date: JUL-22-2019My phone contact: [REDACTED]My address: [REDACTED]

I understand that United Airlines policy requires me to be truthful in all communications. This is a complete statement, including any information I have about dates, times, and places where events occurred and any witnesses who may have been present. I am giving this statement freely and voluntarily and am not acting under duress or because of coercion.

Signature [REDACTED]

I Miguel Gonzalez state the following to the best of my knowledge to be true and correct.

After finishing Loading flight #1161 to ORD on gate 62, and finalizing the flight, I proceeded to park and watched the crew push the plane, while seated inside the tractor and parked at the area around where the pushback tractor is hooked up to the plane, Phillip pushing, Rashad walking the left side or east side, LaKia walking the right side or west side of plane, I saw the plane being pushed back behind the road lines uneventfully but awkwardly and noticed that the space and distance behind the plane was significantly reduced as per comparison to other planes (737's) (air busses) in relation to the gates and planes parked on these other gates (American Airlines) ~~it~~ I was confident ~~that~~ that the crew was doing well or so I ~~believed~~ believed! at the same time the wing walkers both Rashad and LaKia seemed confused as to what exactly the push back (Phillip) was doing in the

Employee Name: Miguel GonzalezEmployee #: [REDACTED]Today's Date: Jul-22-2019My phone contact: [REDACTED]My address: ''

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Signature [REDACTED]

way of aligning or getting the plane like he wanted or was supposed to be? so the walkers where walking and moving back and forth and side to side unsure as to where exactly to position themselves then I understood that things where not going well! so I worried a little and ~~and~~ tried to take a closer and better look, but from where I was standing (standing in the tractor) cause of the distance and my angle it was very hard and difficult to judge the exact space and distance of the plane's tail and wings from the other American Airlines planes, also because my view was obstructed by the 757 300 size! and then I heard a semi Loud Crunch! Crash like sound, and I saw LaKia signal to Phillip to stop with her wands and Phillip pullep out and or backed away from the other plane by a few feet and then he stoped, but it was too late.