

Southwest Airlines Co.
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May 27, 2021

Bill English
Senior Aviation Accident Investigator
National Transportation Safety Board

RE: Southwest Airlines Flight 654 and Southwest Airlines Flight 751 Pilot Statements

Bill,

Per your request, please find below the statements from the Pilots involved in the aircraft accident at Chicago Midway International Airport (KMDW) on May 21, 2021.

Captain – Flight 654 (KMDW-KBHM)

Incident occurred on ground at KMDW on taxiway Y while operating SWA654 KMDW-KBHM. Cleared to taxi from B-14 to taxi to 22L via T and Y. While taxiing NE on Y, aircraft's right wingtip struck aft portion of horizontal stabilizer of another aircraft.

First Officer – Flight 654 (KMDW-KBHM)

Aircraft was taxiing on Y enroute to runway 22L. Aircraft right winglet struck the horizontal stabilizer of another airplane waiting to park at B15.

Captain – Flight 751 (KIAD-KMDW)

Our aircraft landed uneventfully at KMDW. We proceeded to our gate assignment of B-15. The ground crew was not in position. We aligned the aircraft on the J-line and placed the nose wheel at the start of the J-line. We waited approximately 5 minutes for the ground crew to get into position. The marshaller signaled us to proceed to the gate. I released the parking brake. Before our aircraft started any movement, our aircraft shuttered. I immediately rest the parking brake. I looked over my left shoulder and noticed a company aircraft with a damaged winglet on the right wing.

After a couple of minutes, we elected to taxi to the gate. I announced to the customers to remain seated. I exited the aircraft and completed a walkaround. Upon reaching the tail section, I noticed damage to both elevators. I re-entered the aircraft. I briefed the Flight Attendants and the Operations Agent. After that, we deplaned.

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First Officer – Flight 751 (KIAD-KMDW)

Our aircraft landed uneventfully at KMDW using runway 22L. We taxied as directed to our assigned gate of B-15. Upon arrival to gate B-15 the marshallers were not in position to marshal our aircraft into the gate area. So we aligned our aircraft on the J-line, placed our nose wheel at the start of the J-line, and set our parking brake while we awaited the marshallers to get into position. We waited approximately 5 minutes before the ground crew got into position and signaled for us to taxi into the gate area. The Captain released the parking brake and before our aircraft started moving the aircraft shuttered side to side multiple times. The Captain immediately set the parking brake as we analyzed the situation. We both quickly examined inside & outside the aircraft during which time the Captain noticed another Southwest aircraft over his left shoulder that had a damaged winglet on its right wingtip. After a couple minute discussion we elected to taxi into the gate. Upon gate arrival we requested the customers remain seated so the Captain could exit the aircraft and examine the rear of the aircraft. He examined the tail section of the aircraft and noticed damage to both sides of our horizontal stabilizer. The Captain re-entered the aircraft and briefed the flight attendants and operations agent of what had occurred. We then deplaned the customers.

Thank you,

Tahereh Behbehani
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