

Submission #11890: Flight Ops Incident Report - 633RW incident at ewr 12/30**ID:** 11890**Submitted By:** First Officer**Event Title:** 633RW incident at ewr 12/30**Submission Type:** Flight Ops Incident Report**Event Date/Time:** 2021/12/30 23:00 Local

Event Details**Flight Number:** 3593**Codeshare:** United Airlines**Aircraft Tail Number:** N633RW**Departure Airport:** SAV**Destination Airport:** EWR**Operational Phase:** Parking**Narrative****Narrative:** In regards to the incident at EWR on 12/30

After waiting for our gate to open we were assigned to taxi to our gate (C87). From our position on W we taxied as assigned via U, B, K, and A to reach the direct access point for gate 87. We taxied to the entry point of the gate and stopped. The captain set the parking brake while we waited for Ops personnel to marshal us in.

We contacted the ops frequency who told us our crew would be there shortly after they were done working on the plane at the gate next to us. During this time we continued to monitor the ramp frequency as well who had cleared us into the gate.

After the captain set the parking brake he made an announcement over the PA for passengers to remain seated while we waited to be brought in. After several minutes of waiting we felt a strong jolt and the plane was noticeably struck by something.

We immediately looked off of our left side and noticed a Turkish Airlines A330 taxiing behind us with its right wing very close. We were able to determine quickly that we had been hit by the wing of this aircraft as it taxied behind us.

We immediately contacted the EWR ground frequency and advised them of what had happened. The EWR ground controlled gave us a phone number to call after we had inspected the plane.

The Turkish Airlines Airbus did not stop, and continued to taxi into their gate without contacting EWR ground. Tower attempted several times to notify them of what had happened. Only after the Turkish airlines plane had completed their taxi to the B terminal did they acknowledge that they had just been in a collision with another aircraft.

Shortly afterwards, the captain called to the FAs to make sure nobody had been injured and that everyone was safely seated with their seat belts fastened. The FAs confirmed this and we updated them on what had just happened.

We made a PA to the passengers and advised them we had just been hit by another aircraft. We assured there was no cause for alarm and we would be deplaning normally. The marshalers appeared shortly after where we were able to move forward into the gate and deplane without incident.

Upon completing the walk around it was obvious that there had been major damage to the entire empennage. The captain called maintenance and we completed a short statement for the Port Authority. We also called the EWR tower and the captain gave them his contact information for their own report.