

Interview Notes Aircraft 420 Tug Event ORD Captain and First Officer

Captain:

Flight was held at the Bravo Pad for an occupied gate. CA Vlack recalls K2 assigned. Departed the Bravo Pad and headed south on taxiway A toward the Kilo alley, single engine taxi. CA Vlack recalls initially seeing the tug when he was near A16, the tug was on Bravo starting to cross at the access road between A16 and A15. CA Vlack stated that the tug appeared to be slowing, as if intending to stop. CA Vlack doesn't recall if the tug had its headlights on or not, and believes he saw the tug via ambient light. CA Vlack then looked to his right, into the Kilo alley, then back to his left and saw that impact with the tug was imminent and began braking. CA Vlack reported that the impact "wasn't that bad" and thought that the tug hit the wing tip. He notified Ground, was given a discrete frequency, and the crew communicated with the flight attendant, then with dispatch via ACARS.

First Officer:

FO Demers was monitoring both Ramp and Ground frequencies as they departed the Bravo Pad with a typical taxi clearance to the gate. While in the vicinity of A16 or A15, FO Demers recalls that CA Vlack began yelling "Stop, Stop!", then FO Demers felt the tug hit the aircraft. FO Demers never saw the tug. CA Ryan coordinated with Ground and FO Demers checked in with the FA and made a passenger announcement to remain seated.