



B787 WING STRIKED A220 TAIL

REP-6393-2025

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SAFETY OFFICE REVIEW

Report Type

Pilot Safety

Safety Office Event Descriptor(s)

-

Safety Office Causal Factor(s)

-

Safety Office Risk Score

-

Likelihood:

Severity:

Sole Source

-

Reason for exclusion from the ASAP program

-

Regulatory Violation

-

SRM Trigger?

-

Corrective Actions

-

Safety Office Comments

-

To redact or reveal specific text, highlight the desired text and use the Redact or Reveal buttons as required

Details of the Event

We were planned to land in ORF however due to weather we diverted to CHS. Upon arrival into CHS we taxied and parked at remote 6 parking spot. There was one marshaller and he guided us to the parking position. We parked and conducted the shutdown checklist. When we got to the "seat belt" item on the checklist I decided to leave it on and asked the FO to override the item and completed the rest of the checklist. Both engines were shutdown with the APU operating. The reason for leaving the seat belt signs on was because we are at a remote parking and the plan was to refuel, wait for the weather in ORF to pass and continue on and I did not want passengers to stand up to be ready to deboard before I make my announcement to them about the plans. I saw the air stair approaching the aircraft and whilst having the PA com open I did not hear the FA's announcement to disarm doors. I did not want the ground personnel to open the door and accidentally deploy the slide. I immediately turned off the seat belt signs, the FAs got up from the seats and disarmed the doors. I opened the flight deck door and stepped out to make the announcement in front of the passengers about the plans going forward from here.

As i returned to my seat the ground personnel called and said that he needs to pull us forward for a Boeing aircraft to taxi past behind. I turned on the seat belt signs and told the FA1 that we need to push the aircraft forward and everyone needs to be seated. FA1 made multiple announcements for everyone to return to their seats. There were a number of people standing down the aisle and in the lavatory. I continued to monitor the aisle to ensure everyone was seated before i released the brakes. The ramp personnel connected the tow bar to the aircraft and the tug, he sat on his driver's seat for about 2 seconds and the aircraft suddenly and violently jolted. At first we thought the ramp personnel began to pull the plane without letting us know and the park brakes on. I asked if everything is okay down there and he said the aircraft's wing hit our tail.

From there I called the FAs to make sure everyone is okay and called IOCC and MOC.

Reporter Feedback

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787 WING STRIKES TAIL ON GROUND CHS

REP-6392-2025

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SAFETY OFFICE REVIEW

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SAFETY OFFICE REVIEW

Report Type

Pilot Safety

Safety Office Event Descriptor(s)

-

Safety Office Causal Factor(s)

-

Safety Office Risk Score

-

Likelihood:

Severity:

Sole Source

-

Reason for exclusion from the ASAP program

-

Regulatory Violation

-

SRM Trigger?

-

Corrective Actions

-

Safety Office Comments

-

To redact or reveal specific text, highlight the desired text and use the Redact or Reveal buttons as required

Details of the Event

Following a diversion from ORF to CHS, when we got on the ground OPS instructed us to taxi to the remote pad where a ramper would marshal us in to spot R6. The plan was for us to get more gas, then continue our flight to ORF. Upon parking, we set the brake and completed the shutdown checklist. Initially, we elected to override the SEATBELTS-OFF item on the checklist to ensure that passengers would remain seated. When we saw that air stairs were being pulled up to the aircraft, we turned the seatbelt sign off because we realized that the sign being off was the trigger for the flight attendants to disarm the doors. The ramper plugged in his headset and informed us that he would need to pull us forward a few more feet to make room for a Boeing 787 to taxi behind us. When he informed us of this, we put the seatbelt sign back on, and the flight attendants made an announcement to the passengers to have them get back in their seats. At this time, the engines of the aircraft were shut down, the APU was on, and we were preparing for a tow. The ramper got into his tug, and a few seconds after, the whole airplane shook. Initially, we thought that he tried to tow the aircraft prior to us releasing the parking break. He then informed us through the headset that the wing of the Boeing 787 had struck the tail of our aircraft.

Reporter Feedback

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