



Damian Galbraith
Aviation Accident Investigator
OAS

Date: October 30, 2025

Subject: ERA25LA060, MOR JetBlue Examination Summary

Contact: Andrew Aversa, Safety Investigations Manager, JetBlue

The following is summary of factual information from the JetBlue report. The airliner in tow was examined by JetBlue's technical operations team and revealed no damage, and no anomalies were noted during a retraction and extension check of the nose landing gear. Damage noted to the tug, which was operated by JetBlue, was limited to the windshield.

The tug's two crew members, the driver and safety observer, were employed by JetBlue and were not injured as a result of the accident. Following the accident, the driver and safety observer in the tug initially reported that its brakes had "failed" but later described that the brakes were not operating as expected. The tug crew also reported that an "oversteer alarm" had been sounding continuously during their operation of the tug, and that they had reported this to a supervisor prior to initiating the tow of the airliner. They were instructed to complete the tow, after which maintenance personnel would evaluate the reason for the alarm. Following the accident, JetBlue's business partner, Textron, performed an operational check of the tug's brakes and noted no anomalies. The tug's maintenance records consisted of routine adjustments and servicing of the brake system. Further examination revealed that the oversteer alarm was due to a malfunction of the tug's onboard monitoring system.

Following the investigation, actions taken by JetBlue included crew debriefs, newsletter articles on the accident, leadership and crew briefings, and manual updates to clarify language around moving airplanes after dark.

END