



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Atlanta, GA	<b>Accident Number:</b>	ATL03LA124
<b>Date &amp; Time:</b>	08/01/2003, 1510 EDT	<b>Registration:</b>	N970AT
<b>Aircraft:</b>	Boeing 717-200	<b>Injuries:</b>	118 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Analysis

According to the captain, after receiving permission from the ramp tower to commence the power-back, he indicated to the marshaller he was cleared for the power-back. During the power-back while lining up parallel with the north-south taxi line the captain felt a loud thump on the left side of the airplane. During the power-back turn a baggage tug was observed moving behind the airplane. The marshaller observed the tug driver getting jet blasted and one of the carts lying on the ground. The left wing walker, observed the tug driver come to a complete stop in the neutral area. The wing walker motioned the tug driver cross behind the airplane before the marshaller began the power-back. The tug driver pointed at his tug as if something had gone wrong, and the airplane collided with the baggage cart. The tug driver, observed the wing walker clear the tug to pass behind the airplane. As the tug driver proceeded slowly behind the airplane, the tug driver saw the trailing edge of the airplane coming towards him. In an attempt to speed up to avoid the airplane, the wingtip of the airplane struck the forth cart knocking it off of the transporter. Examination of the left wing revealed, the trailing edge of the aileron and wingtip were buckled. Review of the Airtran Standard Practice Flight Crew Powerback procedures, General Guidelines 6719.3, Part (D) states: It is the responsibility of the ground crew to ensure that the ramp area is clear of foreign objects and conflicting traffic before and during powerback.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The failure of the ground crew to follow powerback procedures and directives.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI - PUSHBACK/TOW

### Findings

1. OBJECT - VEHICLE
2. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 3434 hours (Total, this make and model)		

## Co-Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Boeing	<b>Registration:</b>	N970AT
<b>Model/Series:</b>	717-200	<b>Engines:</b>	2 Turbo Jet
<b>Operator:</b>	Airtran Airways Inc.	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	BR715-A2-30
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ATL, 1026 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 280°
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ATLANTA, GA (ATL)	<b>Destination:</b>	BALTIMORE, MD (BWI)

## Airport Information

<b>Airport:</b>	THE WILLIAM B HARTSFIELD ATLAN (ATL)	<b>Runway Surface Type:</b>	Unknown
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	5 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	113 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	33.640278, -84.426944		

## Administrative Information

**Investigator In Charge (IIC):** Eric H Alleyne

**Adopted Date:** 06/30/2004

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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