



National Transportation Safety Board Aviation Accident Factual Report

Location:	Jamaica, NY	Accident Number:	NYC04LA042
Date & Time:	12/02/2003, 1645 EST	Registration:	N916CA
Aircraft:	Canadair CL-600-2B19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	45 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

On December 2, 2003, about 1645 eastern standard time, a Canadair CL-600-2B19, N916CA, operated by Comair Inc. as flight 5242, was substantially damaged when it was struck by ground equipment, while standing at the John F. Kennedy International Airport (JFK), Jamaica, New York. The certificated airline transport pilot, commercial co-pilot, a flight attendant, and 42 passengers were not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the flight that departed Pittsburgh International Airport (PIT), Pittsburgh, Pennsylvania. The scheduled passenger flight was conducted under 14 CFR Part 121.

The airplane was parked, and in the process of deplaning passengers when it was struck on its right side, by an unoccupied belt loader. The driver of the belt loader stated that she was maneuvering belt loader when she fell off due to gusty wind conditions. She was not injured.

Ground support services were provided for the airplane by Delta Airlines personnel.

According to Delta Airlines, the airplane was parked in a confined area of the ramp, which would have required tight turns to maneuver the belt loader.

According to a Federal Aviation Administration inspector, the belt loader was equipped with an operational seat belt.

Delta Airlines did not require seat belt usage for ground service equipment, except for forklifts and roadway vehicles.

The weather reported at the airport, about the time of the accident included sustained winds of 25 knots, with 30 knot gusts.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4537 hours (Total, all aircraft), 2403 hours (Total, this make and model), 2320 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 84 hours (Last 30 days, all aircraft), 77 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/24/2003
Occupational Pilot:		Last Flight Review or Equivalent:	10/14/2003
Flight Time:	2247 hours (Total, all aircraft), 770 hours (Total, this make and model), 1270 hours (Pilot In Command, all aircraft), 314 hours (Last 90 days, all aircraft), 73 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Canadair	Registration:	N916CA
Model/Series:	CL-600-2B19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	7014
Landing Gear Type:	Retractable - Tricycle	Seats:	53
Date/Type of Last Inspection:	11/14/2003, Continuous Airworthiness	Certified Max Gross Wt.:	51000 lbs
Time Since Last Inspection:	229 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	24889 Hours at time of accident	Engine Manufacturer:	General Electric
ELT:	Installed, not activated	Engine Model/Series:	CF34-3A1
Registered Owner:	Wells Fargo Bank Northwest NA Trustee	Rated Power:	9220 hp
Operator:	COMAIR INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	COMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JFK, 13 ft msl	Distance from Accident Site:	
Observation Time:	1651 EST	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 6500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	-2° C / -18° C
Precipitation and Obscuration:			
Departure Point:	Pittsburgh, PA (PIT)	Type of Flight Plan Filed:	IFR
Destination:	Jamaica, NY (JFK)	Type of Clearance:	Unknown
Departure Time:	1450 EST	Type of Airspace:	Unknown

Airport Information

Airport:	John F. Kennedy Int'l (JFK)	Runway Surface Type:	Unknown
Airport Elevation:	13 ft	Runway Surface Condition:	Unknown
Runway Used:	NA	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	42 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	45 None	Latitude, Longitude:	40.639722, -73.778889

Administrative Information

Investigator In Charge (IIC):	Luke Schiada
Additional Participating Persons:	John Monaco; FAA FSDO-15; Garden City, NY
Investigation Docket:	NTSB accident and incident docket 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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .