



# National Transportation Safety Board Aviation Accident Final Report

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

**Flight Conducted Under:** Part 121: Air Carrier - Scheduled

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## Analysis

The airplane was parked, and in the process of deplaning passengers when it was struck by an unoccupied belt loader. The driver of the belt loader stated that she was maneuvering the belt loader when she fell off due to the gusty wind conditions. The airplane was parked in a confined area of the ramp, which would have required tight turns to maneuver the belt loader. The belt loader was equipped with an operational seat belt. The operator did not require that seat belts be utilized when operating belt loaders. Winds reported at the airport, about the time of the accident were sustained at 25 knots, with 30 knot gusts.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An encounter with an unoccupied belt loader, after the belt loader driver inadvertently fell to the ground while maneuvering. Factors in this accident were the gusty wind conditions and the failure of the operator to require that persons operating belt loaders use seat belts.

## Findings

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Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: STANDING

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) MISCELLANEOUS - INADVERTENT - DRIVER OF VEHICLE
3. (F) PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT

## Factual Information

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

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/24/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	10/14/2003
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Canadair	<b>Registration:</b>	N916CA
<b>Model/Series:</b>	CL-600-2B19	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	7014
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	53
<b>Date/Type of Last Inspection:</b>	11/14/2003, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	51000 lbs
<b>Time Since Last Inspection:</b>	229 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	24889 Hours at time of accident	<b>Engine Manufacturer:</b>	General Electric
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	CF34-3A1
<b>Registered Owner:</b>	Wells Fargo Bank Northwest NA Trustee	<b>Rated Power:</b>	9220 hp
<b>Operator:</b>	COMAIR INC	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	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	Report Date:	12/28/2004
Additional Participating Persons:	John Monaco; FAA FSDO-15; Garden City, NY		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).