



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Newark, New Jersey	<b>Accident Number:</b>	DCA18CA299
<b>Date &amp; Time:</b>	September 23, 2018, 21:45 Local	<b>Registration:</b>	N13113
<b>Aircraft:</b>	Boeing 757	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>	Cabin safety event	<b>Injuries:</b>	1 Serious, 176 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

On September 23, 2018, at about 2145 EDT, United flight 138, Boeing B757-224, N13113, was in the process of boarding at Newark International Airport (EWR), Newark, New Jersey when a flight attendant was struck by a catering cart. Of the 177 passengers and crew who were scheduled to be onboard, one flight attendant was seriously injured. The flight was scheduled as a 14 Code of Federal Regulations Part 121 international passenger flight from EWR to Reykjavik-Keflavak International Airport (KEF), Keflavak, Iceland.

During the initial boarding process, the resupplying of the catering was still ongoing. As the caterer personnel was quickly pushing a catering cart through the aisle the flight attendant's foot was struck by the cart as it passed by. The flight attendant was injured, but thought his foot was only bruised, so he remained onboard to work the flight. During the flight, the flight attendant's foot became more painful, which required him to elevate his foot for short periods of time. After arrival at KEF, the injured flight attendant went to a local hospital and was diagnosed with a fractured heel.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the catering cart striking the flight attendant's foot.

## Findings

**Personnel issues**

(general) - Ground crew

## Factual Information

### History of Flight

Prior to flight	Cabin safety event (Defining event)
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### Pilot Information

Certificate:	Airline transport	Age:	50,Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 3, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 9, 2018
Flight Time:	11140 hours (Total, all aircraft), 9838 hours (Total, this make and model), 931 hours (Pilot In Command, all aircraft), 174 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

### Co-pilot Information

Certificate:	Airline transport	Age:	49,Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	5-point
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 10, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 20, 2018
Flight Time:	1103 hours (Total, all aircraft), 1103 hours (Total, this make and model), 202 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Boeing	<b>Registration:</b>	N13113
<b>Model/Series:</b>	757 224	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1995	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	27555
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	248020 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>		<b>Engine Model/Series:</b>	RB.211
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Unknown	<b>Condition of Light:</b>	Not reported
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Newark, NJ (EWR )	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Reykjavik (BIKF)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	22:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Newark Liberty Intl EWR	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	17 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 7 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	169 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 176 None	<b>Latitude, Longitude:</b>	40.692501,-74.168609

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Ward, Effie Lorenda
<b>Additional Participating Persons:</b>	
<b>Original Publish Date:</b>	July 8, 2020
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98424">https://data.nts.gov/Docket?ProjectID=98424</a>

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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](#).