



Aviation Investigation Final Report

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|--------------------------------|------------------------------|-------------------------|---------------------|
| Location: | Philadelphia, Pennsylvania | Accident Number: | DCA18CA272 |
| Date & Time: | August 24, 2018, 19:55 Local | Registration: | EI-LBT |
| Aircraft: | Boeing 757 | Aircraft Damage: | None |
| Defining Event: | Ground handling event | Injuries: | 1 Serious, 177 None |
| Flight Conducted Under: | Part 129: Foreign | | |

Analysis

On August 24, 2018, about 2350 eastern daylight time, Aer Lingus flight 114, a Boeing 757-200, EI-LBT, had a ground service employee suffer a serious injury while engaged in pushback from the gate at Philadelphia International Airport (KPHL), Philadelphia, Pennsylvania. There were no injuries to 177 passengers and crew onboard. The airplane was not damaged. The flight was operated as a Title 14 *Code of Federal Regulations* Part 129 scheduled international passenger flight from KPHL to Dublin Airport (EIDW), Dublin, Ireland.

According to the operator, the ground service employee was connected to the airplane via a headset and was engaged in push-back from gate A6. At some point, the service employee fell down and the nose wheel ran over his right leg, causing a serious injury. The flight crew reported that the pushback was nearly complete and were about halfway through the 90 degree turn onto the taxi line, when the airplane jerked to a stop. There was general confusion for several minutes before they were informed of what happened.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The ground service employee's inadvertent fall near the nose wheel during pushback.

Findings

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| Personnel issues | Incorrect action selection - Ground crew |
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Factual Information

History of Flight

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| Pushback/tow-engine not oper | Ground handling event (Defining event) |
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Pilot Information

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|---------------------------|--|-----------------------------------|-----------------|
| Certificate: | Airline transport | Age: | 63,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 With waivers/limitations | Last FAA Medical Exam: | June 7, 2018 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | October 5, 2018 |
| Flight Time: | 25000 hours (Total, all aircraft), 5000 hours (Total, this make and model) | | |

Co-pilot Information

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|---------------------------|---|-----------------------------------|----------------|
| Certificate: | Airline transport | Age: | 40,Male |
| Airplane Rating(s): | Multi-engine land | Seat Occupied: | Right |
| 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: | | Last FAA Medical Exam: | |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | April 12, 2018 |
| Flight Time: | 6897 hours (Total, all aircraft), 2307 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|---------------------------|
| Aircraft Make: | Boeing | Registration: | EI-LBT |
| Model/Series: | 757 200 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1998 | Amateur Built: | |
| Airworthiness Certificate: | Transport | Serial Number: | 28170 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | 115666 lbs |
| Time Since Last Inspection: | | Engines: | |
| Airframe Total Time: | | Engine Manufacturer: | |
| ELT: | | Engine Model/Series: | |
| Registered Owner: | | Rated Power: | |
| Operator: | | Operating Certificate(s) Held: | Foreign air carrier (129) |

Meteorological Information and Flight Plan

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|---|-------------------------|---|-------|
| Conditions at Accident Site: | Unknown | Condition of Light: | Night |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Philadelphia, PA (PHL) | Type of Flight Plan Filed: | IFR |
| Destination: | Dublin, OF (EIDW) | Type of Clearance: | IFR |
| Departure Time: | 23:50 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|--------------------------------|----------------------------------|---------|
| Airport: | Philadelphia International PHL | Runway Surface Type: | |
| Airport Elevation: | 36 ft msl | Runway Surface Condition: | Unknown |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------------------|-----------------------------|----------------------|
| Crew Injuries: | 10 None | Aircraft Damage: | None |
| Passenger Injuries: | 167 None | Aircraft Fire: | None |
| Ground Injuries: | 1 Serious | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious, 177 None | Latitude, Longitude: | 39.874168,-75.242225 |

Administrative Information

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|-----------------------------------|---|----------------------|---|
| Investigator In Charge (IIC): | Lovell, John | | |
| Additional Participating Persons: | | | |
| Original Publish Date: | June 3, 2021 | Investigation Class: | 4 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=98174 | | |

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](#).