



Aviation Investigation Final Report

Location:	New York, New York	Accident Number:	DCA23LA191
Date & Time:	February 24, 2023, 20:30 Local	Registration:	N337JB
Aircraft:	Embraer ERJ 190-100 IGW	Aircraft Damage:	None
Defining Event:	Ground handling event	Injuries:	1 Serious, 99 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On February 24, 2023, about 20:30 eastern standard time, an Embraer E190, operated by JetBlue Airways as flight 618 from Minneapolis St. Paul International Airport (MSP), Minneapolis, Minnesota to John F. Kennedy International Airport (JFK), had a ground service agent sustain second degree burns while connecting ground electrical power to the airplane after it blocked into Gate 5, at Terminal 5.

According to the ground service agent, after connecting the ground power unit (GPU) he noted that electrical power was not being supplied to the airplane, so he went back to the connection point to confirm that power was on when suddenly the connection between the GPU and the airplane sparked and his right shirt sleeve caught fire and his wrist was burned.

Probable Cause and Findings

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

Electrical sparking caused by a faulty connection between the aircraft and ground power unit resulting in a serious injury to a ground service agent.

Findings

Aircraft	External power system - Malfunction
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Factual Information

History of Flight

Other	Ground handling event (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	42,Male
Airplane Rating(s):	Single-engine sea; 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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	June 1, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 15, 2022
Flight Time:	2112 hours (Total, this make and model)		

Co-pilot Information

Certificate:	Airline transport	Age:	28,Male
Airplane Rating(s):	Single-engine land; 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:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 23, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 4, 2022
Flight Time:	228 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Embraer	Registration:	N337JB
Model/Series:	ERJ 190-100 IGW	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	19000473
Landing Gear Type:	Retractable - Tricycle	Seats:	20
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	GE
ELT:	Installed, not activated	Engine Model/Series:	CF34-10E6
Registered Owner:	JETBLUE AIRWAYS CORP	Rated Power:	18820 Lbs thrust
Operator:	JETBLUE AIRWAYS CORP	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night
Observation Facility, Elevation:	KJFK	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	22 knots / 29 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	3053 inches Hg	Temperature/Dew Point:	0°C / -14°C
Precipitation and Obscuration:			
Departure Point:	Minneapolis -St. Paul International, MN (MSP)	Type of Flight Plan Filed:	IFR
Destination:	Queens, NY (KJFK)	Type of Clearance:	IFR
Departure Time:	16:46 Local	Type of Airspace:	Unknown

Airport Information

Airport:	John F. Kennedy International JFK	Runway Surface Type:	
Airport Elevation:	13 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	None
Passenger Injuries:	95 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 99 None	Latitude, Longitude:	40.64749,-73.779982

Administrative Information

Investigator In Charge (IIC): Lovell, John

Additional Participating Persons: April Larsen; JetBlue Airways
David Gerlach; FAA AVP-100

Original Publish Date: July 18, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=106804>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).