

Delta Air Lines, Inc.  
New York, NY  
March 5, 2015  
DCA15FA085

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

ATTACHMENT 2

Timeline of Events

7 Pages

Local	UTC	Event	Source
04:44:00.0	09:44:00.0	LGA Ops issued NOTAM 03/072 stating "!LGA 03/072 LGA RWY 4/22 FICON WET DEICED SOLID AND SANDED OBSERVED AT 1503050944. 1503050944-1503060944EST	NOTAMS
04:45:00.0	09:45:00.0	LGA Ops issued NOTAM 03/073 stating "!LGA 03/073 LGA RWY 13/31 FICON WET DEICED SOLID AND SANDED OBSERVED AT 1503050944. 1503050945-1503060945EST	NOTAMS
05:57:00.0	10:57:00.0	LGA opened; in-pavement sensors reported as surface temperature of 32.5F, air temperature of 32.4F; Marine Air Terminal weather service reported no snow accumulation	LGA Snow Log
06:57:00.0	11:57:00.0	LGA in-pavement sensors reported as surface temperature of 32.2F, air temperature of 32.0F; Marine Air Terminal weather service reported a total accumulation of 0.4 inches of snow.	LGA Snow Log
07:37:00.0	12:37:00.0	LGA Ops issued NOTAM 03/076 stating "!LGA 03/076 LGA RWY 4/22 FICON THIN WET SN DEICED SOLID AND SANDED OBSERVED AT 1503051237. 1503051237-1503061237"	NOTAMS
07:38:00.0	12:38:00.0	LGA Ops issued NOTAM 03/077 stating "!LGA 03/077 LGA RWY 13/31 FICON THIN WET SN DEICED SOLID AND SANDED OBSERVED AT 1503051238. 1503051238-1503061238"	NOTAMS
07:51:00.0	12:51:00.0	LGA in-pavement sensors reported as surface temperature of 32.2F, air temperature of 31.6F; Marine Air Terminal weather service reported a total accumulation of 1.1 inches of snow (0.7 accumulation in last hour).	LGA Snow Log
08:51:00.0	13:51:00.0	LGA in-pavement sensors reported as surface temperature of 32.2F, air temperature of 28.4F; Marine Air Terminal weather service reported a total accumulation of 1.8 inches of snow (0.7 accumulation in last hour).	LGA Snow Log
09:02:00.0	14:02:00.0	LGA Ops issued NOTAM 03/079 stating "!LGA 03/079 LGA RWY 4/22 FICON 1/4IN WET SN OBSERVED AT 1503051402. 1503051402-1503061402"	NOTAMS
09:03:00.0	14:03:00.0	LGA Ops issued NOTAM 03/080 stating "!LGA 03/080 LGA RWY 13/31 FICON 1/4IN WET SN OBSERVED AT 1503051403. 1503051403-1503061403"	NOTAMS
09:51:00.0	14:51:00.0	LGA in-pavement sensors reported as surface temperature of 32.2F, air temperature of 26.4F, Marine Air Terminal weather service reported a total accumulation of 2.3 inches of snow (0.5 accumulation in last hour).	LGA Snow Log
09:51:00.0	14:51:00.0	ATIS information Oscar issued	ATC
10:06:05.0	15:06:05.0	Team Blue began clearing runway 31 from threshold	ASDE-X Playback
10:10:52.0	15:10:52.0	Team Blue exited runway 31 at taxiway Papa	ASDE-X Playback
10:12:06.0	15:12:06.0	Team Blue began clearing runway 13 from threshold	ASDE-X Playback
10:15:27.0	15:15:27.0	Team Blue exited runway 13 at taxiway Zulu	ASDE-X Playback
10:18:22.0	15:18:22.0	Team Blue began clearing runway 31 from threshold	ASDE-X Playback
10:23:41.0	15:23:41.0	Team Blue exited runway 31 at taxiway Papa	ASDE-X Playback
10:24:00.0	15:24:00.0	ATIS information Papa issued	ATC

Local	UTC	Event	Source
10:24:20.0	15:24:20.0	Team Blue began clearing runway 13 from threshold	ASDE-X Playback
10:28:44.0	15:28:44.0	Team Blue exited runway 13 at taxiway Zulu	ASDE-X Playback
10:28:52.0	15:28:52.0	ATIS Papa now current	GC Audio
10:29:23.0	15:29:23.0	Team Blue began clearing runway 31 from threshold	ASDE-X Playback
10:35:09.0	15:35:09.0	Team Blue exited runway 31 at taxiway Papa	ASDE-X Playback
10:38:41.0	15:38:41.0	LC asked Car 100 for "the official conditions on the runway now"; Car 100 responded "we're advertising with the NOTAMS a quarter inch of wet snow and snow banks up to a foot... and the runways have not been treated. We're just brooming and plowing." Car 100 added, "and I asked Team Blue to stay clear of runway 13 for a little bit so you can get some arrivals in."	LC Audio
10:40:06.0	15:40:06.0	Team Amber began clearing high speed taxiway Lima	ASDE-X Playback
10:40:54.0	15:40:54.0	UAL 462 (A319) checked in with LC; LC advised #1 for the field, cleared to land; winds 030 @ 16; no braking action reports	LC Audio
10:41:27.0	15:41:27.0	Team Amber reported clear of L and would remain clear and wait to get on until after UAL 462 arrived	LC Audio
10:41:58.0	15:41:58.0	Team Amber requested that UAL 462 use high speed taxiway Mike or later so they could remain holding short of Lima on Bravo	LC Audio
10:42:28.0	15:42:28.0	UAL 694 reported "with you for 13"; LC advised #2 for landing; no braking actions yet; cleared to land	LC Audio
<b>10:43:27.0</b>	<b>15:43:27.0</b>	<b>UAL 462 TOUCHED DOWN [ESTIMATE]</b>	ASDE-X Playback
10:43:54.0	15:43:54.0	Team Amber cleared onto runway 13 from Lima for "one pass up and one pass down"; next arrival 4.5 miles out	LC Audio
10:44:16.0	15:44:16.0	UAL 462 exited at Mike; reported braking action as "medium at touchdown and getting worse than that down here at rollout... We're going to call it poor down here where we're coming off at Mike"	LC Audio
10:44:50.0	15:44:50.0	UAL 462 on taxiway Mike turning onto Alpha enroute to gate; GC asked for runway condition report; UAL 462 stated " it's medium at touchdown and it's poor on rollout down where we were coming off at Mike"; GC asked "is that good or fair?"; UAL 462 replied "the new terminology is medium, it used to be fair, but the proper AIM terminology now is medium. If you want to use the old one it's fair at touchdown, poor at rollout at Mike"; GC replied "yeah, no. The new terminology is fair. Good, fair, poor and nil. So you're saying it's fair on the runway and poor on taxiway Mike getting off, or poor on the runway?"; UAL 462 replied "Poor on the runway."	GC Audio

Local	UTC	Event	Source
10:45:18.0	15:45:18.0	Team Amber reported clear of taxiway Lima	LC Audio
<b>10:46:04.0</b>	<b>15:46:04.0</b>	<b>UAL 694 TOUCHED DOWN [ESTIMATE]</b>	ASDE-X Playback
10:46:29.0	15:46:29.0	UAL 694 advised LC braking action was good; could not make Lima; exited at Mike	LC Audio
10:46:50.0	15:46:50.0	UAL 694 reported braking action good; specifically commented that braking action was good near taxiway Mike	LC Audio
10:47:12.0	15:47:12.0	UAL 694 reported clear of runway 13 to GC; confirmed that braking action was good	GC Audio
10:47:20.0	15:47:20.0	Team Amber holding short of runway 13 and requested to get on at Mike after UAL 694 cleared at Mike; LC approved	LC Audio
10:47:50.0	15:47:50.0	Team Amber began clearing high speed taxiway Mike	ASDE-X Playback
10:49:38.0	15:49:38.0	Team Amber completed one pass (up and back) clearing on high speed taxiway Mike; began second pass	ASDE-X Playback
10:51:00.0	15:51:00.0	Marine Air Terminal weather service reported a total accumulation of 2.7 inches of snow (0.4 accumulation in last hour).	LGA Snow Log
10:51:00.0	15:51:00.0	ATIS Quebec issued	ATC
10:51:11.0	15:51:11.0	Team Blue reported being staged on DD to wait for arrivals and monitor braking action reports	LC Audio
10:51:51.0	15:51:51.0	Team Amber reported clear of M; going to Victor for one pass up and down prior to next arrival; LC advised next arrival on 5 mile final	LC Audio
10:51:53.0	15:51:53.0	DAL 2498 contacted GC that they had finished deicing but "we won't be able to take off until they clear that runway a little more. We can't take off on a cluttered runway at this weight... are they still calling it quarter inch clutter?" GC replied that they were currently plowing runway 4 and provided taxi instructions	GC Audio
10:52:05.0	15:52:05.0	Envoy 3647 (CRJ) checked in with LC on ILS for 13; LC advised #1 for the field but vehicles on the runway; LC would advise when they had cleared	LC Audio
10:52:42.0	15:52:42.0	ATIS Quebec became current	GC Audio
10:53:10.0	15:53:10.0	Team Amber reported clear of runway 13 and high speed taxiway Victor	LC Audio
10:53:13.0	15:53:13.0	Envoy 3647 cleared to land; LC provided last braking action report "good by an Airbus"	LC Audio
<b>10:53:57.0</b>	<b>15:53:57.0</b>	<b>Envoy 3647 TOUCHED DOWN [ESTIMATE]</b>	ASDE-X Playback
10:54:58.0	15:54:58.0	Envoy 3647 reported "it was good on the braking action"; exited at Victor	LC Audio
10:55:02.0	15:55:02.0	Envoy 3647 checked in with GC on taxiway Victor	GC Audio
10:55:35.0	15:55:35.0	Team Amber reporting holding short of V and requested to get back on runway 13 and "work the high speeds"; LC approved	LC Audio

Local	UTC	Event	Source
10:56:20.0	15:56:20.0	DAL 1526 (MD-88) checked in with LC "ILS 1-3"; LC advised #1 and continue approach but vehicles were on the runway	LC Audio
10:57:17.0	15:57:17.0	DAL 2498 requested an update on the runway conditions from GC; GC replied "the last one we got was the one that was one on the ATIS, a quarter inch."; DAL 2498 replied "a quarter inch is a little bit much for us to go right now. Is there a place, maybe on the other side of the runway that we can go over, off of Echo or Foxtrot... kind of wait for them to get it a little more clear?"; GC responded "there would be an indefinite delay on that... because we don't know how long... that was the last NOTAM and they just did the plow, they just did one pass. But for now that's what's going to be on the ATIS, that quarter inch."	GC Audio
10:57:44.0	15:57:44.0	Team Amber reported clear of Victor	LC Audio
10:57:52.0	15:57:52.0	DAL 1526 cleared to land on runway 13; LC advised "braking action reported good by an Airbus and a regional jet"	LC Audio
10:59:30.0	15:59:30.0	<b>DAL 1526 TOUCHED DOWN [ESTIMATE]</b>	ASDE-X Playback
10:59:31.0	15:59:31.0	DAL 1086 (MD-88) checked in with LC "joining you on ILS runway 1-3"	LC Audio
10:59:41.0	15:59:41.0	DAL 1086 cleared to land; LC advised "winds 0-3-0 at niner... braking action reported good by an Airbus and a regional jet... Runway 1-3 RVR touchdown greater than 6,000, rollout 3,500 "	LC Audio
11:00:02.0	16:00:02.0	LC advised DAL 1526 to exit at taxiway Victor and contact GC; no braking action report provided or requested	LC Audio
11:00:37.0	16:00:37.0	DAL 1086 requested "wind check?" LC advised "winds 0-2-0 at 1-0"	LC Audio
11:00:39.0	16:00:39.0	DAL 1526 notified GC they were clear of runway 13 on taxiway Victor	GC Audio
11:02:20.0	16:02:20.0	<b>DAL 1086 TOUCHED DOWN [ESTIMATE]</b>	ASDE-X Playback
11:02:33.0	16:02:33.0	DAL 1999 checked in with LC "with you ILS 1-3"	LC Audio
11:02:36.0	16:02:36.0	LC advised DAL 1999 "#1 for the field winds 0-2-0 at 1-2... cleared to land, braking action reported good by an Airbus 319"	LC Audio
11:02:51.0	16:02:51.0	LC attempted to contact DAL 1086	LC Audio
11:02:58.0	16:02:58.0	LC attempted to contact DAL 1086	LC Audio
11:03:05.0	16:03:05.0	LC attempted to contact DAL 1086	LC Audio
11:03:25.0	16:03:25.0	LC attempted to contact DAL 1086	LC Audio
11:03:38.0	16:03:38.0	LC attempted to contact DAL 1086	LC Audio
11:03:45.0	16:03:45.0	Car 100 requested permission from LC to cross runway 4 on taxiway Papa; LC approved request	LC Audio
11:03:56.0	16:03:56.0	LC attempted to contact DAL 1086	LC Audio

Local	UTC	Event	Source
11:04:00.0	16:04:00.0	Car 100 entered runway 4 on taxiway Gulf and turned northbound; notified LC "tower, car 100. Runway 1-3 is closed"; no response received	LC & Video Playback
11:04:08.0	16:04:08.0	Red team requested permission from LC to proceed onto runway 13	LC Audio
11:04:10.0	16:04:10.0	Car 100 turned onto runway 13 at intersection with runway 4	ASDE-X Playback
11:04:12.0	16:04:12.0	Car 100 asked LC, "tower you copy? Car 100. Runway 1-3 is closed."	LC Audio
11:04:16.0	16:04:16.0	LC responded to Car 100 "you said runway 1-3 is closed?"	LC Audio
11:04:19.0	16:04:19.0	Car 100 responded "affirmative. 1-3 is closed."	LC Audio
11:04:24.0	16:04:24.0	LC contacted Red team who responded, "tower you have an aircraft off the runway."	LC Audio
11:04:33.0	16:04:33.0	LC advised DAL 1999 to "go around, climb, maintain 2000."	LC Audio
11:04:35.0	16:04:35.0	LGA Deputy ARFF Chief Marino launched an ARFF response (via phone call to the ARFF crew chief) to an aircraft that had left the paved surface with a fuel leak. No location was provided.	Port Authority Ops
11:04:38.0	16:04:38.0	Car 100 advised LC that that "airport is closed! The airport is closed! We've got a 3-4!"	LC Audio
11:04:44.0	16:04:44.0	LC requested car 100 "say again?"	LC Audio
11:04:48.0	16:04:48.0	UNK speaker notified LC that "you have an aircraft off 3-1 on the north vehicle service road. Please advise crash/rescue. LaGuardia Airport is closed at this time."	LC Audio
11:05:01.0	16:05:01.0	DAL 2522 checked in with LC on the ILS for runway 13 and was told to go around	LC Audio
11:05:04.0	16:05:04.0	DAL 1999 crossed the runway 13 threshold while going around	ASDE-X Playback
11:05:10.0	16:05:10.0	LC contacted DAL 1999 and stated "I'll have the climb instructions, correction, I'll have the [unintelligible] for you in just a moment"	LC Audio
11:05:11.0	16:05:11.0	Car 100 arrived in vicinity of accident site on runway 13	ASDE-X Playback
11:05:22.0	16:05:22.0	LC instructed DAL 1999 to "turn left heading 070"	LC Audio
11:05:49.0	16:05:49.0	UNK asked LC if he was "talking to the flight crew of the MD80?"; LC replied "I'm calling out for Delta 1086, no response"	LC Audio
11:05:55.0	16:05:55.0	UNK advised LC that he was "leaking fuel on the left side of his aircraft heavily"	LC Audio
11:06:05.0	16:06:05.0	"He's leaking, you said leaking fuel?"; UNK responded "affirm. His wing is ruptured."	LC Audio
11:06:12.0	16:06:12.0	DAL 2522 contacted LC and "would like to switch over to departure"	LC Audio
11:06:12.0	16:06:12.0	Announcement on PAPD radio frequency (800 MHz) for all units to respond to "an aircraft MD-80 hit into the fence at the north service road off of runway 1-1"	Port Authority Ops
11:06:18.0	16:06:18.0	LC responded "I'll get you that frequency in just a moment"	LC Audio
11:06:25.0	16:06:25.0	Emergency Alert Notification System (EANS) activated by ATCT stating, "LaGuardia, Alert 3, all emergency vehicles respond. Alert 3, Delta 1086 MD-80, just east of runway 1-3, wing eruption, fuel is being leaked."	Port Authority Ops

Local	UTC	Event	Source
11:06:26.0	16:06:26.0	LC contacted DAL 1999 "contact approach one three four point niner"	LC Audio
11:06:44.0	16:06:44.0	LC contacted DAL 2522 and instructed to "climb maintain 3000, turn left heading 070."	LC Audio
11:06:45.0	16:06:45.0	Unidentified vehicles began appeared in vicinity of fire station and drive northbound to taxiways Echo, DD, and Papa	ASDE-X Playback
11:06:58.0	16:06:58.0	LC contacted DAL 2522 and instructed to "contact approach one three four point niner."	LC Audio
11:07:16.0	16:07:16.0	LC was performing a handoff brief when ExpressJet 4979 contacted LC stating "do we understand the airport is closed?"; LC advised to standby	LC Audio
11:07:32.0	16:07:32.0	Team Blue entered runway 13 at threshold and proceeded eastbound	ASDE-X Playback
11:09:00.0	16:09:00.0	LGA Ops issued NOTAM 03/083 stating "!LGA 03/083 LGA AD AIRPORT CLSD 1503051609-1503052359EST	NOTAMS
11:09:02.0	16:09:02.0	Truck 1 contacted GC and requested permission to cross runway 4 (with company) at taxiway Papa	GC Audio
11:09:16.0	16:09:16.0	GC asked Truck 1 "do you know what's going on, I don't know what happened over there."; Truck responded "yeah, they're talking about a fuel leak, we're on our way out there now." GC asked for the location and Truck 1 responded "we were told 1-3 but we didn't see anything down there."	GC Audio
11:09:35.0	16:09:35.0	Unidentified vehicles crossed runway 4 at taxiway Papa and proceeded eastbound down taxiway Bravo	ASDE-X Playback
11:09:54.0	16:09:54.0	Truck 4 (and company) reported clear of runway 4	GC Audio
11:10:12.0	16:10:12.0	Truck 4 again reported clear of runway 4; GC advised that "they're saying it's midfield down the runway. I don't know, I don't see anything from here."	GC Audio
11:10:41.0	16:10:41.0	Truck 1 requested permission from GC to cross runway 13, "we have a plane on the embankment"	GC Audio
11:11:02.0	16:11:02.0	Unidentified vehicles arrived at high speed taxiway Mike	ASDE-X Playback
11:11:49.0	16:11:49.0	Truck 1 contacted GC and asked if he could "get in touch with that pilot and see if he's going to start evacuating by Papa and the active?"; GC replied that he could not and did not even have the call sign for the airplane	GC Audio
11:12:14.0	16:12:14.0	Truck copied and stated "be advised we have a plane on the embankment. We are administering product. We have a fuel leak." GC asked if Truck 1 had availability to call the tower; Truck 1 responded "that's negative. Hang on."	GC Audio
11:19:37.0	16:19:37.0	Romeo current ATIS stating; airport closed	GC Audio
11:19:55.0	16:19:55.0	Romeo current ATIS stating; airport closed	LC Audio

Local	UTC	Event	Source
11:51:00.0	16:51:00.0	LGA in-pavement sensors reported as surface temperature of 32.2F, air temperature of 24.5F; Marine Air Terminal weather service reported a total accumulation of 3.4 inches of snow (0.7 accumulation in last hour).	LGA Snow Log