



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

November 18, 2016

Attachment 2 – Captain’s Written Statement

OPERATIONAL/ HUMAN FACTORS

DCA17IA020

October 29, 2016

Robert E. Galloway – EAL EMP# [REDACTED]

LANDING INCIDENT KLGA (LAGUARDIA AIRPORT) ON OCTOBER 27, 2016

I was the Captain on Eastern Airlines flight 3452 (EAL3452) on aircraft N278EA from KFOD – KLGA, (Fort Dodge, Iowa – LaGuardia, New York) on October 27, 2016. The First Officer, Diego Restrepo, was the flying pilot for this leg. We had 1 MEL, item 27-7, The AUTO SPEED BRAKE SYSTEM. We had 37 passengers and a crew of 9.

Minneapolis Center gave us a wheels up time of 2122z. We had a Block Out time of 2110z and a Takeoff time of 2122z. Our clearance was Direct ALO, as filed, initial climb to 8000 ft, transponder code 1620.

We recorded the ATIS, Information Charlie for LGA airport. I set up the approach in the FMS for the ILS runway 22, selected flaps 30 for landing, with an Autobrake setting of 3. First Officer Restrepo briefed the ILS runway 22 approach procedure and we did the descent check list. Passing through Flight Level 180 we set our altimeters and did the approach check list. We flew the MIP4 arrival into LGA which became radar vectors to the final approach. Approach Control slowed us to 170 knots during radar vectors which was maintained in a flaps 5 configuration. Autopilot B was in use.

Approach Control gave us a final descent and a heading to intercept the localizer and cleared us for the ILS runway 22 approach. We intercepted the ILS, lowered the landing gear and flaps to 30 and accomplished the landing checklist. We slowed to final approach speed, $V_{ref} / \text{Flaps } 30, 129 + 5$, for a final approach speed of 134 knots. Speeds are per my recollection. The approach was fully stabilized from the final approach fix (FAF), to touchdown.

We broke out of the clouds at approximately 700 feet and I called the approach lights in sight, moments later I called the runway in site. First Officer Restrepo disconnected the autopilot at approximately 500 feet and we continued our approach to what would be a normal touchdown within the touchdown zone.

As we reached the point of intended landing within the touchdown zone, First Officer Restrepo then did something I did not expect, after having observed his flying on many legs; he floated the aircraft in the flare. We touched down approximately 3000 feet down the runway. I manually deployed the speedbrake and called, "Speedbrake up" as we had previously briefed for this procedure. I then called "Reversers normal."

I recognized that we were not decelerating fast enough and I instinctively applied maximum manual braking. Just prior to the EMAS I pushed the right rudder pedal, steering the airplane to the right into the grass.

Upon stopping I realized that the airplane was upright and intact. We had no fire warnings or visual indication of a fire, or other issues at that time that required an immediate evacuation. I made a PA announcement for the passengers to remain seated. I then called the purser to see if everyone was ok. A secret service agent requested we open the cockpit door so he could confirm our condition. He also advised that everyone onboard was ok.

I started the APU, transferred electrical power, and shut down the engines.

I talked with the fire rescue person through the cockpit window to inform him that we had no injuries reported on board. I requested a set of stairs be brought to the rear of the aircraft for deplaning.

Everyone onboard deplaned through the L2 door. I shut the APU off and ran the securing checklist. I then turned off the aircraft battery. The last fireman and I checked each lavatory and confirmed that all persons were off of the airplane. I then deplaned.

In retrospect I realize that had I attempted to effect a transition of control of the aircraft during the float from First Officer Restrepo to myself or commanded "Go Around," the transition time lag would have placed the passengers and aircraft in a much more dangerous situation.

Robert E. Galloway