



Delta Air Lines, Inc.
ATG 022
1010 Delta Blvd.
Atlanta, GA 30354

Aircraft Dispatcher Statement; Flight 1086-5Mar2015 LGA Runway Excursion

March 9, 2015


It was snowing at LGA all morning and LGA started the day on runway 4 for departures and landing. They continued in that configuration until the RVR reading went below 5000 at which time LGA switched to departing on runway 31 and landing runway 22 with a tailwind. That configuration remained in place until the tailwind on runway 22 exceed 10 knots. At that point LGA moved arrivals to runway 13 and departures to runway 4. During all these changes in runway configuration, the Port Authority would take runways for a short period of time to treat the runway. This caused a minimum amount of holding for inbound flights, but with that said, the operation seemed to be working fairly well. That is the history, as I remember it, of what happen at LGA for the day up until Flt 1086 made their approach and landing.

Now to cover the period within the hour before Flt 1086 attempted their landing: Some time during the 1500z hour Flt 1086 was given holding at RVB so the Port Authority could work on cleaning the landing runway (Runway 13). At one point flight 1086 asked for a braking action report. I answered with the follow ACARS message at 1520z " I'll pass the braking action along as soon as I get one... Port Authority is presently working on Rwy 13" At 1537z, during their hold, the flight sent me an ACARS stating "We had no idea LGA rwy 13 is clsd. Why didn't you give us a heads up?" I received that message at a time that the Port Authority had finished their work and landing runway approaches to Rwy 13 had started up again. At 1550z I sent Flt 1086 the follow ACARs message, "Rwy 13 is not closed... Just had United land and called the braking action as being good... That is the last communication I had with the flight before it landed at 1602z. It was only because I was monitoring LGA tower radio that I learned that the flight had slipped off the runway.

Other observations:

Just prior to Flt 1086 making their approach and landing, the Port Authority reported to the tower via radio that they had only broomed Rwy 13/31 and had not treated it with any chemicals and that there was still 1/4 inch of snow on the runway. The Port Authority does not conduct friction measuring testing and no braking action condition was issued once brooming was completed.

I acknowledge that this statement will be released to the NTSB.


Daniel R. Cannella