



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

March 26, 2020

### **Attachment 6 – Accident Flight Dispatcher’s Statement**

# **OPERATIONAL FACTORS**

**DCA16LA100**

At approximately 11:45pm CST on February 23, 2016 (24/0545z), the captain of flight LOF4615 called the dispatcher, [REDACTED] to report damage to the wingtips (of N856HK) on arrival into St Louis Int'l Airport (STL). The captain reported a go around initiated close to the ground during flare for RWY30L as the captain observed the aircraft unstable and drifting off runway centerline due to wind shear. No emergency was declared after the go around and no individuals onboard were hurt nor braced for landing. The captain reports that upon landing STL tower requested him to call tower to report the go around. Wingtip strike was not apparent until post-flight inspection of the aircraft. It was advised, by the dispatcher, that the captain inform STL tower on the discovery of a wingtip strike so runway inspections may be conducted on their behalf.

That concludes discussion between dispatcher and the captain. It was initially unclear which landing attempt the wingtips had become damaged but was later confirmed when the captain briefly spoke to dispatch supervisor, Sajen Nelson, that it was likely during the first landing attempt.

[REDACTED]  
Dispatcher  
Trans States Airlines

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My personal two cents on this... (feel free to disregard if deemed as not important)

I reviewed the recording with tower the next day through LiveATC.net. Wind for 1st landing was 02020G25 and 2nd landing was 01020G26. Crew sidestepped from RWY 30R to use RWY 30L for both landing attempts. The only other flight using RWY 30L/R was a Delta after our landing. All subsequent landings (likely after the wingtip strike reported) were on a visual to RWY 6.

I had a slight concern with the airport using RWY 30L/R during planning. I had debated on RWY 6 or 30R for planning. I think 30R was ultimately selected for several reasons:

1. 30L/R and 29 was the active at the time.
2. RWY 6 rarely used; only as needed due to noise abatement measures.
3. No landing weight limitations on either RWY 6 or 30R
4. Crosswinds were not forecast to exceed limits. (was favoring RWY 6 by 20 degrees, however)

[REDACTED]