

CA Kyle Hulcher

Landed in JFK on runway 22L and exited the runway at taxiway Juliet. Instructed by JFK Tower control to taxi and hold short of runway 22R on Juliet. We were cleared to cross runway 22R and taxi to our ramp KF and cleared into the ramp. Crossed over the runway and had to wait for a larger aircraft on taxiway Alpha to continue taxi northwest for us to have access to the ramp. Once the aircraft continued down the taxi way, KF Ramp Control (131.85) instructed us to hold short for Delta aircraft preparing to exit KF ramp for departure. We advised JFK ground (121.9) and they approved us to hold position to wait for entry into the ramp. Once the Delta aircraft cleared KF onto taxiway B, Ramp control cleared our aircraft entry into the KF ramp area and we were instructed to give way to "company traffic" parking at gate B42. We moved the aircraft into the ramp area to position ourselves to park at gate B44 and giving company aircraft the necessary room to be able to park at B42; continued to monitor both JFK Ground control frequency and KF Ramp frequency for any more instructions while waiting for our turn to park at the gate. At this moment, the aircraft experienced severe shaking. We looked out the left side of the aircraft and noticed Alitalia Flight 610 right winglet was missing and came to the conclusion that our aircraft's tail section had been struck. At that moment, we began the process of mitigating the emergency situation and focused getting the passengers and crew safely to the gate area. Instructed ATC that we needed to stay stationary until we got confirmation of damages and exterior check confirming that we could continue taxiing to the gate. Once emergency vehicles arrived on the scene, we were instructed to shutdown engines 1 & 2. Once completed, emergency crew on the ground began the process of towing us into the gate. We worked with the flight attendants to get a verbal confirmation of their well-being and ensure no injuries had occurred. Once safely parked at the gate, we shutdown and secured the aircraft. When Port Authority gave us the approval, we deplaned the aircraft.

FO Keith Hernandez

Aircraft traveled from DTW to JFK with no anomalies. Arrived via ILS 22L and exited at Juliet. Momentarily held short of 22R until cleared to cross and instructed to take Juliet to Alpha and monitor Ground Frequency 121.9 which was in Comm 1. We contacted ramp control on 131.85 using Comm 2 as we were approaching intersection KF. Both frequencies were monitored. Ramp instructed that we were cleared into the ramp via KF once the departing aircraft was clear, and to also give way to aircraft waiting to pull into gate 42. Our assigned gate was 44. Once the aircraft exiting the ramp was clear we made a right turn onto KF from taxiway Alpha. We pulled as far forward as we could into the ramp but could not pull any further due to aircraft awaiting gate 42 entry. Shortly after an aircraft traveling northwest on taxiway Alpha struck the horizontal stabilizer of our aircraft and continued to taxi. We contacted ground and ramp controllers to notify them of the incident and we requested to remain in place until an inspection of the tail could be done to ensure it was safe to move the aircraft. Another aircraft in the area reported a chunk of metal below our tail from the impact. We determined a ground evacuation was not necessary and confirmed that no injuries were sustained by passengers or crew. During this time we were in contact with emergency services who instructed us to shut down both engines in order to inspect the tail of the aircraft. We shut both engines down and the inspection revealed substantial damage to the horizontal stabilizer. We were towed into the gate from that point and were able to deplane the passengers and secure the jet. The conditions were nighttime, good visibility and no precipitation. No significant issues occurred leading up to the incident.