



Internal Memorandum

Date: 9/21/2021

To: Captain Bryan L. Dickerson, Regional Director & Chief Pilot – ATL CPO
From: First Officer Marco Y. Tapiz
Subject: II21-064 Employee Injuries (Flight Attendants)
DL845 01SEP21 SEA-ATL N196DN B-767-332 (196)
CAP: FIORE, G.J.; **FO:** TAPIZ, M.Y.

This statement is provided at the request of the Chief Pilot's Office.

On September 1, 2021, I was First Officer of Delta Air Lines Flight #845 from SEA to ATL.

After a three-hour delay waiting for the aircraft, we got ready to push back from the gate. The cabin was secure and the ramp crew was ready.

The Captain called for the pushback checklist. I read through the checklist, even looking at the hydraulic panel when I was going through the checklist. I subsequently called the checklist "complete". Unfortunately, I missed the proper configuration of the hydraulic panel. Even though I looked at the hydraulic panel, I did not recognize that it was not properly set.

We pushed back and started one engine. As the first engine start was being completed, the ground crew called the push complete and to set the brakes. The Captain set the brake. As the tow bar and tug were removed, the ramp crew (on the headset) said to verify the brakes were set. The Captain responded that the brakes were set.

At about the same time, the ramp crew mentioned we were moving. I also noticed we were moving and verbalized this. The Captain pressed the brakes as we were both trying to figure out why we were rolling with the brakes set. We noticed the hydraulic panel was not set, and the Captain turned the pumps ON to prevent the continued movement and to avoid hitting anyone or anything on the ramp. The aircraft stopped suddenly as pressure was applied to the system causing the brakes to engage.

The Captain verified the aircraft was stopped and checked with the ramp crew to make sure no one on the ramp was injured. The ramp crew and equipment were out of the way, and there was no reported damage or injuries outside the aircraft. The Captain's quick action in stopping the aircraft prevented any ground injuries.

We then checked with the cabin crew. A few of the Flight Attendants told us the sudden stop caused them to lose their balance and that one Flight Attendant injured her arm and needed medical attention.

After coordinating with the ramp and cabin crews, we verified the aircraft was now correctly configured for a return to the gate and called for EMS. We were towed back to the same gate with no other problems and without incident. I completed all required First Officer duties associated with the pushback checklist.

There were a number of contributing events and factors that played a role in leading to this incident – the delay of three hours, the late hour, a discussion with maintenance about the lavatory blower deferral, and having to go back up to the terminal to use the restroom before departure.

I acknowledge release of this statement to [Delta Flight Safety](#) and to the [National Transportation Safety Board \(NTSB\)](#).

Regards,

First Officer Marco Y. Tapiz
Employee [REDACTED]
(Signature on file)