



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	New York, New York	Accident Number:	DCA20CA049
Date & Time:	January 8, 2020, 16:30 Local	Registration:	N929NN
Aircraft:	Boeing 737	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	121 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On January 8, 2020, about 0630 eastern standard time, American Airlines flight 2632, a Boeing 737-823, N929NN, was damaged by a deicing truck. There were no injuries to the 2 pilots, 4 flight attendants, or 115 passengers on board. The airplane received substantial damage. The regularly scheduled domestic passenger flight was being operated under the provisions of 14 Code of Federal Regulations Part 121 from LaGuardia Airport, New York, New York, to Dallas/Fort Worth International Airport, Dallas, Texas.

The captain stated that while sitting at gate C7 performing preflight duties he felt the aircraft "shudder". He stated that the first officer then looked out the window on his side and noticed a deicing truck behind the right wing. As he continued observing the first officer said they felt the airplane shudder again as the deicing truck pulled out from under the wing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the deicing truck driver to maintain appropriate clearance from the airplane.

Findings

Personnel issues	Use of equip/system - Ground crew
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Factual Information

History of Flight

Standing-engine(s) not oper	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	53,Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 13, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 12, 2019
Flight Time:	8685 hours (Total, all aircraft), 6758 hours (Total, this make and model)		

Co-pilot Information

Certificate:	Airline transport	Age:	44,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 21, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 30, 2019
Flight Time:	1463 hours (Total, all aircraft), 1463 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N929NN
Model/Series:	737 823	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	33322
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	174200 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	CFM
ELT:		Engine Model/Series:	56-7B
Registered Owner:	Wells Fargo Trust Co Na Trustee	Rated Power:	
Operator:	American Airlines	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	New York, NY (KLGA)	Type of Flight Plan Filed:	IFR
Destination:	Dallas, TX (KDFW)	Type of Clearance:	None
Departure Time:	06:59 Local	Type of Airspace:	

Airport Information

Airport:	LaGuardia Airport KLGA	Runway Surface Type:	
Airport Elevation:	20 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Substantial
Passenger Injuries:	115 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	121 None	Latitude, Longitude:	40.776943,-73.873886

Administrative Information

Investigator In Charge (IIC): Lovell, John

Additional Participating Persons:

Original Publish Date: June 8, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=100791>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).