



Aviation Investigation Final Report

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|--------------------------------|-----------------------------------|-------------------------|-------------|
| Location: | Pittsburgh, Pennsylvania | Accident Number: | DCA19CA168 |
| Date & Time: | June 17, 2019, 10:20 Local | Registration: | N8608N |
| Aircraft: | Boeing 737-8H4 | Aircraft Damage: | Substantial |
| Defining Event: | Ground handling event | Injuries: | 180 None |
| Flight Conducted Under: | Part 121: Air carrier - Scheduled | | |

Analysis

On June 17, 2019, about 1020 eastern daylight time, Southwest Airlines flight 157, a Boeing 737-8H4, N8608N, was struck by a provisioning truck while loaded and ready for pushback at Pittsburgh International Airport (KPIT), Pittsburgh, Pennsylvania. There were no injuries to the crew or passengers on board. The airplane received substantial damage. The regularly scheduled domestic passenger flight was operating under the provisions of Title 14 *Code of Federal Regulations* Part 121 from KPIT to Denver International Airport (KDEN), Denver, Colorado.

According to witnesses, the driver of the provisioning truck was unconscious when the truck impacted the airplane. The airplane received substantial damage to the left fuselage and internal structure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

a provisioning truck that impacted the airplane resulting in substantial damage.

Findings

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|-------------------------|---|
| Personnel issues | Other loss of consciousness - Ground crew |
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Factual Information

History of Flight

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|-----------------|--|
| Prior to flight | Ground handling event (Defining event) |
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Information

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|---------------------------|-----------------------------------|
| Certificate: | Age: |
| Airplane Rating(s): | Seat Occupied: |
| Other Aircraft Rating(s): | Restraint Used: |
| Instrument Rating(s): | Second Pilot Present: |
| Instructor Rating(s): | Toxicology Performed: |
| Medical Certification: | Last FAA Medical Exam: |
| Occupational Pilot: | Last Flight Review or Equivalent: |
| Flight Time: | |

Aircraft and Owner/Operator Information

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|-------------------------------|------------------------|--------------------------------|--------------------|
| Aircraft Make: | Boeing | Registration: | N8608N |
| Model/Series: | 737-8H4 No Series | Aircraft Category: | Airplane |
| Year of Manufacture: | 2013 | Amateur Built: | |
| Airworthiness Certificate: | Transport | Serial Number: | 36638 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | |
| Airframe Total Time: | | Engine Manufacturer: | |
| ELT: | | Engine Model/Series: | |
| Registered Owner: | Southwest Airlines Co | Rated Power: | |
| Operator: | Southwest Airlines | Operating Certificate(s) Held: | Flag carrier (121) |

Meteorological Information and Flight Plan

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|----------------------------------|-----------------------|---|-----|
| Conditions at Accident Site: | Visual (VMC) | 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: | Pittsburgh, PA (KPIT) | Type of Flight Plan Filed: | IFR |
| Destination: | Denver, CA (KDEN) | Type of Clearance: | IFR |
| Departure Time: | 10:20 Local | Type of Airspace: | |

Airport Information

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|----------------------|-------------------------------|---------------------------|---------|
| Airport: | Pittsburgh International KPIT | Runway Surface Type: | |
| Airport Elevation: | 1202 ft msl | Runway Surface Condition: | Unknown |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|----------|-------------------------|--------------------|
| Crew Injuries: | 6 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 174 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 180 None | Latitude, Longitude: | 40.49139,-80.23278 |

Administrative Information

Investigator In Charge (IIC): Lovell, John

Additional Participating Persons:

Original Publish Date: February 24, 2022

Last Revision Date:

Investigation Class: [Class 4](#)

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

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=99650>

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](#).