## Torres Rojas, Genara

**From:** Cheng, Pei-Sze (NBCUniversal) [mailto:PeiSze.Cheng@nbcuni.com]
**Sent:** Thursday, November 20, 2014 12:45 PM
**To:** Van Duyne, Sheree
**Subject:** RE: WNBC FOIL request

Dear Sheree:

Kindly provide all documents relating to all requests for emergency assistance by all airlines (pilots) arriving at Kennedy Airport (3-3 request) and Laguardia Airport (4-3 request) since 2013 including:

-any memoranda of such requests.
-Any documents containing information detailing or describing the reason for the request
-any documents reflecting or describing the action taken as a result of said request
-any documents describing or listing the outcome of the call for emergency assistance
-all Port Authority Police log entries or memos documenting said requests and responses to these requests
-copies of emails sent to Port Authority or FAA employees describing said request for emergency assistance including those sent to Port authority police and or emergency services

Thank you Sheree. Hopefully this can be expedited because the original request was sent in September. And I realize there may have been a glitch in the system, but there was no way for me to know that in order to resend the request.

Pei-Sze Cheng
WNBC-TV
D: 212-664-5351
M: 917-731-9118

**THE PORT AUTHORITY** OF NY & NJ

FOI Administrator

February 23, 2015

Ms. Pei-Sze Cheng
WNBC-TV

Re: Freedom of Information Reference No. 15506

Dear Ms. Cheng:

This is in response to your November 20, 2014 request, which has been processed under the Port Authority's Freedom of Information Code (the "Code"), for documents relating to all requests for emergency assistance by all airlines (pilots) arriving at Kennedy Airport (3-3 request) and LaGuardia Airport (4-3 request) since 2013.

Material responsive to your request and available under the Code can be found on the Port Authority's website at http://www.panynj.gov/corporate-information/foi/15506-O.pdf. Paper copies of the available records are available upon request.

Please refer to the above FOI reference number in any future correspondence relating to your request.

Very truly yours,

Daniel D. Duffy
FOI Administrator

*4 World Trade Center, 18th Floor*
*150 Greenwich Street*
*New York, NY 10006*
*T: 212 435 3642 F: 212 435 7555*

# ALERT 1 / CALL 42

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Minor Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *1/16/2013 6:32:00 PM* | *ChrisPlunkett* | *RNWY 22* | *Delta* | *Boeing MD-88* | | *137/6* | *MIA* |
| Indicator light | 1831- ATCT reports aircraft with indicator light in cockpit showing.<br>1832- PAPD rolling three trucks.<br>1835- 98 reports 2 miles out. C21 for tug/tow. 61 copies.<br>1837- Aircraft landed without issue. 98 will follow to gate.<br>1842- 98 reports a/c at gate. | | | 2044 | N934DL | 6:42:00 PM | LGA |
| *1/22/2013 8:31:00 AM* | *ChrisPlunkett* | *RNWY 31* | *Chataqua* | *Embraer ERJ-145ER* | | *17/3* | *Dayton OH* |
| Hydraulic problem | 0825- Call 42. Aircraft has possible hydraulic leak. Number 2 to land.<br>0830- Subject aircraft landed without incident and indicates no further assistance needed.<br>0831- 90 to do inspection for hydraulic leak.<br>0833- 90 indicates 98 can secure.<br>0839- Subject a/c at blast fence. | | | 6091 | N562RP | 8:33:00 AM | LGA |
| *7/21/2013 11:05:00 AM* | *Nick Zawada* | *RNWY 4* | *Delta* | *Bombardier CRJ-700* | | *45/4* | *Charlotte* |
| inboard spoiler alert | 1105- ATCT calls for condition 42, inboard spoiler alert.<br>1106- PAPD sending two pieces of equipment.<br>1106- Aircraft landed safely, 90 advises no further.<br>He is following subject to gate.<br>1117- 90 reports subject on gate D-4. | | | 6184 | N642CA | 11:17:00 AM | LGA |
| *8/1/2013 10:50:00 PM* | *Ron Provenza* | *RWY 22* | *Delta* | *Boeing MD-88* | | *100/5* | *Orlando* |
| brake indicator light | 2250- ATCT- call 42 for brake indicator light. PAPD sending 2 pieces. 90,98 responding. Pilot not calling for assistance.<br>2252- Subject landed w/o incident. 90 advises to secure and he will follow to gate.<br>2258- Subject a/c has gated at C23. | | | 1976 | N968DL | 10:58:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| **Nature** | **Minor Aircraft Notes** | | | **Flt No Registration** | **Time** | **Flt Dest** |
| *10/16/2013 8:30:00 AM* | *Ron Provenza* | *RWY 4* | *Delta* | *Bombardier CRJ-700* | *34/4* | *YUL* |
| Pilot indicated a ground spoiler issue during short approach into LGA. Tower had requested a pre-cautionary condition for this issue. | 90,98,61 51 ARFF responding.<br>0829hrs- 90 advises aircraft has landed on RWY 4 without incident and is exiting at TWY G. Aircraft is taxiing on its own power to gate.<br>0834hrs- 98 advises the aircraft is blocked at Delta | | | 4996 N730EV | 8:34:00 AM | LGA |
| *1/10/2014 3:26:15 PM* | *Juan Ramos* | *Inbound RWY 4* | *American Eagle* | *Bombardier CRJ-700ER* | *34/4* | *KBND* |
| Pilot reported a navigation proble | | | | 3413 | 14:35: AM | KLGA |
| *3/26/2014 8:14:00 AM* | *Ron Provenza* | *Gate C-35* | *US Airways* | *Embraer ERJ-170-100* | *34/4* | *Philly* |
| Smoke condition observed by another pilot. | ATCT advises the aircraft has already landed Rwy 31 and is currently parked on Gate C-32<br>90,98 61 72 51 ARFF responding.<br><br>US Airways personnel advised that there was smoke emanating from the APU which was reported by a passing DAL aircraft approximately 30 minutes ago. The condition was attributed to residual deicing fluid.<br><br>All Ops units were secured. | | | 3289 N101HQ | 08:09 | LGA |
| *4/8/2014 6:44:00 PM* | *ChrisPlunkett* | *RWY 22* | *American* | *Boeing B-737-800* | *150/5* | *DFW* |
| Flap condition | 1846L- A/C landed without incident, requesting no further assistance. 1847L- Alert secured | | | 1121 N961AN | 18:46 | LGA |
| *4/25/2014 11:07:00 AM* | *Juan Ramos* | *Inbound RWY 22* | *US Airways Express* | *Embraer ERJ-190-100* | *26/4* | *BOS* |
| Pilot reporting a slot problem and did not declare an emergency. | Aircraft landed RWY 22 without incident. | | | 2143 N958UW | 11:15 | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Minor Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *4/26/2014 8:12:00 PM* | *Ron Provenza* | *RWY 13* | *US Airways* | *Airbus A-321-200* | | *188/6* | *CLT* |
| Lightning strike. No apparent problem to aircraft. | 2011- ATCT called Alert 1 for Cactus Airbus 321, 10 minutes out for landing. ARFF and Ops responding. 2014- 90 directs 61 to US Air for tug/tow. 2015-Cactus 2072 is number 1 to land. 2019- Multiple calls to US Air yields no reply. 2020- Subject landed on R/W 13 and is taxied to the gate without incident. 2023- 90 reports that subject is at Gate C37. All units can secured. US Airways will contact Operations after they conduct an inspection of the aircraft. | | | 2072 | N169UW | 00:00:00 | LGA |
| *5/2/2014 6:16:00 PM* | *Juan Ramos* | *Runway 22* | *Delta Express* | *Embraer ERJ-170-100* | | *53/4* | *KMCI* |
| Nose Gear problem due to hydraulic issue. | 1816: Alert 1 called by ACTC. ARFF, 90, 98, responding. 1820: 72 standing by at GP2 with 2 buses. 61 standing by with tug and mechanic on American's ramp. 1819: Per 90, pilot requests exit on T/W C. 1822: Aircraft lands Runway 22. Pilot requests the tug and tow. 1824: Per 90, 72 will secure buses. Will do follow me to Gate C26. 1829: Tug in tow hooked up, being towed to gate C26. 1845: Subject aircraft on chocks at Gate 26. All operations units are securing. | | | 5803 | N747CZ | 00:00:00 | KLGA |
| *5/7/2014 11:09:00 AM* | *Juan Ramos* | *inbound RWY 4* | *United Airlines* | *Airbus A-320-200* | | *142/5* | *ord* |
| Pilot reported a bird strike 4 miles from LGA | | | | 672 | N498UA | 11:10 | lga |
| *7/16/2014 9:50:00 AM* | *jlaurent* | *RWY 04* | *Delta Express* | *Bombardier DHC-7-100* | | *57 / 4* | *UYL* |
| Brake Problem indicator | Per CC TWR reported Alert on EANS while aircraft was on short final "for police only". There was also an emergency test drill with PAPD in progress. 98BS checked with PAPD desk to confirm actual alert. 90JL was on RWY 13-31 conducting a surface inspection. | | | 4275 | N600QX | 09:21 | LGA |
| *7/30/2014 3:08:00 PM* | *E ESSLING* | *RWY 22* | *Delta Connection* | *Bombardier CRJ-700* | | *30/4* | *Cincinnati, OH (CVG)* |
| Auxiliary door open | 1541L - Subject aircraft landed RWY 31 without incident. | | | 6199 | N642CA | 15:41 | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Minor Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *7/31/2014 3:08:00 PM* | *E ESSLING* | *TWY BB Helipad* | | | | *2 / 2* | |
| Indicator warning light | 1511L - Helicopter lands TWY BB helipad with indicator light problem without incident; no further assistance required.<br>1512L - Helicopter taxis from TWY BB helipad to 5 towers under own power.<br>1515L - Helicopter at 5 towers.<br>1527L - Taxiing to TWY BB for departure.<br>1528L - Subject helicopter departs. | | | Bell 407GX | N401TD | 15:28 | LGA |
| *8/18/2014 7:19:00 AM* | *RFeury* | *Runway 31* | *Delta* | *Embraer ERJ-170-100* | | *72/4* | *BUF* |
| Flap problem | 0717: Alert 1 declared Delta 5974<br>0720: Aircraft lands without incident.90/98 following the subject A/C to the ramp area.<br>0725: 90 reports aircraft clear of taxiway system. Per 90 all units can secure. | | | 5974 | N204JQ | 07:25 | LGA |
| *9/3/2014 7:50:00 AM* | *Ron Provenza* | *RWY 31* | *Delta* | *Bombardier CRJ-700ER* | | *13/4* | *GSO* |
| Bird Strike on Final Rotation | Subject A/C landed on R/W 31 and taxied to the gate without further incident. There was no damage reported due to the strike.<br><br>0720- Surface inspection of R/W 13-31 was completed. No carcass was found. See 61" Bird Strike entry" for more details. | | | Flt 5400 | N716EV | 00:00:00 | LGA |
| *9/7/2014 7:40:00 PM* | *RFeury* | *Runway 4* | *Delta Express* | *Bombardier CRJ-200* | | *37/3* | *KCAE* |
| Electrical problem | 1938: Alert 1 due to electrical problem.<br>1943: Ops reports will go to spot 4<br>1946: 98 reports aircraft is on the ground, taxiing on its own power.<br>1951: 98 reports aircraft at gate. All can secure. | | | 5222 | N923EV | 19:51 | KLGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Minor Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| *9/12/2014 10:56:00 AM* | *E ESSLING* | *RWY 31* | | *Boeing B-737-700* | | *125/5* | *KHOU* |
| flap problems | 1055L - Alert 1 called on Southwest Airlines Flight # 904 flap problem.<br><br>1113L - Subject aircraft landed RWY 31 without incident; no further assistance required.<br><br>***Southwest Airlines flight# 904 schedule flight inbound from Houston Texas (HOU). | | | 904 | N201LV | 11:13 | KLGA |
| *10/20/2014 7:53:00 PM* | *AntonioFigueiredo* | *RWY 22* | *Delta* | *Boeing MD-90-10* | | *149/5* | *ATL* |
| Landing gear indicator light. | An alert 1 was called for a Delta MD 80 inbound to LGA. 90, 98, 61 and 72 responded.<br><br>2000L - Aircraft landed on RWY 22 without incident. | | | 1986 | N968DL | 2000 | LGA |
| *11/9/2014 1:00:00 PM* | *Ron Provenza* | *RWY4-22* | *American Eagle* | *Bombardier CRJ-700* | | *59/4* | *Toronto* |
| excessive smoke from brakes | 1300- ATCT calls for Alert 1.<br>AmEagle Envoy 3628.<br>PAPD rolling 2 pieces, subject at T/W B-north of T/W Y.<br>Ops responding. 90 inspected subject aircraft and found a negative condition<br>1304- Subject taxiing to gate C-3. 72 advised by 90.<br>90 advises that smoke is most likely dust from overnight work.<br>1306- Subject has cleared taxiway system.<br>90 secured alert.<br>Subject at C-3. | | | 3628 | N514AE | 13:06 | LGA |

Total Entries 21

# ALERT 2 / CALL 43

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *1/1/2013 1:55:00 PM* | *jinterli* | *RWY 31* | *American Eagle* | *CRJ 70* | | *31/4* | *CLT* |
| Flap problem | ATCT advises flight 4578 is number 3 on approach for rwy 31 approximately 5 minutes out LGA.<br><br>90,98,61, ARFF responding.<br><br>1359hrs- Aircraft landed rwy 31 without incident.<br>Responding units securing.<br>Aircraft is taxiing to gate on its own power.<br><br>1402hrs- 90 advises subject aircraft is in the alleyway to enter gate. | | | 4578 | N531EG | 1:59:00 PM | LGA |
| *1/1/2013 1:55:00 PM* | *Ron Provenza* | *RWY 31* | *American Eagle* | *CRJ 70* | | *31/4* | *CLT* |
| Flap problem | ATCT advises flight 4578 is number 3 on approach for rwy 31 approximately 5 minutes out LGA.<br><br>90,98,61, ARFF responding.<br><br>1359hrs- Aircraft landed RWY 31 without incident.<br>Aircraft is taxiing to the gate area<br><br>1402hrs- 90 (RP) advises subject aircraft is in the alleyway to enter gate. All Ops units secured. | | | 4578 | N531EG | 2:02:00 PM | LGA |
| *1/2/2013 10:32:00 PM* | *ChrisPlunkett* | *RWY 31* | *American Eagle* | *Bombardier CRJ-700* | | *39/ 4 crew* | *Atlanta* |
| ISSUE IWTH SLATS | A/C landed Rwy 31 and taxied to Gate C4 without incident. | | | 4671 | N531EG | 10:36: 00 PM | LGA |
| *1/13/2013 7:40:00 PM* | *Ron Provenza* | *Arriving RWY 13* | *Air Canada* | *Bombardier CRJ-200* | | *28/3* | *YOW - Ottawa* |
| Flap issue | 1944L - Aircraft landed without incident, exited at TWY M, requires no further assistance.<br><br>90 following aircraft to the gate. | | | 7734 | CFSJF | 7:45:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time Flt Dest | |
| *1/13/2013 8:41:00 PM* | *Ron Provenza* | *Arriving RWY 13* | *Delta* | *Bombardier CRJ-700* | *53/4* | *Pittsburgh* |
| Steering issue | Delta/GoJet advises they're having a problem with steering, may have corrected in flight.<br>2044L - Delta Gate C31 for reps, tug and tow.<br>2047L - 61 standing by Gate C31 with tug and tow.<br>72 standing by Post 1<br>2048L - Delta advises they have two busses at the Delta blast fence ready if needed.<br>Delta Ops. advises aircraft will taxi to Gate D5 upon arrival.<br>2052L - Aircraft landed and exited/cleared RWY 13.<br>2053L - Aircarft holding short on TWY A & K, Captain requesting time to perform tests.<br>2055L - 98 with tug and tow on VSR by TWY N.<br>2103L - Aircraft taxiing to the gate.<br>2105L - Aircraft clear of all TWYs and on Gate D5. | | | 6201 N659CA | 9:05:00 PM LGA | |
| *1/31/2013 7:54:00 AM* | *Nick Zawada* | *RWY 31* | *Delta* | *Airbus A-320-100* | *146/ 6 crew* | *Portland, Maine* |
| FLAP PROBLEM | A/C landed Rwy 31 & taxied to Gate C23 without incident. | | | 2256 N330NW | 8:06:00 AM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No Registration** | **Time Flt Dest** | |
| *2/1/2013 9:20:00 AM* | *Nick Zawada* | *RWY 22* | *American Eagle* | *Embraer ERJ-135ER* | *10/3* | *XNA* |
| Low Hydralics | 0912 - AC due to arrive LGA in 15 - 20 minutes.<br>0915 - 90, 98, 72 & 61 responding. Eagle advises C3 for airline representatives.<br>0918 - 61 standing by C3 for tug, tow and mechanic. 72 standing by with 1 bus.<br>0921 - Second request made to Eagle for tug and tow.<br>0925 - Third request placed to Eagle for airline representatives.<br>0933 - Eagle advises flight will arrive at 0950L RWY 22.<br>0939 - 61 proceeding to AA hanger line to standby for arrival with airline representatives.<br>0943 - AC arrived LGA without incident. Declined further assistance. 72 and 61 securing.<br>0948 - Subject AC taxied and parked at C3.All units securing. | | | 4512 N739AE | 9:48:00 AM LGA | |
| *2/4/2013 9:40:00 AM* | *Ron Provenza* | *Arriving RWY 22* | *Delta* | *Bombardier CRJ-700* | *65/3* | *Kansas City* |
| Nose steering problem | 0947L - 72 with two busses at G.P. #1<br><br>0947L - 61 & 98 standing by Gate C23 for tug & tow mechanics.<br><br>0949L - Aircraft landed and cleared RWY 22.<br>Upon landing 90 entered RWY 22 and followed aircraft off the runway.<br>Negative hydraulic contamination. 90 requested aircraft clear the RWY.<br>Subject aircraft cleared RWY 22 and stopped on TWY B & C.<br><br>0951L - TWY B closed from TWY C to approach of RWY 04 via 118.7.<br>Pilots need a few minutes to try to reset their computer.<br><br>0951L - 98 with tug and tow and mechanics.<br><br>0954L - TWY B reopened, ATCT briefed.<br><br>0952L - Reset successful, aircraft taxing on it's own.<br><br>1000L - Aircraft on gate C23. All Ops unit securing. | | | 6276 N658CA | 10:00:00 AM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No Registration** | **Time Flt Dest** | |
| *2/10/2013 4:39:00 PM* | *jinterli* | *Arriving RWY 22* | *Delta* | *Embraer ERJ-175-100* | *46/4* | *MCI - Kansas City* |
| Message indicating problem with brakes. | 1630L - Delta Flight # 5737 advises received a message indicating trouble with the brakes. Aircraft requested to circle.<br><br>1639L - ATCT aircraft #5 to land.<br><br>1640L - 72 responding to GP 1 with one bus.<br>61 responding to Gate C20 for tug & tow.<br><br>1649L - Flight #5737 landed and required no further assistance.<br><br>98 following aircraft to the gate.<br><br>1650L - 72 securing.<br><br>1656L - 98 advises aircraft chocked at Gate C28. | | | 5737 N615CZ | 4:50:00 PM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| *2/15/2013 2:58:00 PM* | *Ron Provenza* | *RWY 22* | *Cactus /US Airways* | *Airbus 319* | | *121/5* | *Charlotte* |
| Flap problem | Pilot is reporting flap problem. 90,98,61,51 ARFF responding.<br>72 responding with busses if needed.<br>1459hrs- 61 responding to gate C37 for tug and tow if needed.<br>1504hrs- 98 advises, 61 has tug and tow ready if needed.<br>1509hrs- PAPD ARFF advises the aircraft is on 1 mile final approach.<br>1510hrs- 90 advises aircraft has landed RWY 22 without incident and is taxiing on its own power.<br>1512hrs- 90 advised 72 and 51 to secure.<br>1515hrs- 90 advises aircraft is clear of all taxiways and is pulling into Gate C37.<br>1516hrs- All responding units are securing. | | | 1248 | N747 | 3:16:00 PM LGA | |
| *2/17/2013 12:09:00 AM* | *Nick Zawada* | *RWY 4* | *Air Canada* | *Bombardier CRJ-700* | | *71/ 4 crew* | *Toronto, Ca* |
| Loss of Hyralics on rightside of A/C | A/C landed Rwy 4 and taxied to Gate A7 without incident.<br>90 completed inspection of Rwy 4, all clear. | | | 694 | CGJAZ | 12:26: 00 AM LGA | |
| *2/28/2013 10:18:00 AM* | *ChrisPlunkett* | *RNWY 22* | *JetBlue* | *Airbus A-320-100* | | *111/5* | *Ft. Lauderdale* |
| Gear door indicator | 1005- ATCT called 43 for aircraft from Ft. Lauderdale, Jetblue.<br>1006- 90,98, PAPD standing by.<br>1008- 98 requests tug/tow and gate for inbound Jetblue Airbus 320.<br>1009- Jetblue called for tug/tow and gate for subject a/c is A4.<br>1012- 98 calls registration number as N715J<br>1015- 90 advises 72 that subject has 111 passengers and 5 crew.<br>1015- Aircraft diverted to JFK for longer runway. | | | 374 | N715J | 10:15: 00 AM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time Flt Dest | |
| 3/4/2013 9:47:00 AM | jinterli | RWY 31 | American Eagle | Embraer ERJ-135 | 10/ 3 crew | Arkansas |
| UNSAFE LANDING GEAR INDICATION | A/C landed Rwy 31 and taxied to Gate C1 without incident. | | | 4512 N736DT | 9:54:00 LGA AM | |
| 3/10/2013 6:44:00 PM | Nick Zawada | RW 22 | American Eagle | Embraer EMB-135LR | 15/3 | Columbus |
| Flap problem | 1840- ATCT calls a 43 for American Eagle Embrae 135 from Columbus. A/C may have flap problem.<br>1841- PAPD, 90, 98 all in position.<br>18430 98 reports A/C is next to land.<br>1845- Aircraft landed without incident.<br>1846- 90 secures all units.98 will follow A/C to gate.<br>1852- 98 is secured as subject is on ramp. | | | 4557 N711PH | 6:46:00 LGA PM | |
| 3/17/2013 7:22:00 PM | jinterli | RWY 31 | Delta | Airbus A-320-200 | 150/ 6 crew | MSP |
| MISAPPROACH | A/C LANDED RWY 31 AND TAXIED TO GATE C30 WITHOUT INCIDENT. | | | 2196 N336NW | 7:28:00 LGA PM | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *3/19/2013 2:12:00 PM* | *jlaurent* | *Rwy 4* | *Mercury (Delta)* | *Embraer 170* | | *29/4* | *DCA* |
| Cracked windsheild. | 1412hrs- ATCT advises the aircraft is 10 miles out from LGA.<br><br>90, 98 ARFF responding.<br><br>72 responding with busses if needed.<br><br>Tow and tug waiting at gate 6; Delta Shuttle side.<br><br>1416hrs- Aircraft touched down on RWY 4 and is taxiing to the gate.<br><br>1418hrs- 90 advises the aircraft is at the gate; 98 will investigate the cause of the cracked windshield. Responding units are securing.<br><br>1427hrs- 98 advises cause of cracked windshield was not from a birdstrike, cause is unknown at this time.<br><br>1437hrs- Capt. Doug Tookmanian advises at 23,000 ft. approx. 40 miles south of Philly the outer portion of the windshield shattered. Capt. advised apart from a rapid descent, there was no adverse effect on the flight. | | | 5914 | N874RP | 2:18:00 PM | LGA |
| *3/22/2013 12:08:00 PM* | *Nick Zawada* | *RWY 31* | *United Express* | *CRJ 200* | | *44/3* | *DCA* |
| Flap problem | ATCT advises the aircraft is returning due to a flap problem; flaps are in the down position.<br>90,98,61, ARFF responding.<br><br>1214hrs- 61 responding to gate C7 for tug and tow.<br><br>1217hrs- 90 advises the aircraft is 1 mile out.<br><br>1218hrs- 61 has tug and tow if needed.<br><br>1219hrs- 90 advises the aircraft landed RWY 31 without incident and is taxiing on its own power to the gate.<br><br>1221hrs- All responding units are securing. | | | 5731 | N820AS | 12:21:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| 3/24/2013 3:00:00 PM | Ron Provenza | RWY 31 | USAirways | Embraer ERJ-190-100 | | 89/ 4 crew | Washington DC |
| Pressurization problem | A/C landed Rwy 31 & taxied to Gate C39 without incident. | | | 2174 | N963UW | 3:10:00 PM | LGA |
| 4/9/2013 2:37:00 PM | jinterli | LANDING RWY 31 | Delta Go Jet | Bombardier CRJ-700 | | 53/4 | St. Louis |
| Flap problem | 1438L - ATCT advises Flight #6189 is #1 for RWY 31<br>1440L - 61 standing by Gate D9 for tug and tow and mechanics. 78 & 72 standing by.<br>1446L - Aircraft landed, no further. 98 following aircraft to Gate D9. | | | 6189 | 378CA | 2:49:00 PM | LGA |
| 4/14/2013 2:13:00 PM | Nick Zawada | Rwy 31 | American | Boeing B-737-800 | | 149/5 | MIA |
| Gear problem called in | 1410- ATCT calls for 43 due to AAL aircraft having gear problems.<br>1416- 98 asks 61 to expedite tug/tow. 61 acknowledges.<br>1419- Subject cleared to land.<br>1420- Subject a/c landed w/o issue and requests taxi instructions.<br>1421- 98 will follow a/c back to gate.<br>1422- Per 90, a/c has blocked at Gate 10, Term B. | | | 1841 | 972AN | 2:22:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *4/15/2013 9:33:00 PM* | *Nick Zawada* | *RWY 22* | *A. Eagle* | *CRJ* | | *36/4* | *KRDU) Raleigh-Durham Intl KRDU* |
| Reduced breaking | Pilot is requesting assistance.<br>90,98 ARFF responding<br>2140hrs - The aircraft landed without incident and exited the runway at Taxiway C. The aircraft stopped taxing on Taxiway B. The pilot advised ATCT he may have a hydraulic leak. The aircraft was visually inspected and no hydraulic fluid was observed.<br><br>2143hrs - 98 advises tug and tow are at gate C6.<br><br>2200hrs - Aicraft under tow back to gate C3.<br><br>2204 - 90 swept RWY 22 for any hyd spill, nothing found ATCT advised<br><br>2208hrs - Aircraft secure at the gate. | | | 4604 | 513AE | 10:08:00 PM | LGA |
| *4/17/2013 9:34:00 AM* | *jinterli* | *Landing RWY 4* | *American Eagle* | *Bombardier CRJ-700* | | *16/4* | *Charlotte* |
| Spoiler issue | 61 responding to Gate C5 for tug & tow and mechanics.<br><br>0947 Hrs. - Aircraft landed RWY 4 and will taxi to Gate C3.<br><br>0947 Hrs. - 98 following aircraft to the gate. | | | 4581 | N533AE | 9:58:00 AM | LGA |
| *4/20/2013 12:55:00 PM* | *jlaurent* | *Arriving RWY22* | *Delta* | *CRJ700* | | *65/4* | *ORF* |
| Rudder trim issue | The aircraft landed without incident and taxied to the gate. | | | 6205 | 369CA | 1:01:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time Flt Dest | |
| 4/29/2013 12:10:00 PM | Yolanda Marrero | Landing RWY 22 | American Eagle | Embraer EMB-135LR | 19 | Detroit |
| Pitch trim indicator light | 1220L - 98 with mechanics standing by Gate C1.<br>1222L - 72 standing by with one bus at GP 1.<br>1227L - Subject aircraft #1 to land.<br>1229L - Aircraft landed, no further assistance requested and taxiing to the gate. 98 following aircraft back to Gate C1. | | | 4477 722AE | 12:42:00 PM LGA | |
| 5/1/2013 1:56:00 PM | jlaurent | RNWY 4 | Air Canada | Embraer ERJ-190-100 | 71 pax 5 crew | YYZ |
| Anti engine control issue | 1335- Call 43 by ATCT for Air Canada EMB 190 due to anti-engine control isue. PAPD, 90, 98, 61 responding.<br>1338- 98 calls for gate- A6.<br>1339- 98 has aircraft in sight.<br>1341- 90 secures other units, directs 98 to follow subject to gate and secure.<br>1342- 98 advises subject on gate, incident secure. | | | 712 CFHNL | 1:42:00 PM LGA | |
| 5/8/2013 10:36:00 AM | ChrisPlunkett | RNWY 4 | American Eagle | Embraer EMB-135LR | 22p/3c | Detroit |
| Lightning strike | 1036- Call 43 called by ATCT for inbound aircraft due to lightning strike.Flight is 20 miles out.<br>90 calls for 72 to have bus ready.<br>1037- PAPD, 90, 98, 61, 72 standing by.<br>1038- 98 reports subject is next to land, presently on 7 mile short final.<br>1039- OCC reports a/c going to C1 after landing.72 standing by with buses.<br>1041- 61 reports no tug/tow.<br>1042- 98 reports that a/c landed without incident. 90 instructs 98 to follow a/c back to gate.<br>1044- 72 will secure buses.<br>1045- 98 reports aircraft at Gate. All units can secure. | | | 4563 722PE | 10:45:00 AM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *5/12/2013 5:42:00 PM* | *ChrisPlunkett* | *Arriving RWY 22* | *American Eagle* | *CR7* | | *49/4* | *Nashville Intl (KBNA)* |
| Spoiler issue | The aircraft landed without further incident and taxied to the gate. | | | 4657 | N538EA | 6:00:00 PM | LGA |
| *5/26/2013 5:15:00 PM* | *jinterli* | *RWY 31* | *Delta Connection* | *Bombardier CRJ-700* | | *49/ 4 crew* | *Jacksonville* |
| Flap Problem | A/C landed RWY 31 and taxied back to Gate C15. | | | 6186 | N378CA | 5:24:00 PM | LGA |
| *5/28/2013 11:07:00 AM* | *Ron Provenza* | *RWY 22* | *West Jet* | *737* | | *3/5* | *CYYZ* |
| Previous Abort. Landing gear indication light. | ATCT advises Aircraft is number 6 to land.<br><br>90,98,61,72,78, and 52 responding. ARFF responding.<br><br>1106hrs- 90 requested for Delta to have busses respond to assist.<br><br>1107hrs 78 responding to assist Delta busses<br><br>1111hrs- Truck 1 advises aircraft is now number 1 to land.<br><br>1111hrs 61 to gate C34 for tug, tow and mechanic.<br><br>1112hrs- Delta advises they are getting bus assistance<br>1113hrs- Truck 1 advises aircraft has landed without incident and Pilot is requesting no further assistance. Truck 1 securing.<br><br>1113hrs- 90 is following the aircraft back to gate.<br><br>1115hrs- 72, 51,52 securing.<br><br>1119hrs- 90 advises aircraft is blocked at gate C34; responding Ops units are securing. | | | 1204 | CGWJU | 11:19:00 AM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time Flt Dest | |
| 6/27/2013 1:56:00 PM | Ron Provenza | RWY 4 | Lindberg Delta | CRJ 700 | 60/4 | Rochester |
| Bleed valve malfunction reported by ATCT/ Flap issue reported by Delta Operations. | ATCT reported flight # 6262 is returning with a bleed valve issue.<br>90,100, 61, ARFF responding.<br>72 responding with busses if needed.<br><br>1402hrs- 61 at gate C23 for tug and tow.<br><br>1402hrs- 90 requesting if there is fuel issue with aircraft; Delta advises no.<br><br>1405hrs- Delta advises the tug and tow will now be going to gate C30; 61 responding. Delta also advises the aircraft is experiencing a flap issue.<br><br>1406hrs- 61 at gate C30<br><br>1408hrs- 72 at Guard post 1 with busses.<br><br>1410hrs 90 advises aircraft is 8 miles out and has confirmed the flight is an arrival not a returnee.<br><br>1419hrs- 90 requested for update on aircraft.<br>ATCT contacted and advises the aircraft depressurized and landed on RWY 4 without incident. The aircraft taxied to gate on its own power and is now at gate C30.<br><br>1420hrs- 90 secured alert. All responding units are securing. | | | 6262 369CA | 2:19:00 PM LGA | |
| 7/8/2013 9:32:00 AM | ChrisPlunkett | Arriving RWY22 | Delta | MD88 | 149/5 | Tampa |
| Unsafe gear indication | The aircraft landed without further incident. | | | 2135 927DA | 9:38:00 AM LGA | |
| 7/21/2013 5:40:00 PM | ChrisPlunkett | Airriving RWY04 | Delta | MD88 | 149/5 | KMCO |
| Flight crew reported a fuel emergency | The aircraft landed without incident. | | | 1876 982DL | 5:46:00 PM KLGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No Registration** | **Time Flt Dest** | |
| *7/26/2013 7:29:00 PM* | *jlaurent* | *RWY 22* | *US Airways* | *Airbus A-319-100* | *110-5* | *DCA* |
| Low hydraulic | 1928- ATCT calls 43 for US Air 20 miles out with 115 pax on board.<br>1929- PAPD, 90,98,61 responding.<br>1930- Pilot indicates that aircraft will land ok, but may need help off RWY.<br>1931- 78 indicates buses in position.<br>1935- 72/78 standing by GP2 with 2 buses.<br>1938- 98 reports that no mechanic or tow bar has shown. 90 requests that CC calls US Air again- this was done.<br>1939- Subject is # 2 for landing.<br>1942- 90 reports subject 9 miles out. 61 has tug/tow. No mechanic. Call placed for mechanic, 3rd request.<br>1944- subject aircraft on final.<br>1946- 90 reported subject has landed safely and taxi-ing on its own to the gate.<br>1947- 98 will follow aircraft to gate. 61 will stand-by with tug amd mechanic.<br>1949- 72/78 secure and return to normal duties.<br>1952- 90 to conduct surface inspection from TW-Papa to TW- Charlie Yankeeon RNWY 22. ATCT asks 90 to hold-short.<br>1954- 98 reports subject at Gate C-46.<br>1957- 90 reports condition secure.<br>1957- 90 completed surface inspection on RWY 22 from TWY P to CY. | | | 2182 N749US | 7:57:00 PM LGA | |
| *7/29/2013 9:22:00 AM* | *Ron Provenza* | *RWY 4* | *American Eagle* | *Embraer ERJ-135ER* | *37 pax/3 crew* | *Raleigh* |
| Flap problem | ATCT advised that the pilot requested to land on R/W 04<br><br>90 advises aircraft landed without incident and taxiing to gate. 90/98 following the subject A/C back to the gate.<br><br>0935 hrs. - 90 advises aircraft at gate and all Ops personnel can secure. | | | 3525 N711PH | 9:32:00 AM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |
| 8/1/2013 5:26:00 PM | Ron Provenza | RWY 22 | American Eagle | Bombardier CRJ-700 | 30/4 | Charlotte , NC |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| Free wheeling nose gear | 90/90OJT,98,61,72,51, ARFF responding.<br><br>61 responding to gate C5 for tug and tow, mechanic.<br><br>1729hrs- 72 has 1 bus ready at GP 1<br><br>Aircraft has landed RWY 22 and is attempting to turn off RWY on its own power. Pilot requested a tow off the high speed.<br>ATCT instructed the subject A/C to exit R/W 22 on the west side of the field (T/W CY). 90 contacted the Tower and requested<br>that the aircraft exit on east side of the field in order to expediate the response of the tug and tow.<br><br>1731hrs- 61 escorting tug, tow and mechanic to service road by TWY C<br><br>1733hrs- 90 requested to ATCT if aircraft is able to continue on its own power to the gate.<br><br>Aircraft has stopped on TWY B and is holding short of T/W D; 61 is escorting tug, tow and mechanic to aircraft.<br><br>1735hrs- 90 advises TWY B closed south of TWY D. ATCT notified.<br><br>1736hrs- 98 advises the aircraft is continuing to move on its own power. 90/98 following the aircraft back to the gate.<br><br>1736hrs- 90 advises ATCT aircraft is taxiing on its own power.<br><br>1738hrs- 90 reopened TWY B south of TWY D<br><br>1740hrs- 90 advises Subject aircraft is clear of the taxiway system at this time. All Operations units secured.<br><br>Doug Stearns was briefed.<br><br>1750- Media Relations (Steve Coleman) was notified<br><br>At the request of Doug Stearns the Log entry was sent to 100, April Gasparri, Doug Stearns , Lysa Scully and Tom Bosco | | | 3485 | N536EA | 5:40:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| *8/1/2013 7:56:00 PM* | *Ron Provenza* | *RWY 22* | *Air Canada* | *Embraer 190* | | *96/5* | *Toronto* |
| Flap Issue | 90,98,72,61,51 ARFF responding.<br><br>1958hrs- 72 responding with busses.<br><br>1958hrs- 61 responding to gate A5 for tug, tow and mechanic.<br><br>2003hrs- 90 advises Subject aircraft landed RWY 22 without incident and is taxiing to the gate on its own power. 90 following the aircraft to the gate.<br><br>2008hrs- 90 advises the aircraft is clear of active taxiways; responding units can secure. All responding units are securing. | | | 720 | CFFYJ | 7:56:00 PM | LGA |
| *8/12/2013 9:52:00 AM* | *ChrisPlunkett* | *Arriving RWY04* | *Delta* | *A320* | | *144/4* | *Hollywood Int'l (KFLL)* |
| Unsafe landing gear indication | The aircraft landed without incident. | | | 1498 | 368NW | 9:53:00 AM | KLGA |
| *8/15/2013 6:08:00 PM* | *ChrisPlunkett* | *RWY 22* | *Air Tran Airways* | *Boeing B-717-100* | | *79/5* | *Akron, OHIO* |
| blown tire | 1805- Call 43 for Airtran right main gear tire blown.<br>1806- PAPD, 90, 98, 61,responding to RWY 22.<br>1807- 98, 90 checking RWY for FOD.<br>1812- 90 requests 98 to gain info.<br>1813- 98 reports left main gear smoking, PAPD to check.<br>1814- Subject is at B4.<br>1817- Ground crew asking if subject is safe to work. PAPD-truck 1 requesting groundhandler to check brakes. Truck 1 will stand-by till assured brakes have cooled.<br>98 standing by with subject handler and has ramp lead working flight.<br>1822- 98 reports that now pilot and mechanics wil be checking aircraft.Truck 1 will clear from scene now that brakes have cooled.<br>1825- Incident secured. | | | 700 | 951AT | 6:25:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *8/18/2013 7:15:00 PM* | *jlaurent* | *RWY 04* | *Chattaqua* | *Embraer 145* | | *49/3* | *YUL* |
| Previous missed approach due to brake indication. | Call 42 upgraded to call 43 due to aircraft had a missed approach to RWY 04 .<br>90,98,61,72 ARFF responding<br><br>72 responding with busses if needed.<br><br>1915hrs- 61 responding to gate C30 for tug and tow.<br>1916hrs- 98 advises aircraft is on final approach.<br><br>1918hrs- Aircraft landed RWY 4 without incident and is taxiing on its own power to gate C31.<br><br>90 advises for 72 to secure.<br><br>1921hrs- 98 following the aircraft to gate.<br><br>1923hrs- Aircraft is blocked at gate C31; all responding units securing. | | | 6140 | N257JQ | 7:23:00 PM LGA | |
| *8/18/2013 8:28:00 PM* | *jlaurent* | *RWY 04* | *Chattaqua* | *Embraer 145* | | *38/3* | *Cleveland* |
| Low fuel | ATCT notified PAPD on direct phone line there is an inbound aircraft arriving RWY 04 with low fuel.<br>PA Ops contacted PAPD and ATCT; confirmed Call 43<br><br>90,98,61, 72 ARFF responding.<br><br>72 responding with busses if needed.<br><br>2033hrs- 61 responding to gate C30 for tug and tow if needed.<br><br>2034hrs- Aircraft landed RWY 04 without incident. Aircraft is taxiing to gate on its own power. 98 is following aircraft back to gate.<br><br>2037hrs- 98 advises aircraft is at Delta ramp.<br><br>2037hrs- 90 secured alert; all responding units securing. | | | 6044 | N565RP | 8:37:00 PM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time Flt Dest | |
| *8/18/2013 10:45:00 PM* | *Ron Provenza* | *RWY 4* | *Delta* | *Bombardier CRJ-700* | *56/4* | *Madison, WI* |
| Pilot reports a mysterious shudder throughout the aircraft. | 2250L - Aircraft landed RWY 4 and taxiing to Gate D6. No further assistance needed.<br><br>90, 98 responded<br><br>98 following aircraft to the gate.<br><br>2255L - Aircraft holding short at the eastend for clearance into the ramp. | | | 6205 N669CA | 10:56:00 PM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| 8/19/2013 9:50:00 PM | jlaurent | RWY 22 | Delta | Airbus 320 | | 140/5 | TPA |
| Flap problem | 2150hrs- 800MHZ advises impending Call 43 90,98,72,51,52 ARFF responding.<br><br>72 responding with busses.<br><br>2153hrs- 51 and 51 responding to gate C18 for tug, tow bar and mechanic.<br><br>2156hrs- ATCT notified 90 in position to conduct surface inspection after subject aircraft lands.<br><br>2156hrs- EANS Call 43 alert transmitted.<br><br>2157hrs- 98 advises aircraft is now number 3 to land rwy 22<br><br>2202hrs- subject aircraft still has not landed.<br><br>2202hrs- 52 advises he has the tug with tow bar.<br><br>2203hrs- 98 advises subject aircraft is now number 2 for landing rwy 22<br><br>2204hrs- subject aircraft is now on short final for rwy 22<br><br>2205hrs- 90 on rwy 22 for surface inspection.<br><br>2205hrs- subject aircraft arrived rwy 22 without incident and is taxiing to gate on its own power.<br>98 following aircraft back to gate.<br><br>2205hrs- 51 advises there was no mechanic response.<br><br>2206hrs- 72,51 and 52 securing. | | | 650 | 313US | 10:14:00 PM | LGA |
| 8/20/2013 1:47:00 PM | Nick Zawada | RWY 22 | US Airways | Embraer ERJ-190-100 | | 14/ 4 crew | BOSTON |
| Low Fuel indication light | A/C landed RWY 22 and taxied to Gate C39 without incident. | | | 2149 | N947UW | 2:00:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| *9/5/2013 7:26:00 PM* | *Ron Provenza* | *RWY 31* | *Delta Connection* | *Bombardier CRJ-700* | | *19/ 4 crew* | *ORS* |
| Nose gear stearing problem | A/C landed Rwy 31 and came to a stop on the runway between T/W's S & T. 90 notified the tower to hold arriving flights while the pilot reset the aircraft computer. 90 entered R/W 31 and observed no hydraulic contamination.<br><br>Pilot reset the aircraft computer and exited the R/W at T/W T. Aircraft was stopped on the runway for approx. 30 seconds. Tower was notified to resume normal activity on R/W 31.<br><br>90 followed the aircraft as it taxied back to the DAL ramp without further incident.<br><br>There were no go arounds associated with this incident. | | | 6262 | N669CA | 7:41:00 PM | LGA |
| *9/25/2013 4:28:00 PM* | *Nick Zawada* | *RWY 04* | *ASA Delta Rejional* | *CRJ 700* | | *65 PAX 4 Crew* | *Halifax* |
| Pilot reports flap indication problem | 1629 - Aircraft lands RWY 04, requires no further assistance<br><br>1629 - Steve Colman called ops and requests info on aircraft, he is briefed by CC<br><br>1638 - Aircraft blocks on gate D-4 all units secured | | | 5116 | 722 EV | 4:38:00 PM | LGA |
| *9/27/2013 9:29:00 PM* | *Nick Zawada* | *Arriving Runway 04* | *jetBlue* | *320* | | *143/5* | *Hollywood Int'l (KFLL)* |
| Brake system issue reported by flight crew | The aircraft landed without incident and taxied to the gate. | | | 672 | 603JB | 9:35:00 PM | LGA |
| *10/17/2013 5:50:00 PM* | *Juan Ramos* | *Landing 22* | *American Eagle* | *CRJ700* | | *4/2* | *Toronto Pearson Int'l (CYYZ)* |
| Flight Control issue. | The aircraft landed without incident. | | | 3632 | 511AE | 5:52:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |
| *10/17/2013 9:18:00 PM* | *Juan Ramos* | *RWY 22* | *Delta Connection* | *Bombardier CRJ-700* | *54/ 4 crew* | *Jacksonville* |
| Steering problem | A/C landed RWY 22 & taxied to Delta blastfence without incident. | | | 6249 N669CA | 9:33:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| *10/18/2013 1:31:00 PM* | *Ron Provenza* | *RWY 22* | *Delta* | *MD88* | | *146/5* | *Atlanta* |
| Landing gear indicator light problem | 1330hrs- 90RP advises the tug and tow are at Delta Shuttle MAT. Delta personnel are standing by at Delta main gate 10 for subject aircraft parking. 100,90,98,72,61, ARFF responding.<br><br>1337hrs- 90 advises the subject aircraft is number 6 to land.<br>1338hrs- 98 at MAT advises maintenance vehicle, tug and tow are ready to be escorted out upon aircraft landing.<br><br>1340hrs- 90 advises subject aircraft is 5 miles out.<br><br>1341hrs- Subject aircraft is 2 miles out.<br><br>1342hrs- Subject aircraft landed RWY 22. ATCT cleared 90 to enter RWY 22. 90 notified ATCTon Freq. 118.7 that R/W 22 is closed. ATCT utilizing R/W 31 for both arrivals and departures.<br><br>1342hrs- 90 conducted surface inspection on RWY 22<br><br>1342hrs- 90 advises the subject aircraft has rolled to a stop on the RWY Designation numbers.<br><br>1343hrs- 90 advises RWY 22 is now closed. 98 escorting equipment onto RWY 22 up to the aircraft.<br><br>1344hrs- 98 advises aircraft maintenance equipment is on RWY 22.<br><br>1351hrs- 100 advises Truck 7 is responding with rope to secure the aircraft doors.<br><br>1352hrs- ATCT requested for RWY status. Advised ATCT equipment is still on the RWY assisting aircraft.<br><br>1352hrs- ATCT advises LGA is now on a ground delay program. 100 and 90 notified.<br><br>1353hrs- Structural maintenance responding with rope for aircraft doors. ATCT briefed.<br><br>1355hrs- PA Media Cheryl Albiez notified. | | | 1986 | N916DL | 2:09:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |

1355hrs Aircraft maintenance communicating with pilot.

1356hrs- 100 advises the aircraft doors are now closed. Subject A/C attempted to exit R/W 22, but was unable due to a loss nose wheel steering.
98 returning with the tug and tow. Aircraft regained steering and will attempt to taxi off of the Runway.

1357hrs- Subject aircraft powered on and is taxiing back to the gate without tow assistance.

1358hrs- AG, DS notified.

1400hrs- 90 advises RWY 22 is now open. R/W 4-22 was closed for 18 minutes
1400hrs AG notified. 90 following the subject A/C back to the gate area.

1405hrs- Request made to ATCT for number of aircraft affected by the ground delay.

1407hrs- 90 advises the Subject aircraft is off of the taxiway system.

1408hrs- ATCT advise a total of 3 arrivals were affected by the ground delay. AG, DS, LS notified.

1409hrs- 90 advises subject aircraft is blocked at gate D10; alert secured.

1415hrs- PA Media Relations notified.

1420- ATCT reported that LGA is currently in a Ground Stop and will enact a Ground Delay program at 1500L.

1425- Doug Stearns was briefed

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time Flt Dest | |
| 10/21/2013 8:41:00 PM | ChrisPlunkett | RNWY 22 | Delta | Bombardier CRJ-700 | 70/3 | Jacksonville |
| nose wheel/steering problem reported | 2040- ATCT called for a 42, PAPD upgraded call to 43. PAPD, 90, 98 responding.<br>2041- C-15 is gate for 98.<br>2049- PAPD reports subject is number 3 to land.<br>2051- 61 standing by C-15 for tug/mechanic.<br>2052- CC called Delta again for mechanic.<br>2053- 98 reports subject landed and is turning at T/W Charlie, pilot requests no further.<br>90 advises all parties to stand-by until pilot is confident of being able to move under control.<br>2055- Truck 1 reports subject landed to PD desk.<br>2056- Aircraft landing after subject advised to turn right off runway.<br>2057- Subject aircraft taxi-ing back to gate. 98 will follow.<br>2058- 61 advises 90 that Delta maint was a no-show.<br>2103- 98 reports subject at gate. | | | 6249 669CA | 9:03:00 PM LGA | |
| 10/23/2013 9:58:00 PM | Juan Ramos | RWY 31 | US AIRWAYS | Bombardier CRJ-200 | 50/ 3 crew | Philadelphia |
| Flap Problem | A/C landed RWY 31 & taxied to Gate C36 without incident. | | | 3864 N451AW | 10:05: 00 PM LGA | |
| 10/27/2013 9:54:00 AM | Nick Zawada | RWY 22 | Delta Connection | Bombardier CRJ-700 | 65/ 3 crew | PWM |
| Steering problem | A/C landed RWY 22 and taxied to blastfence without incident. | | | 6230 N669CA | 9:59:00 AM LGA | |
| 10/30/2013 9:32:00 AM | ChrisPlunkett | Landing RWY 22 | American | MD-80 | 69/5 | ORD |
| loss of computer control | 0922- ATCT call 43. Inbound MD-80 with loss of computer control for pilot.<br>0923- PAPD, 90, 98,61 respond.<br>0925- AAL confirms tug and mechanic to be at gate D6.<br>0927- 90 reported aircraft landed without incident.<br>0930- Subject blocked. | | | 394 438AA | LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| **Nature** | **Major Aircraft Notes** | | | **Flt No** | **Registration** | **Time** | **Flt Dest** |
| *11/11/2013 5:00:00 PM* | *Nick Zawada* | *RWY 22* | *Delta Connection* | *CRJ -700* | | *21/4* | *CNH* |
| Cracked windshield. | ATCT advises pilot is reporting a cracked windshield. Captain is not requesting assistance. PAPD ARFF responding with 3 trucks. 90,98,61,72,51 responding.<br><br>ATCT advises aircraft is approximately 20 minutes out from LGA.<br><br>61 responding to blast fence spot 1 for tug and tow also mechanic with headset.<br><br>Aircraft is expected to go to spot 3 for parking.<br><br>1715hrs- 90 advises subject aircraft is number 4 for arrival.<br><br>1720hrs- 90 advises Subject aircraft landed Rwy 22 without incident. Pilot is not requesting further assistance.<br>All responding units securing.<br><br>98 is following the aircraft back to the blastfence. | | | 5500 | 761ND | 5:21:00 PM LGA | |
| *11/12/2013 9:10:00 AM* | *Juan Ramos* | *RWY 4* | *Delta* | *Airbus A-320-200* | | *150/ 5 crew* | *ATL* |
| Low Fuel Indication | A/C landed rwy 4 & taxied to Gate C32 without incident.<br><br>Alert was originally a call 42. Upgraded to 43 by PAPD. | | | 1486 | N333NW | 9:14:00 AM LGA | |
| *11/21/2013 10:24:00 PM* | *Juan Ramos* | *Inbound RWY 22* | *Delta Connection* | *CRJ 700* | | *60/4* | *Jackson, FL* |
| Possible steering problem on landing, Call was originally a call 42. Upgraded by PAPD | 2220 - Aircraft landed RW 22 without incident. | | | 6249 | N669CA | 10:20: 00 PM LGA | |
| *11/27/2013 10:16:00 AM* | *Ron Provenza* | *Arriving RWY22* | *Delta* | *EMB170* | | *29/5* | *Boston BOS* |
| The flihght crew indicated a flap problem. | The aircraft landed without incident. | | | 5875 | 201JQ | 10:23: 00 AM LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| 12/1/2013 8:33:00 PM | Juan Ramos | RWY 22 | Lindberg | CRJ 700 | | 64/4 | RDU |
| Nose wheel steering issue. | 2034hrs- ATCT advises subject aircraft is number 1 for arrival rwy 22 90,98,61,72 responding.<br><br>2035hrs- 61 responding to gate C31 for Tug and tow.<br><br>2035hrs- Subject aircraft landed rwy 22 without incident and is taxiing on its own power towards right MAT west side.<br>98 advised flight # 6290 Captain reported he is going to reset the steering and should have no further problem.<br><br>2040hrs- 98 advised subject aircraft going back to the gate. 98 following aircraft to cross rwy 22<br><br>2042hrs- 98 advises aircraft is now crossing taxiway rwy 22 at twy E.<br><br>2046 - Alert secured. | | | 6290 | N669CA | 8:46:00 PM | LGA |
| 12/3/2013 11:44:00 AM | ChrisPlunkett | RNY 31 | Delta | Bombardier CRJ-700 | | 52/3 | GSO |
| nose gear | 1143- ATCT Delta 6216 announces call 43.<br>90,98,61 and PAPD responding with 3 pieces of equipment.<br>Nose gear steering issue.<br>1148- 98 calling for rep. tug/tow.<br>1149- Subject on final. 98 has tug/tow, enroute.<br>1151- Subject landed without incident. A/C can turn wheel.<br>1153- Subject not requesting any further assistance.<br>1154- 90 advises all units to secure, 98 will follow subject to gate. | | | 6216 | N669CA | | LGA |
| 12/10/2013 3:21:00 PM | Nick Zawada | RWY 22 | United | Boeing B-737-100 | | 118/5 | ORD |
| flap problem | 1520- ATCT calls a 43 for UAL with a flap problem, 22 miles out. PAPD will send 3 trucks.<br>1523- 98 reports 10 miles out on subject aircraft.<br>1525- 98,61 advised that tug/tow at C-14 gate.<br>1526- Subject is number 2 for landing.<br>1529- 61 and 72 secured.<br>1530- Subject landed without incident.<br>1533- UAL at Gate C-14 per 98. 90 secures incident. | | | 1001 | N3972A | 3:33:00 PM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| 12/12/2013 10:22:00 AM | Nick Zawada | RWY 31 | Delta Express | CRJ 700 | | 27/3 | Cleveland, Ohio |
| Flap problem | 90,98,72,61,51, ARFF responding.<br>72 responding with busses if needed.<br><br>98 advises subject aircraft is 3 miles out.<br><br>1025hrs- 61 responding to blast fence spot 2 for mechanic, tug and tow.<br>1028hrs- 98 advises subject aircraft is number 5 for arrival.<br><br>1030hrs- 98 advises tug and tow secured from Delta attempting to do a push back.<br><br>1038hrs- Subject aircraft landed rwy 31 without incident and is taxiing to the gate on its own power. 98 following aircraft to gate.<br><br>1045hrs- 98 advises subject aircraft is blocked at blast fence spot 2.<br>Responding units are securing. | | | 5109 | 722EV | 10:45:00 AM | LGA |
| 12/24/2013 10:27:00 AM | Rosemary Millan | Twy M | Delta | Embraer ERJ-170-200 | | 42/4 | MKE |
| Smoke coming from the APU | ATCT advises Captain is reporting smoke in the APU<br>90,98.61.72.51, ARFF responding.<br><br>1028L- 61 advises no visible smoke coming from aircraft at Twy M<br><br>1028L- 90 requested for Delta to assist with busses if needed.<br><br>1029L- 61 responding to gate C32 for the tug, tow, mechanic.<br><br>1033- 90 advises aircraft is taxiing on its own power.<br><br>1034L- 90 advises aircraft is clear of the taxiway system.<br><br>1035L- 98 advises the aircraft is blocked at gate C28.<br><br>1036L- Responding Ops units are securing. | | | 6015 | 867RW | 10:36:00 AM | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |
| 12/25/2013 9:17:51 AM | Ron Provenza | Rwy 31 | United Express | Bombardier CRJ-700 | 40/3 | IAD |
| Flap Issue | 90,98,61,72,51 ARFF responding.<br><br>0922L Delta Operations contacted and advise they do not recognize the flight number; Delta unable to provide tug, tow and mechanic.<br><br>0924L Delta advises the flight is a United Express flight.<br><br>0925L UAL express called and busy tone received.<br><br>0927L- 90 advises subject aircraft landed rwy 31 without incident and is taxiing on its own power to gate. 90,98 following aircraft to gate.<br><br>0929L 72 securing.<br><br>0929L-Contact made with United Ops. 61 responding to gate C7 for tug,tow and mechanic.<br><br>0931L- 90 advises the subject aircraft is clear of the taxiway system; all responding units are securing. | | | ASQ573 N835AS 6 | 09:31: 00 AM | LGA |
| 12/26/2013 3:49:21 PM | AntonioFigueiredo | RWY 22 | Delta Connection | Bombardier CRJ-700 | 57/3 | Buffalo |
| Fuel indication light. | ATCT advises flight is 14 miles out, approximately number 4 to land rwy 22. 90,98,61,72,51 and ARFF responding.<br><br>1552L- 90 advises aircraft is number 1 to land.<br><br>1553L- 61 responding to gate C24 for tug,tow and mechanic.<br><br>1554L- Subject aircraft landed rwy 22 without incident. Captain advised ATCT he does not require further assistance.<br><br>Responding units securing. | | | 5302 N740EV | 15:54: 00 PM | LGA |

| Date/Time<br>Nature | Entered By<br>Major Aircraft Notes | Location | Airline | Aircraft Type<br>Flt No | Registration | PAX Note<br>Time | Flt Dest | Flt Origin |
|---|---|---|---|---|---|---|---|---|
| *1/7/2014 4:09:46 PM*<br>Smoking main gear | *Nick Zawada*<br>1609- 90 reports smoking main gear.<br>ATCT calls 43, PAPD responding.<br>1613- 90 reports dissipating smoke.<br>It is believed at this time that smoke may have been due to de-icing fluid residue from Cleveland.<br>1622- Buses released. Subject aircraft waiting for Gate C-1.<br>1639- Subject re-directed to Gate C-3.<br>1646- Subject gated.<br><br>DS advised.<br><br>Note: 90 checked with the pilot , he advises that they had to heavily De-ice the aircraft in Cleveland because it was frozen to the ground. | *T/W B* | *American Eagle* | *Bombardier CRJ-200*<br>3272 | 856AE | *26p/3c*<br>16:39:00 AM | LGA | *Cleveland* |
| *1/22/2014 9:07:54 PM*<br>Hydraulic failure | *AntonioFigueiredo*<br>A/C landed RWY 31 and taxied to Gate D6 without incident.<br>90 inspected RWY 31 and NO contamination found, ATCT advised. | *RWY 31* | *American* | *Boeing B-737-800*<br>1143 | 818NN | *130/ 5 crew*<br>00:21:05 AM | LGA | *DFW* |
| *4/9/2014 1:46:00 PM*<br>smoke in the cockpit | *Austin Futch*<br>ATC reports pilot reports smoke in the cockpit. Aircraft already landed Runway 31 and is taxiing under its own power to Gate C6. 90, 98, 61, 72 and ARFF responding. 1349 61 reports aircraft is at gate C6.<br>90 reports negative condition, just odor and no smoke present.<br><br>Alert Secured @ 1400L. | *Runway 31* | *American Eagle* | *Bombardier CRJ-700*<br>3478 | N980EA | *31/4*<br>14:00 | LGA | *DTW* |
| *4/24/2014 7:04:00 PM*<br>System #1 brake fault | *AntonioFigueiredo*<br>1852- ATCT caled an Alert 2. ARFF response is 3 trucks.<br>1854- OPS and ARFF in position. 61 at gate C-38.<br>1859- Subject A/C diverts to Philadelphia. 90 secures alert.<br><br>>>>>>>>>>><br>2000hrs-UsAirways advised that A/C landed without incident in PHL, pax to be placed on different flight to LGA. | *RWY 31* | *US Airways* | *Airbus A-321-100*<br>2070 | 559UW | *186/6*<br>18:59:00 | LGA | *ORD/CLT* |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time Flt Dest | |
| 4/29/2014 4:33:00 PM | Austin Futch | RWY 4 | Delta Connection | Bombardier CRJ-700 | 44 pax/3 crew | BUF |
| Hydraulic system issue | 1619L- Subject aircraft landed without incident. 90JR/DAF inspected runway (no contamination)<br>1620L- Pilot requests no further assistance, alert terminated. 98FL following a/c back to gate<br>1626L- A/C at gate, 98FL securing.<br>Media relations called regarding flight, briefed (no incident). | | | 5318 | 16:20 LGA | |
| 5/28/2014 9:19:00 PM | AntonioFigueiredo | RWY 4 | Delta Express | Bombardier CRJ-700 | 38/ 4 crew | KORF |
| Major electrical problem | 2120: Aircraft emergency declared.<br>2125: Emergency Aircraft cleared to land.<br>2127: Ops responds tug and tow will meet at Gate C17.<br>2128: Aircraft lands and requests trucks follow to gate.<br>2135: Aircraft on chocks at gate. | | | 5129 N614QX | 2145 KLGA | |
| 5/29/2014 2:56:00 PM | AntonioFigueiredo | Runway 22 | Delta Connection | Embraer ERJ-170-200 | 41/4 | DFW |
| Steering problem | 1459: Aircraft lands without incident and requires no further assistance.<br>1510: Delta reports subject aircraft cannot make right turns. Push back crew will meet at C21.<br>1518: Aircraft under tow to Gate<br>1519: Secured | | | 5806 N747CZ | 15:19 LGA | |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |
| 6/2/2014 12:49:00 PM | Gregory Darden | 20 miles inbound for RWY 22 | Delta | Embraer ERJ-145ER | 50/3 | YUL - Montreal |
| Break indication light. | 1248L - Chautauqua inbound for RWY 22 with a break indication light. PAPD responding with 3 pieces.<br>1255L - ATCT advised that the subject aircraft will need to have it's breaks checked upon arrival of RWY 22.<br>1257L - 90 (JR) advised ATCT that RWY 22 will close as soon as the aircraft touches down.<br>1258L - Aircraft arrived. RWY 22 closed. 90, 98, PAPD Truck 1 proceeded on RWY 22.<br>1303L - Subject aircraft taxied under it's own power. 98(HG) and Truck 1 will follow subject aircraft back to the delta fence line spot 2.<br>1305L - Subject aircraft clear of RWY 22. 1306L - RWY 22 is confirmed open by ATCT.<br>1310L - Subject aircraft has been chocked at Spot 2 @ Delta blast fence. All parties have secured.<br>1315L - Liz of PA Media Relations advised of the incident. Someone from Media Relations will call back if they have further questions. | | | 6162 N562RP | 13:10 | KLGA |
| 6/9/2014 3:22:00 PM | AntonioFigueiredo | Runway 22 | Delta | Bombardier CRJ-700 | 65/4 | KCLT |
| Blown tire on Main Gear | 1520: 90 observes aircraft landing Runway 22 with blown tire. Aircraft cleared Runway 22 and is holding on taxiway B. 90 on scene 98 responding. ARFF responding. 61 responding to Gate D7 for mechanic, tug, and tow.<br>1527: 90 advises aircraft taxing to Gate C21 under its own power. 98 will follow.<br>1531: 90 conducting inspection Runway 22 and retrieves 2 pieces of rubber.<br>1535: Aircraft secured at Gate C21. | | | 6209 N656CA | 15:35 | KLGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| *6/13/2014 10:24:00 PM* | *AntonioFigueiredo* | *ATCT reported engine fire at Delta Terminal C-21* | *Delta* | *Boeing MD-88* | | *5 / 120* | *Orlando FL* |
| Engine fire | 2224L - ATCT report engine fire on aircraft. | | | 2166 | N938DN | 23:25 | LGA |

2225L - 90 advised MD-88 left engine on fire.

2226L - TWY M CLSD BTN TWYs A, N with ATCT RC

2227L - ARFF on scene dispersing foam. 90 requested ambulance injury reported.
90 advised Delta ramp personnel to remove jetway from aircraft ASAP.

2230L - 78 on scene with injured party. Delta employee Bartolo Lugo (3020145615) was injured from breathing in dry chemical that he applied onto the engine fire. PAPD on scene and requested EMS.

2242L - 90 advised ARFF has successfully extinguished fire, two trucks emptied agent.

2245L - EMS on scene at this time.

2255L - 90 advised Doug Stearns has been notified.

2256L - 90 advised injured party being transported to Elmhurst Hospital, unknown injury.

2257L - Ira Foreman OEM called in for updates.

2305L - Media Cheryl Ann called in for updates.

2310L - PA Environmental Mike Parletta notified regarding foam (AFFF) all around gate and service road.

2311L - FAA Comm Center Dean notified.

2315L - Delta commencing baggage removal.

2323L - Delta completed off loading baggage.

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |

2325L - 90 advised Alert secured, 98 and 2 ARFF vehicles will remain on scene.

2327L -90 advises TWY M re-opened, ATCT notified.

2327L - FSDO John Monaco advised subject aircraft can be relocated to RON.
98 standing by to escort aircraft to Echo parking at with 2 ARFF trucks.

2340L - 90 (AF) advised Cheryl Ann Albiez from PA Media Relations of the incident.

2345L - 90 advised Ira Foreman of PA Media Relations of the incident.

0040hrs-98 advises that aircraft is now being towed to Echo parking.

0055hrs-98 advises that aircraft is @ Echo parking, 98 and 2 ARFF units securing.

Entry forwarded to: 100, D Stearns, & C Rhoads

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|---|---|---|---|---|---|---|
| *6/16/2014 11:25:00 AM* | *RFeury* | *Runway 13* | *United Express* | *Bombardier CRJ-200* | *49/3* | *IAD* |
| Flap issue | 1125: Aircraft emergency declared. 90, 98, 61, ARFF responding. | | | 5736 N833AS | 00:00:00 | LGA |

1132: Aircraft lands safely Runway 13. Aircraft will taxi under its own power to Gate C14.

1135: Aircraft at Gate C14. All secured.

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| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| *6/16/2014 11:36:00 PM* | *AntonioFigueiredo* | *RWY 22* | *Delta* | *Embraer ERJ-170-100* | | *19/4* | *Houston* |
| Steering issue per pilot | 2336- Alert 2 called per ATCT.<br>90, 98 responding. 98 waiting by AAL hangar line. 72 waiting with bus at GP1.<br>Super tug waiting at AAL hangar line.<br>2340- Subject is #4 to land.<br>90 will wait for subject to land and then close the airport.<br>2342- Pilot checks in with ATCT. Requests tug to stand-by.<br>2343- 98 is advised gate is C-31.<br>2347- Subject aircraft has landed. 90 advises 98 to escort tug to aircraft.<br>2353- 98 reports tug hooked up to subject aircraft.<br>2359- 98 reports subject at gate. | | | 7326 | N213JQ | 2359 | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |
| *7/28/2014 1:45:00 PM* | *Rosemary Millan* | *RWY 22* | *Delta* | *Embraer ERJ-170-100* | *69/3* | *IND* |
| Possible blown tire | ATCT advises inbound flight with possible blown tire. | | | 5994 N824MD | 13:57 | LGA |

1343L 90,98, ARFF responding,
1344L 90 conducting sweep of RWY 22

61 responding to gate C15 for tug and tow mechanic with head set and pins.

1344L 72 responding with buses.

1345 100 copied transmission on frequencies.

1348L Subject aircraft is clear to land RWY 22

1350L 90 advises no contamination on Rwy 22

1350L 90 advises subject aircraft has landed Rwy 22 without incident and is taxiing on its own power to gate. 90, 98 following aircraft to gate. 90 advises tires on aircraft appear intact. Aircraft to be inspected further when it arrives to the gate.

1355L Delta operations called PA operations and advises their dispatch report the wrong flight number was given on this incident. Arrival flight # 5994 had no tire issue.

1358L PA Ops CC contacted Delta Operations and they are getting the correct information.
1410- According to DAL, The subject A/C departed In IND and reported observing a blown tire on the runway upon departure.
The A/C with the tire issue was not scheduled to arrive at LGA ,and continued on to it's original destination(Det. Michigan).

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |
| 7/28/2014 2:24:00 PM | Ron Provenza | RWY 22 | Delta | Embraer ERJ-170-100 | 69/3 | IND |
| Possible blown tire | ATCT advises inbound flight with possible blown tire. | | | 5994 N824MD | 13:57 | LGA |

1343L 90,98, ARFF responding,

61 responding to gate C15 for tug and tow mechanic with head set and pins.

1344L 72 responding with buses.

1348L Subject aircraft is clear to land RWY 22

1350L 90 advises subject aircraft has landed Rwy 22 without incident. 90 completed a
surface inspection of R/W 22 and followed the subject A/C as it taxied down the runway. 90 notified ATCT that no FOD was found
on R/W 4-22
90, following aircraft to gate. 90 advises tires on aircraft appear intact. Aircraft to be inspected further when it arrives to the gate.

1355L Delta operations called PA operations and advises their dispatch report the wrong flight number was given on this incident. Arrival flight # 5994 had no tire issue.

1358L PA Ops CC contacted Delta Operations and they are getting the correct information.
1410- According to DAL, The subject A/C departed In IND and reported observing a blown tire on the runway upon departure.
The A/C with the tire issue was not scheduled to arrive at LGA ,and continued on to it's original destination(Det. Michigan).

| Date/Time | Entered By | Location | Airline | Aircraft Type | | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No | Registration | Time | Flt Dest |
| 8/4/2014 6:34:00 PM | ChrisPlunkett | Runway 22 | United | Boeing B-737-700 | | 118/5 | CHI |
| Anti-skid problem | 1836: Upon landing will go to C12.<br>1839: Pilot states no further assistance required.<br>1840: 90 reports aircraft landed safely and will taxi under his own power.<br>1845: Aircraft chocked at C12. | | | 1476 | N23721 | 18:45 | LGA |
| 8/27/2014 4:30:00 PM | ChrisPlunkett | RWY 13 | Delta | Embraer ERJ-170-200 | | 36/4 | Charlotte |
| smoke in cockpit | 1627- ALERT @ by ATCT- smoke in cockpit. Landing RWY 13.<br>90 calling 72 for bus.<br>1630- ATCT reports that subject is #5 to land.<br>1633- Gate D-7 for tug-tow per Delta Ops.<br>1635- Subject is 3 to land. 90 advises ATCT that RWY 13 will be closed when subject lands.<br>72 is directed to bring bus onto field. 61 still waiting for tug-tow.<br>1637- CC directs 61 to wait for mechanic too.<br>1638- 72 entering field with buses.<br>Subject asking for frequency for ARFF trucks. Pilot has aircraft on T/W Lima and T/W Bravo.<br>1641- 90 reopening RWY 13, all equipment clear.<br>1642- 72 returning buses to normal operation. Subject taxiing to gate.<br>1643- 98 reports that subject is at gate.<br>1652 - PAPD secures | | | 5832 | N639CZ | 00:00:00 | LGA |

| Date/Time | Entered By | Location | Airline | Aircraft Type | PAX Note | Flt Origin |
|---|---|---|---|---|---|---|
| Nature | Major Aircraft Notes | | | Flt No Registration | Time | Flt Dest |
| 9/26/2014 1:13:00 PM | Ron Provenza | 15 miles out on approach to RWY 4. | US Airways | Embraer ERJ-190-100 | 87/4 | DCA |
| Pressurization problem. Possible open door. | 1312L - Pressurization problem. Possible open door. 90 61 and 98 responded.<br><br>1320L - 61 standing by at Gate C42 for a Tug and Tow.<br><br>1326L - Aircraft landed without incident. 90 followed the subject A/C on R/W 04. Surface inspection of R/W 04 from the approach to T/W P was completed. No FOD was observed. 90/98 followed the aircraft to the gate. No FOD observed on the taxi route. All units secure. | | | 2178 N946UW | 00:00:00 | LGA |
| 10/23/2014 1:37:00 PM | Gregory Darden | 50 miles out on approach to RWY 31 | American Eagle | Bombardier CRJ-700 | 61/4 | Arkansas |
| Problem with flight navigation. | 1330L - An Alert 2 was declared for an Envoy flight 3550 (formerly American Eagle) inbound to RWY 31 due to an Alert 2 (problem with flight navigation). 90, 98, 98 relief, 61 responded.<br><br>1353L - Aircraft landed without incident. all units secure. | | | 3550 N519AE | 13:53 | LGA |
| 11/3/2014 12:04:00 PM | Peter Drewniak | Runway 31 | American | Boeing B-737-800 | 133/5 | ORD |
| Brake Issue | 1200L Alert 1 called bumped up to Alert 2 by ARFF for a brake issue on flight 392 in bound from ORD<br><br>1201 D 10 tug and tow standing by for pickup<br><br>1205 All units secured from Alert 2<br><br>1209 Aircraft on gate D7 at this time | | | 392 908AN | 12:05 | LGA |

Total Entries 83

**Significant Incidents**

**Aeronautical:**

0842 – Call 3-3 on Delta flight no. 440, CRJ-2, reg. N8475B, with stuck landing gear; Aircraft is a diversion 15 minutes out.
0757 - Delta Ops advised to have reps with pins respond. Terminal 3 Gate 23 B. 94 advised tug and tow responding to TWY LA .
0759 - 98 requested 94 respond to TWY HB.
0800 – Aircraft will have a short landing. 99 advised RWY 4L will close when the aircraft touches down.
0802 - Second call placed for the tug and tow to respond asap.
0811 - Subject aircraft #1 on an 11 mile final.
0812 - Advised 99 that aircraft was a diversion from Newburgh, NY.
0816 - Subject aircraft taxiing to ramp via TQY H, B and M without further incident.

**Significant Incidents**

**Aeronautical:**

- 1730L - Call 3-3; Delta flight # 692; B737; 78 passengers; pilot reports flap problem; landing RWY 31L; 1736 - Delta advises terminal 3 gate 7 for reps , 94standing by gate 7. 1738 - 93 advises standing by with tug, 98 advises 93 to respond to VSR & TWY. 1739 - Reps are with tug @ this time , 9-4 has reps also. 1745 - Subject aircraft lands 31L. 1746 - 98 advises 94/93 to return to terminal 3 no further assistance needed. NOTE: Delta 692 is a regularly scheduled flight from Port Au Prince Haiti.

**Significant Incidents**

**Aeronautical:**

- 0830L - Snow meeting conducted in Bldg 14. Due to the forecast, an Alert 1 will begin at 1900L tonight on 2/7 until 0700L. At 0700L on 2/8 the storm will be upgraded to an Alert 3 until further notice. Per PA Management, as of 0700L on 2/8 there will be a paid sleep in for FS and TWU Staff.
- 2145 - ATCT reported that Delta Flt. 92 757 N717TW was taxiing out for departure at T-3 Ramp via TWY LA when a DGS van cut the aircraft off on the VSR which resulted in the pilot applying brakes and suddenly stopping. This action caused a flight attendant on board to fall, sustaining injury to her head and right elbow. The aircraft returned to gate 15. PAPD and Med-one on scene attending to injured party.

2200 - 73 sent email to Management and notified PA Media Relations.

Airlines replaced injured flight attendant and Delta Flt. 92 redeparted.

**Significant Incidents**

**Aeronautical:**

- 2237L - ATCT requested a vehicle to respond to TWY KE to assist Lufthansa MD11 regarding Pilot over steered as he approached TWY KE south intersection of RWY 31L. 99, 93 & 98 responded. 99 JR determined that the nose wheel was too close to the east elevated runway guard bar light for the aircraft to continue under its own power. CC AJ called for a tug. Terminal One contacted to see if they had a tug that was closer. Terminal One responded with a tug at gate 14 but the tug driver and the supervisor requested we wait for a tug from cargo. 93 responded to Bldg. 23 for the tug. 2321L The tug from Bldg 23 started to overheat near Terminal One the tug was put on the side of the VSR. CC AJ was able to make contact with Lufthansa cargo that got another Evergreen tug from Bldg 151. 2316L 91B escorted the tug fro Bldg 151 to TWY KE at TWY B. 93 responded with the tow bar from the first tug and the mechanic to TWY KE & B. 2345L Evergreen tug on the scene. Lufthansa rep also at the scene talking to aircraft.

**Significant Incidents**

**Aeronautical:**

- 0145 – Call 3-3 on jetBlue flight no. 990, A320-100, reg. 615JB, with 123 pax, pilot reported a brake indication light. Flight was inbound from FLL.

0147 - Call placed to jetBlue operations "Tania"
0152 - Second call to jetBlue operations requesting a gate for tug and tow and representatives.
0153 - Aircraft landed without incident.
0154 - Aircraft taxied to gate 6 terminal 5 under own power.

- 0702 - Ops advised 67B that at "T/W J & T/W B" there is an inground panel that is smoking. 61A requested from 99 that all centerline and sign circuits be secured due to this situation. 99T contacted ATCT to secure centerline and signs.
- 0515L - TWY E CLSD BTN RWY 4R/22L and TWY Y for 5K race.

0628L- TWY E CLSD BTN RWY 22L APCH and TWY FB

## Significant Incidents

**Aeronautical:**

- 0959L - Call 3-3; JetBlue flight 190A; ERJ-190; 99 passengers; Pilot reports issue with fuel indicator light; 1016L Subject aircraft landed without incident; no further assistance required.

## Significant Incidents

**Aeronautical:**

- 0800L - Call 3-3; JetBlue flight # 611; ERJ-190; 82 pax; pilot reports smoke in cockpit ; RETURNEE scheduled Departure 0757L to JAX; 0812L subject aircraft landed without incident; refer to CALS for more information.

- 2120L - Call 3-3; American Eagle flight #4649; CRJ-700; 54 pax; pilot reports landing gear locked into the down position, aircraft diverted from LGA; 2133L subject aircraft land RWY 4L without incident and taxi to gate under own power, refer to CALS for more information.
- 2135L - Call 3-3; Delta flight # 2354; B757; unknown passengers or fuel; pilot report severe turbulence landing RWY 4R; 2136L- A/C landed without incident, pilot states no further assistance required, refer to CALS for more information.
- 2200L - Call 3-3; JetBlue flight # 425; A320; 154 pax; pilot report multiple lighting strikes with equipment failure a departure from BOS; 2250L JetBlue ops notified flight will divert to Newark.

No significant information to report.

## Significant Incidents

**Aeronautical:**

CALL 3-3 Aircraft Alert/2 House Response
Location RWY 4R
2136L- A/C landed without incident, pilot states no further assistance required.
**********

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 6/11/2013 22:19 PM | Entered By | D. Austin Futch |
| Event Date/Time | 6/11/2013 22:19 PM | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | American | Flight No. | 120 |
| Aircraft Type | Boeing B-767-300 | Registration No. | N378AN |
| | | No. of Passengers (PAX) | 220 |
| PAX Note | Returnee JFK-CDG | | |
| Fuel | 75,100 | | |
| Nature | Electrical odor in flight deck | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X | KJFK 120151Z 29017G24KT 10SM FEW042 SCT070 23/15 A2970 RMK AO2 PK WND 27028/0055 SLP058 T02330150<br>KJFK 120151Z 29017G24KT 10SM FEW042 SCT070 23/15 A2970 RMK AO2 PK WND 27028/0055 SLP058 T02330150<br>KJFK 120151Z 29017G24KT 10SM FEW042 SCT070 23/15 A2970 RM | | |

2153- Call 3-3 issued by ATCT for AAL120

2202- 94/93 with rep and tug/tow standing by Hgr 12 ramp

2203- AAL120 touchdown RWY 31L, exits TWY PC

2204- AAL120 states no further assistance required. Alert secured.

2213- AAL120 on BLOX at T-8 gate 47

2235- AAL advises equipment swap for replacement aircraft to operate JFK-CDG

## Significant Incidents

**Aeronautical:**

CALL 3-3 Aircraft Alert/2 House Response
Location RWY 4R
2136L- A/C landed without incident, pilot states no further assistance required.
**********
CALL 3-3 Aircraft Alert/2 House Response
Location RWY 4R
Airline JetBlue Flight No
No. of Passengers (PAX) 154
2250L - JetBlue Ops advised subject aircraft would be diverting to Newark Airport.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 6/23/2013 16:33 PM | Entered By | D. Austin Futch |
| Event Date/Time | 6/23/2013 16:06 PM | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | RWY 13R | | |
| Airline | N/A General Aviation | Flight No. | N/A |
| Aircraft Type | Gulfstream G-4 | Registration No. | N388CA |
| | | No. of Passengers (PAX) | 13 |
| PAX Note | G/A flight from TJPJ (Mercedita, Puerto Rico). Diverted from FRG | | |
| Fuel | 8,200 | | |
| Nature | Left main gear, brake locked indication | | |
| Airline Rep / LOC | SheltAir | | |
| Phone No. | | | |
| W/X | KJFK 231951Z 18019G26KT 10SM FEW035 SCT090 SCT140 BKN250 26/21 A3012 RMK AO2 PK WND 17026/1947 SLP199 CB DSNT SW TCU DSNT NW-N T02560211 $ | | |

1606L- Call 3-3 for a general aviation G-4 inbound with a left gear brake locked indication

1615L- 93/94 standing by with tug/tow and SheltAir rep at HGR 12

1617L- TWY P CLSD BTN TWY MC, PC

1626L- Subject aircraft landed RWY 13R, 99AL inspecting runway behind aircraft

1627L- Subject aircraft clear of RWY 13R, no futher assistance requested

1627L- TWY P reopened BTN TWY MC, PC

1635L- Subject aircraft blocked on GA ramp

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 11/24/2013 18:41 PM | Entered By | Kelly Wood |
| Event Date/Time | 11/24/2013 17:44 PM | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | Virgin America | Flight No. | 22 |
| Aircraft Type | Airbus A-320-200 | Registration No. | N628VA |
| | | No. of Passengers (PAX) | 153 |
| PAX Note | | | |
| Fuel | 8,600 lbs | | |
| Nature | bird strike on approach (6,000 ft) | | |
| Airline Rep./ LOC | | | |
| Phone No. | | | |
| W/X | KJFK 242151Z 31018G25KT 10SM SCT070 M02/M19 A3028 RMK AO2 PK WND 31032/2109 SLP253 T10221189 | | |

1749 - Subject aircraft lands RWY 31L, exits TWY MC, and makes a right on TWY P. Pilot requests ARFF inspect aircraft due to burning smell. 99 enters RWY 31L for inspection.

1751 - TWY P CLSD BTN TWY MB, MC on 121.9

1752 - ARFF inspecting aircraft and reports damage to "cowling on starboard engine." ARFF requests pilot shut down engine and taxi to gate. Emergency equipment to follow aircraft to gate. 97 notified to respond to T-4 for birdstrike report.

1756 - TWY P BTN TWY MB, MC returned to ATCT on 121.9

1802 - Subject aircraft blocked at T-4, Gate A-2.

**Flight was a scheduled arrival from SFO.**

# Airport Operations

| | | | | | |
|---|---|---|---|---|---|
| Log Entered | 11/24/2013 18:21 PM | Entered By | James Cicardo | | |
| Event Date/Time | 11/24/2013 17:50 PM | Close Date | 11/24/2013 21:40 PM | Days Open | 0 |

## Special Inspection

| Facility | N/S/U | Remarks |
|---|---|---|
| Pavement | Satisfactory | |
| Safety Areas | Satisfactory | |
| Markings | Satisfactory | |
| Signs | Satisfactory | |
| Snow and Ice | | |
| Construction | | |
| Other | | |

1750 – Call 3-3, RWY 13R-31L inspected. Pilot reported a bird strike while on APCH. No debris found on runway.

Flight Information:

Virgin America, Flt # 22
Airbus 320
N628VA

# Airport Operations

| | | | | | |
|---|---|---|---|---|---|
| Log Entered | 12/03/2013 14:17 PM | Modified By: | Bill Robayo | Entered By: | Bill Robayo |
| Event Date/Time | 12/03/2013 14:17 PM | | | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | Twy Y & F | | |
| Airline | JetBlue | Flight No. | 117 |
| Aircraft Type | Embraer ERJ-190-100 | Registration No. | N267JB |
| | | No. of Passengers (PAX) | 65 |
| PAX Note | | | |
| Fuel | unknown | | |
| Nature | Pilot requested ARFF check number 1 engine due to failure upon arrival of RWY 4R | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X | KJFK 031751Z 24005KT 8SM BKN260 11/01 A2991 RMK AO2 SLP126 T01110006 10111 20033 58015<br><br>KJFK 031751Z 24005KT 8SM BKN260 11/01 A2991 RMK AO2 SLP126 T01110006 10111 20033 58015<br><br>KJFK 031751Z 24005KT 8SM BKN260 11/01 A2991 RMK AO2 SLP126 | | |

1329 - ARFF Personnel inspected aircraft and found nothing aircraft continued taxiing to the gate.

1331 - Aircraft blocked at T-5 Gate 9

1333 - 99 completed inspection of RWY 4R, TWY route (TWYs FA, F Ramp) no debris or fluid found.

KJFK 031751Z 24005KT 8SM BKN260 11/01 A2991 RMK AO2 SLP126 T01110006 10111 20033 58015

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 12/03/2013 13:38 PM | Modified By: | Eric Essling |
| Event Date/Time | 12/03/2013 13:38 PM | Close Date | 12/03/2013 13:44 PM |

## Special Inspection

| Facility | N/S/U | Remarks |
|---|---|---|
| Pavement | Satisfactory | |
| Safety Areas | Satisfactory | |
| Markings | Satisfactory | |
| Signs | Satisfactory | |
| Snow and Ice | Satisfactory | |
| Construction | Satisfactory | |
| Other | Satisfactory | |

1328L - RWY 4R special inspection conducted after Call 3-3 Jetblue # 117 E190; pilot reports after landing located on TWY F and TWY Y; number one engine malfunction and request ARFF to inspect; no debris found on Runway and taxi route; TWY FA, TWY F, to ramp.

## Significant Incidents

**Aeronautical:**

- 2225L – 73 (KG) reports ATCT called a call 3-3 for an inbound Delta A-320 diversion (originally MSP to LGA) with a hydraulic issue. ATCT advised the pilot was requesting assistance, and would be unable to taxi off the runway upon arrival. At 2247L, DAL 1596 landed runway 31R short of taxiway PA. 99 RD closed the runway immediately after arrival,

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 1/11/2014 23:43 PM | Entered By | D. Austin Futch |
| Event Date/Time | 1/11/2014 23:43 PM | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | RWY 13L | | |
| Airline | United Airlines | Flight No. | 448 |
| Aircraft Type | Boeing B-757-200 | Registration No. | N597UA |
| | | No. of Passengers (PAX) | 142 |
| PAX Note | LAX - JFK | | |
| Fuel | | | |
| Nature | Flaps indication/stuck at 20 degrees | | |
| Airline Rep / LOC | UAL Ops | | |
| Phone No. | On file | | |
| W/X | KJFK 120401Z 20011KT 6SM BR FEW002 SCT025 BKN035 09/08 A2945 RMK AO2 MIFG $ | | |

2305L- Per ATCT, Call 3-3 for UAL 448 landing RWY 22L with flap indication (stuck down at 20 degrees)

2321L- UAL 448 executed missed approach/go-around on RWY 22L

2324L- UAL 448 declared low fuel emergency

2331L- UAL 448 landed RWY 13L. 99RD inspected RWY 13L. Requires no further assistance.

2332L- Per 99RD, all units secure

2334L- UAL 448 at gate 9, term 7

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 2/21/2014 18:42 PM | Entered By | Kevin Gillen |
| Event Date/Time | 2/21/2014 18:42 PM | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | Runway 31R | | |
| Airline | American Eagle | Flight No. | 9810 |
| Aircraft Type | Bombardier CRJ-700 | Registration No. | N536EA |
| | | No. of Passengers (PAX) | 40 |
| PAX Note | Diversion (CLT to LGA) | | |
| Fuel | 9000lbs | | |
| Nature | Steering in-op indication light | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X | KJFK 212251Z 29008KT 10SM FEW019 BKN039 OVC047 08/06 A2978 RMK AO2 RAB19E33 SLP082 P0001 T00830056 | | |

1841L - Call 3-3 called over the EANS for an American Eagle (diversion destined for LGA) landing runway 31R with a steering in-op indication light. Tower reports the pilot is requesting assistance at this time

1848L - 2 Busses ordered by 74 to stage at GP G

1851L - Wheels down on runway 31R, pilot is taxiing on its own power and requests no further assistance

1852L - Busses secured, 74 and 49B advised

## Significant Incidents

**Aeronautical:**

- At 0900L, 98 (KW) reported a call 3-3 was called for an inbound American Eagle CRJ-700 whom was reporting a left engine indicator. At 0919L, the subject aircraft landed RWY 22L and exited TWY J. Pilot reported no further assistance required.

- At 0914L, 98 (KW) reported a call 3-3 was called for an inbound JetBlue ERJ-170 whom was reporting a generator problem. At 0924L, the subject aircraft landed RWY 22L and exited TWY J. Pilot reported no further assistance required.

- At 1326L, 98 (KW) reported a call 3-3 was called for an inbound American Airlines B-757 whom was reporting a break problem. At 1301L, the subject aircraft landed RWY 31R and exited TWY V. Pilot reported no further assistance required.

## Significant Incidents

**Aeronautical:**

0011 – Call 3-3, AAL flight no. 78, B777-200, reg. N772AN, with 197 pax, pilot reports air-conditioning problem on board A/C and overweight landing. Flight was a diversion from DFW to LHR.
0016 - A/C landed, no further assistance.
0018 - RWY 4L inspected by 99.
0026 - Aircraft on blocks at Terminal 8 gate 14.

1841L - Call 3-3, American Eagle flight no. 9810 CRJ-700, reg. N536EA, (diversion CLT to LGA) landing Runway 31R with a steering in-op indication light. Pilot is requesting assistance at this time.
1848L - 2 Busses ordered by 74 to stage at GP G
1851L - Wheels down on Runway 31R, pilot is taxiing on its own power and requests no further assistance.

## Significant Incidents

**Aeronautical:**

- 1330L – 98 (KW) reported a Call 3-3 for an inbound AAL B-767 with an anti-skid indication. Subject aircraft landed RWY 31L and exited TWY PA; 99 entering runway for inspection. At 1331, the pilot requests ARFF inspection of brakes; Truck 1 reported no smoke visible and will follow aircraft to gate. At 1336L, the pilot advises no further assistance required.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 2/26/2014 9:57 AM | Entered By | Kelly Wood |
| Event Date/Time | 2/26/2014 9:57 AM | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | Delta | Flight No. | 1885 |
| Aircraft Type | Boeing MD-88 | Registration No. | N972DL |
| | | No. of Passengers (PAX) | 110 |
| PAX Note | Diversion (LGA to MCO) | | |
| Fuel | 24,000 lbs | | |
| Nature | Engine shutdown due to compressor stall | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X | KJFK 261451Z 23014KT 3SM -SN FEW016 OVC038 M02/M07 A2995 RMK AO2 CIG 030 W SLP141 SNB15 P0000 60000 T10221067 51006 | | |

1009 - Subject aircraft landed RWY 31L and exited TWY MD. Pilot advised no further assistance required. 98 ST following aircraft to gate.

1020 - Aircraft blocked at T-2, Gate 61

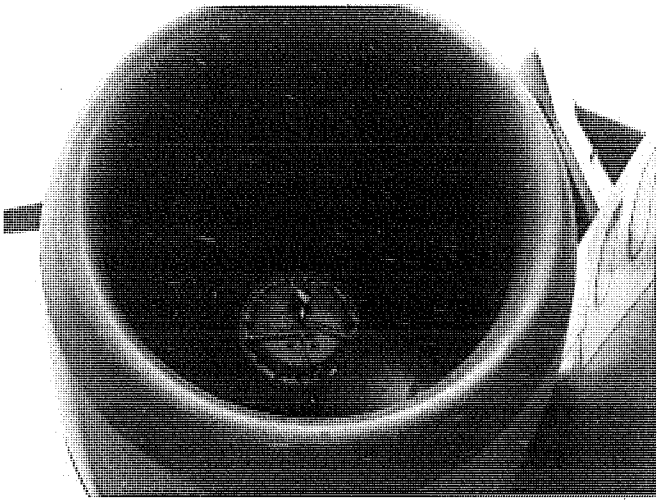
1025 - 98W reported no evidence of bird strike observed

1045 - Request by PAPD for any photos taken. One photo emailed to 80 S. Deluce.

1105 - FAA Comm Center notified by 99 AR

**ATTACHMENTS**

**DAL 1885 (jpg)**



# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 2/27/2014 22:10 PM | Entered By | Lynna Jordan |
| Event Date/Time | 2/27/2014 22:10 PM | | |

## Aircraft Alert/2 House Response

| | | | |
|---|---|---|---|
| Location | Returnee Arrival RWY 31L | | |
| Airline | Delta | Flight No. | 408 |
| Aircraft Type | Boeing B-767-300 | Registration No. | N188DN |
| | | No. of Passengers (PAX) | 186 |
| PAX Note | | | |
| Fuel | 5.5 hours | | |
| Nature | Pilot initially reported possible blown tires on an earlier departure. In addition, pilot is reporting a trailing edge issue and burning smell in cockpit. | | |
| Airline Rep / LOC | | | |
| Phone No. | 718-704-2160 | | |
| W/X | METAR KJFK 280351Z 31018G28KT 10SM CLR M08/M26 A3007 RMK AO2 PK WND 32031/0336 PRESRR SLP180 T10831256 | | |

2150 - Delta Airlines advises Delta flight 408 may have blown a tire on departure. 93 repsonds and performs a sweep of the departure runway 31L. ATCT advises Delta 408 will need to burn off some fuel before it returns.

2210 - Call 33 Delat 408 in addition to the earlier reported problem may have a trailing edge problem along with the smell of smoke inthe cockpit.

2211 - 93 & 94 assigned to pick up tug and reps from TWY HB.

2212 - 93 & 94 have reps and are responding to Terminal 1 ramp to stand by. 99 standing by to sweep RWY 31L upon the arrival of the aircraft.

2220 - Delta 408 number on to land on RWY 31L.

2223 - Delta 408 on the ground.

2227- 93 & 94 standing by on Terminal 1 ramp. Upon landing, Delta 408 request ARFF equipment perform a visual inspection of the landing gear for damage to the tires.

2230- ARFF advises no visual signs of damage to the tires and no high heat indication. Delta 408 taxiis to the gate via TWY P, B & HB without further incident.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 3/01/2014 2:05 AM | Entered By | Kevin Gillen |
| Event Date/Time | 3/01/2014 2:05 AM | | |

## Airline Information

AAL flight 38 was a MIA to LHR which diverted to JFK because of an issue with turbulence (See attached Call 3-3 form)

0157L - 73 (KG) overheard on PAPD radio that 2 ambulances were requested to meet the aircraft at the gate because 1 passenger was complaining of back pain and the captian of the flight was complaining of left arm pain.

0208L - spoke with AAL Ops (Robinson) who advised the flight was cancelled, the aircraft will not continue to LHR tonite. He advised the 243 passengers will be put in hotels and each passenger will be rebooked on one of AALs 6 flights to London tomorrow.

0232L - AAL customer service (Dixon) called to request busses to transport 100+ passengers to the Hilton from T8 arrivals level at 0400L. He advised all passengers whose final destination is LHR will stay in ther terminal and fly out tomorrow morning. The passengers that are missing thier connecting flights in LHR are being rebooked to thier final destinations from JFK and are being put up in the hotel.

0239L - 74/49B advised to have 2 busses standing by lowere level T8 at the far end by 0400L.

0528L - 49B advises detail complete

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/03/2014 11:31 AM | Entered By | Lynna Jordan |
| Event Date/Time | 4/03/2014 11:31 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Arrival RWY 4L | | |
| Airline | JetBlue | Flight No. | 869 |
| Aircraft Type | Airbus A-320-200 | Registration No. | N559JB |
| | | No. of Passengers (PAX) | 151 |
| PAX Note | | | |
| Fuel | 21,400lbs | | |
| Nature | Pilot reports possible hydraulic issue | | |
| Airline Rep / LOC | | | |
| Phone No. | 347-545-4215 | | |
| W/X METAR | METAR KJFK 031251Z 36008KT 10SM FEW140 BKN250 10/M01 A3014 RMK AO2 SLP205 T01001006 $ | | |

Notes

0938 - Alert 2 pilot advised of possibel hydraulic issue. Pilot requesting equipment. 94 and 93 assigned to Terminal 5 gate 14 to pick up reps. 99 request 97 standby to sweep RWY 31L. 99 will resop RWY 31R if necessary.

0943 - 94 on scene no reps. 94 & 93 advised to stand by at the vehicle service road and TWY F. Also requested to verify company has at least one set of aircraft chocks onboard.

0946 - REps and tug ready. 98LJ closed TWy B between TWY J & F except for inbound emergency.

0950 - JetBlue 869 lands, taxiied to the gate via TWY G,B & D without further incident. 99(AR) completed inspection of RWY 4L, no debris or contamenation found. 99 reports pilot had indicated no further need for assistance.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/02/2014 22:16 PM | Entered By | Anthony Rivera |
| Event Date/Time | 4/02/2014 22:16 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | Delta | Flight No. | 886 |
| Aircraft Type | Boeing MD-88 | Registration No. | N992DL |
| | | No. of Passengers (PAX) | 123 |
| PAX Note | Diversion (ATL to LGA) | | |
| Fuel | 9800lbs | | |
| Nature | Hydraulic failure | | |
| Airline Rep / LOC | Delta / Alex | | |
| Phone No. | 718 704 2159 | | |
| W/X METAR | KJFK 022351Z 19003KT 10SM BKN250 06/03 A3009 RMK AO2 SLP189 T00560033 10089 20056 53003 $ | | |
| Notes | | | |

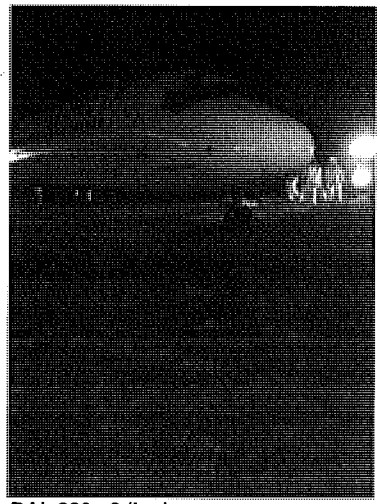
2036 - Alert 2 called for DAL 886 on RWY 31L.
2040 - 98 (KW) directs 94 and 93 to stand by Hangar 12 when they pick up company representatives and tug
2044 - 93 (AR) has tug and is responding to Hangar 12
2047 - Aircraft has full hydraulic failure. Gear is in the down position.
2049 - Per 99, RWY 31L will close upon touchdown.
2051 - 94 (AS) has the reps and is standing by Hangar 12
2053 - Subject aircraft landed on RWY 31L. 99 entering runway. RWY 31L closed by 99 on 123.9. Aircraft comes to a stop at TWY MD.
2054 - 93 (AR) has the tug and tow and is standing by Hangar 12
2055 - Per pilot, aircraft has no brakes and is starting to roll from the runway into the grass safety area between RWY 31L, TWY P.
2055 - 55 briefed by 99 (MM).
2057 - ARFF personnel chocking the aircraft in the grass area between TWY MD, PA. ARFF begins inspection of aircraft.
2059 - Request made by 98 to 73 for three busses.
2100 - Request made by 98 to 69A for a crew with speedi-dry for hydraulic fluid on the runway.
2102 - Company representatives cleared to approach aircraft.
2104 - 73 made arrangements to have busses standing by Hangar 12.
2105 - 98 instructed 91 to respond to TWY KG and the VSR to pick up Delta Lead Rep..
2106 - NOTAM issued via FSS (GL) by 99 for closure of RWY 13R/31L
2109 - 94 reports the rep on scene is waiting for additional pins for the aircraft from the Delta Lead.
2110 - Per 99, ATCT (KK) advised FAA Comm Center (VJ)
2110 - 91 pick up Delta Rep and 98 instructed 91 to respond with rep to TWY MD and RWY 31L.
2112 - 69B and crew on scene.
2115 - 97 escorting 69B to RWY 31L and TWY MD to respond to the hydraulic leak.
2117 - VORTEX sent out.
2122 - 74C has two busses on scene. 74 responding with a third bus.
2124 - 74 & 74C escort busses to aircraft. Deplaning begins.
2134 - 74 reports second bus loaded with PAX and PAPD is conducting a head count at this time.
2140 - 69B and crew have addressed hydraulic fluid on RWY and are standing by to complete clean-up after aircraft is removed from runway.
2140 - Third bus being loaded at this time.

2144 - All passengers have deplaned at this time.
2149 - Super tug has become lodged in the grass area. 98 requests 69B have MESM respond with payloader and chains.
2157 - Busses cleared to T-2, C-60.
2200 - 73 briefed by 98.
2205 - Second tug waiting at TWY N, VSR. 93 responding.
2210 - 93 (MN) on scene with conventional tug and tow bar.
2210 - ARFF securing. Truck 6 remaining on scene with aircraft.
2210 - 99 (MM) completed Special Inspection of RWY 13R/31L.
2220 - Per 74, all passengers have been offloaded at Terminal 2. 74/74C securing.
2230 - Baggage belt loader stuck in grass area adjacent aircraft. Bags to be offloaded by hand.
2230 - 99 advises that Mike's Towing will have two trucks responding to Guard Post W to remove aircraft from safety area.
2240 - 91A escorting tug with baggage to terminal.
2255 - MESM with payloader pulling baggage belt from safety area.
2300 - Baggage belt loader clear of area.
2300 - MESM attempting to remove super tug from grass area with assistance from DAL representatives.
2305 - Mike's Towing standing by Guard Post H. 94 responding.
2309 - Attempt to remove super tug from grass area unsuccessful. MESM responding back to Building 14 to pick up a larger payloader.
2320 - MESM back on scene with large payloader.
2324 - Super tug removed from grass area.
2325 - 94 on scene with two heavy duty Mike's tow trucks.
2330 - DAL Maintenance representatives advise Mike's Towing drivers they will use DAL straps on the aircraft. Mike's Towing will only need to pull aircraft out of area.
2335 - Straps being secured around landing gear.
2345 - Mike's Towing begins pulling aircraft from safety area.
0010 - Aircraft has been removed from the safety area. Straps being removed and aircraft being hooked up to conventional tug.
0016 - 91A (DS) escorting Mike's Towing from the airfield.
0017 - 93 providing follow-me for aircraft to Hangar 17 ramp. Truck 6 and 98 will follow.
0022 - Maintenance crew filling ruts in safety area.
0033 - Conventional tug being removed from aircraft. Aircraft to be towed by a second super tug now on site.
0040 - Small hydraulic spill observed on TWY P BTN TWY PA, PB. 69B will have crew address the area after runway and safety area clean-up has been completed.
0047 - Aircraft blocked at Hangar 17. Truck 6 and all Operations personnel securing. 69B remains on RWY 31L cleaning up remaining hydraulic fluid.
0129 - RWY 13R/31L returned to ATCT by 99 (RD) on 119.1

## ATTACHMENTS

**DAL 886 - 7 (jpg)**

**DAL 886 - 1 (jpg)**

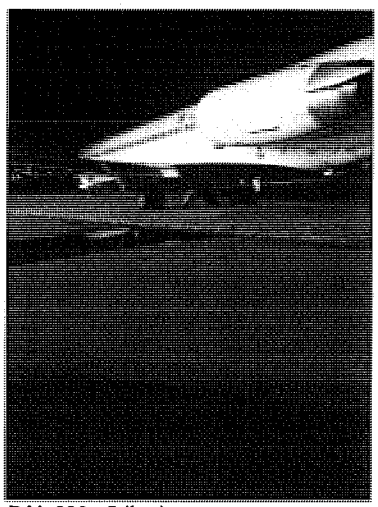


DAL 886 - 2 (jpg)

DAL 886 - 3 (jpg)

DAL 886 - 4 (jpg)

DAL 886 - 4 (jpg)



DAL 886 - 5 (jpg)

DAL 886 - 6 (jpg)

# Airport Operations

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/03/2014 7:29 AM | Entered By | Marcelo Morelli |
| Event Date/Time | 4/03/2014 7:29 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | Delta | Flight No. | 886 |
| Aircraft Type | Boeing MD-88 | Registration No. | N992DL |
| | | No. of Passengers (PAX) | 123 |
| PAX Note | Diversion (ATL to LGA) | | |
| Fuel | 9800lbs | | |
| Nature | Hydraulic failure | | |
| Airline Rep / LOC | Delta / Alex | | |
| Phone No. | 718 704 2159 | | |
| W/X METAR | KJFK 022351Z 19003KT 10SM BKN250 06/03 A3009 RMK AO2 SLP189 T00560033 10089 20056 53003 $ | | |

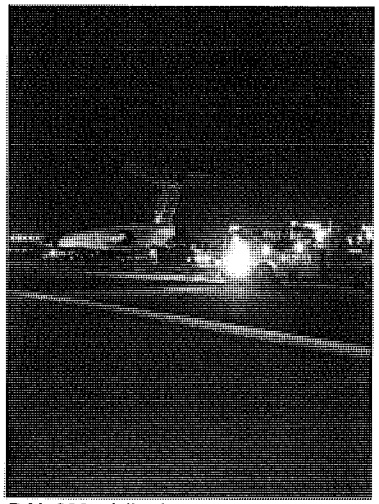
Notes

2036 - Alert 2 called for DAL 886 on RWY 31L.
2040 - 98 (KW) directs 94 and 93 to stand by Hangar 12 when they pick up company representatives and tug
2044 - 93 (AR) has tug and is responding to Hangar 12
2047 - Aircraft has full hydraulic failure. Gear is in the down position.
2049 - Per 99, RWY 31L will close upon touchdown.
2051 - 94 (AS) has the reps and is standing by Hangar 12
2053 - Subject aircraft landed on RWY 31L. 99 entering runway. RWY 31L closed by 99 on 123.9. Aircraft comes to a stop at TWY MD.
2054 - 93 (AR) has the tug and tow and is standing by Hangar 12
2055 - Per pilot, aircraft has no brakes and is starting to roll from the runway into the grass safety area between RWY 31L, TWY P.
2055 - 55 briefed by 99 (MM).
2057 - ARFF personnel chocking the aircraft in the grass area between TWY MD, PA. ARFF begins inspection of aircraft.
2059 - Request made by 98 to 73 for three busses.
2100 - Request made by 98 to 69A for a crew with speedi-dry for hydraulic fluid on the runway.
2102 - Company representatives cleared to approach aircraft.
2104 - 73 made arrangements to have busses standing by Hangar 12.
2105 - 98 instructed 91 to respond to TWY KG and the VSR to pick up Delta Lead Rep..
2106 - NOTAM issued via FSS (GL) by 99 for closure of RWY 13R/31L
2109 - 94 reports the rep on scene is waiting for additional pins for the aircraft from the Delta Lead.
2110 - Per 99, ATCT (KK) advised FAA Comm Center (VJ)
2110 - 91 pick up Delta Rep and 98 instructed 91 to respond with rep to TWY MD and RWY 31L.
2112 - 69B and crew on scene.
2115 - 97 escorting 69B to RWY 31L and TWY MD to respond to the hydraulic leak.
2117 - VORTEX sent out.
2122 - 74C has two busses on scene. 74 responding with a third bus.
2124 - 74 & 74C escort busses to aircraft. Deplaning begins.
2134 - 74 reports second bus loaded with PAX and PAPD is conducting a head count at this time.
2140 - 69B and crew have addressed hydraulic fluid on RWY and are standing by to complete clean-up after aircraft is removed from runway.
2140 - Third bus being loaded at this time.

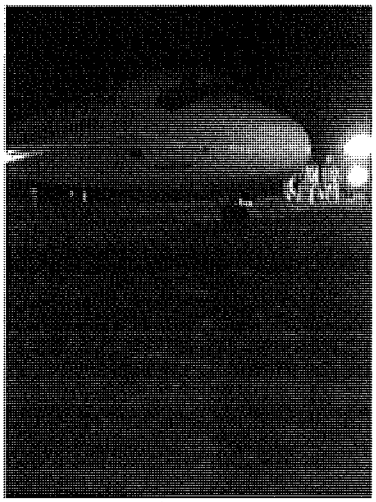
2144 - All passengers have deplaned at this time.
2149 - Super tug has become lodged in the grass area. 98 requests 69B have MESM respond with payloader and chains.
2157 - Busses cleared to T-2, C-60.
2200 - 73 briefed by 98.
2205 - Second tug waiting at TWY N, VSR. 93 responding.
2210 - 93 (MN) on scene with conventional tug and tow bar.
2210 - ARFF securing. Truck 6 remaining on scene with aircraft.
2210 - 99 (MM) completed Special Inspection of RWY 13R/31L.
2220 - Per 74, all passengers have been offloaded at Terminal 2. 74/74C securing.
2230 - Baggage belt loader stuck in grass area adjacent aircraft. Bags to be offloaded by hand.
2230 - 99 advises that Mike's Towing will have two trucks responding to Guard Post W to remove aircraft from safety area.
2240 - 91A escorting tug with baggage to terminal.
2255 - MESM with payloader pulling baggage belt from safety area.
2300 - Baggage belt loader clear of area.
2300 - MESM attempting to remove super tug from grass area with assistance from DAL representatives.
2305 - Mike's Towing standing by Guard Post H. 94 responding.
2309 - Attempt to remove super tug from grass area unsuccessful. MESM responding back to Building 14 to pick up a larger payloader.
2320 - MESM back on scene with large payloader.
2324 - Super tug removed from grass area.
2325 - 94 on scene with two heavy duty Mike's tow trucks.
2330 - DAL Maintenance representatives advise Mike's Towing drivers they will use DAL straps on the aircraft. Mike's Towing will only need to pull aircraft out of area.
2335 - Straps being secured around landing gear.
2345 - Mike's Towing begins pulling aircraft from safety area.
0010 - Aircraft has been removed from the safety area. Straps being removed and aircraft being hooked up to conventional tug.
0016 - 91A (DS) escorting Mike's Towing from the airfield.
0017 - 93 providing follow-me for aircraft to Hangar 17 ramp. Truck 6 and 98 will follow.
0022 - Maintenance crew filling ruts in safety area.
0033 - Conventional tug being removed from aircraft. Aircraft to be towed by a second super tug now on site.
0040 - Small hydraulic spill observed on TWY P BTN TWY PA, PB. 69B will have crew address the area after runway and safety area clean-up has been completed.
0047 - Aircraft blocked at Hangar 17. Truck 6 and all Operations personnel securing. 69B remains on RWY 31L cleaning up remaining hydraulic fluid.
0129 - RWY 13R/31L returned to ATCT by 99 (RD) on 119.1

## ATTACHMENTS

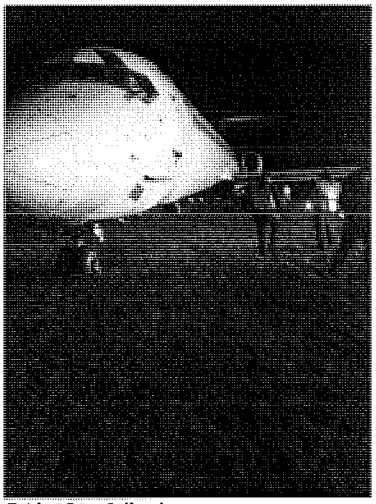
**DAL 886 - 7 (jpg)**



**DAL 886 - 1 (jpg)**



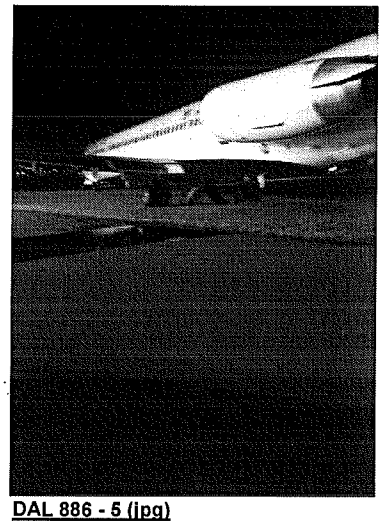
DAL 886 - 2 (jpg)



DAL 886 - 3 (jpg)

DAL 886 - 4 (jpg)

DAL 886 - 4 (jpg)



DAL 886 - 5 (jpg)

DAL 886 - 6 (jpg)

# Airport Operations

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/03/2014 11:31 AM | Entered By | Lynna Jordan |
| Event Date/Time | 4/03/2014 11:31 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Arrival RWY 4L | | |
| Airline | JetBlue | Flight No. | 869 |
| Aircraft Type | Airbus A-320-200 | Registration No. | N559JB |
| | | No. of Passengers (PAX) | 151 |
| PAX Note | | | |
| Fuel | 21,400lbs | | |
| Nature | Pilot reports possible hydraulic issue | | |
| Airline Rep / LOC | | | |
| Phone No. | 347-545-4215 | | |
| W/X METAR | METAR KJFK 031251Z 36008KT 10SM FEW140 BKN250 10/M01 A3014 RMK AO2 SLP205 T01001006 $ | | |

Notes

0938 - Alert 2 pilot advised of possibel hydraulic issue. Pilot requesting equipment. 94 and 93 assigned to Terminal 5 gate 14 to pick up reps. 99 request 97 standby to sweep RWY 31L. 99 will resop RWY 31R if necessary.

0943 - 94 on scene no reps. 94 & 93 advised to stand by at the vehicle service road and TWY F. Also requested to verify company has at least one set of aircraft chocks onboard.

0946 - REps and tug ready. 98LJ closed TWy B between TWY J & F except for inbound emergency.

0950 - JetBlue 869 lands, taxiied to the gate via TWY G,B & D without further incident. 99(AR) completed inspection of RWY 4L, no debris or contamenation found. 99 reports pilot had indicated no further need for assistance.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/03/2014 12:59 PM | Entered By | Arianne Reyes |
| Event Date/Time | 4/03/2014 9:50 AM | Close Date | 4/03/2014 14:03 PM |

## Special Inspection

| Facility | N/S/U | Remarks |
|---|---|---|
| Pavement | Satisfactory | |
| Safety Areas | Satisfactory | |
| Markings | Satisfactory | |
| Signs | Satisfactory | |
| Snow and Ice | Satisfactory | |
| Construction | Satisfactory | |
| Other | | |

0947L - 99AR inspected RWY 4L after Call 3-3 on Jetblue 869, A320, after reporting a hyraulic issue. Aircraft landed safely and taxied to Terminal 5 under own power. No debris found.

KJFK 031251Z 36008KT 10SM FEW140 BKN250 10/M01 A3014 RMK AO2 SLP205 T01001006
$

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/10/2014 8:00 AM | Entered By | Peter Basile |
| Event Date/Time | 4/10/2014 8:00 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Aicraft landing 22L | | |
| Airline | American Eagle | Flight No. | 3517 |
| Aircraft Type | Bombardier CRJ-700 | Registration No. | N525AE |
| | | No. of Passengers (PAX) | 25 |
| PAX Note | 25 pax | | |
| Fuel | 4800lbs. | | |
| Nature | Pilot is requesting equipment; reports control issue. | | |
| Airline Rep / LOC | T8 G32F | | |
| Phone No. | (718) 487-7727 | | |
| W/X METAR | | | |

Notes

0752: ATCT reports Alert 2 on American Eagle 3517; CRJ7 pilot is reporting control issue and is requesting equipment.
0753: American Eagle advises T8/G32F
0754: Subject A/C is 8 min out for 22L
0755: 73 advised 74 to have one bus at GP-'S' on stand by
0801: 94 advises reps on board; subject A/C #1 (14 miles out for 22L). 94 advises rep has no headset available.
0803: 73 advised 98 that one bus (# 755) standing by GP-'S'
0805: Aircraft landed and exited TWY J/ 99T/99 (KG/RD) completed inspection of RWY 22L
0806: ATCT advises subject A/C requires no further assistance needed; equipment securing.
0815: 73 advised 74 to secure the bus
0817: Subject aircraft blocked T-8, Gate 32F
0820: 73 advised media

**Aircraft is a regularly scheduled flight from CYYZ**

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/10/2014 14:20 PM | Entered By | Randy Edwards |
| Event Date/Time | 4/10/2014 14:20 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Arrival RWWY 22L | | |
| Airline | American Eagle | Flight No. | 3490 |
| Aircraft Type | | Registration No. | N545AE |
| | | No. of Passengers (PAX) | 54 |
| PAX Note | | | |
| Fuel | 4,400lbs | | |
| Nature | Pilot reports spoiler indicator problem | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | METAR KJFK 101751Z 17019KT 10SM FEW250 12/M03 A3019 RMK AO2 PK WND 17027/1741 SLP221 T01171033 10117 20078 58023 $ | | |
| Notes | KJFK 101751Z 17019KT 10SM FEW250 12/M03 A3019 RMK AO2 PK WND 17027/1741 SLP221 T01171033 10117 20078 58023 | | |

1357 - Alert 2, American Eagle flight 3490 CRJ-7 reported a spoiler indicator problem. 94 assigned to gate 32F.

1404 - 94 has reps onboard and is responding to the CTA VSE adjacent to TWy F.

1407 - AME 3490 on the ground. 99(AR) entering 22L for inspection.
1408 - All units advised AME 3490 has no further need for assistance. 99(AR) completed inspection, no issues found.
1409 - AME 3490 taxied to gate via TWY J,A and NC.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/15/2014 19:52 PM | Entered By | Lynna Jordan |
| Event Date/Time | 4/15/2014 19:52 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31R | | |
| Airline | American Eagle | Flight No. | 9812 |
| Aircraft Type | Embraer EMB-135LR | Registration No. | N852AE |
| | | No. of Passengers (PAX) | 3 |
| PAX Note | | | |
| Fuel | 5,600lbs | | |
| Nature | Pilot reports de-icing indicator issue | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | METAR KJFK 160051Z 31022G28KT 6SM -RA BKN013 OVC018 07/04 A2976 RMK AO2 PK WND 31030/0030 SLP079 P0001 T00670039 | | |

Notes

1955 - 91 assigned to respond to Terminal 8 Gate 32 to pick up AME reps. 93 responding to stand by for tug if needed.

2004 - AMe 9812 number one for RWY 31R.

2010 - AME 9812 on the ground, taxiing to the ramp. All units securing.

Note: This was a maintenance flight from LGA to DCA.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/22/2014 13:42 PM | Entered By | Stuart Mason |
| Event Date/Time | 4/22/2014 13:42 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 22L | | |
| Airline | Delta Connection | Flight No. | DL 6076 |
| Aircraft Type | Embraer EMB-145LR | Registration No. | N266SK |
| | | No. of Passengers (PAX) | 46 SOB. |
| PAX Note | Aircraft routing BWI-JFK | | |
| Fuel | 3,800lb | | |
| Nature | Pilot reported no flaps: Requested ARFF equipment. . | | |
| Airline Rep / LOC | Leon-DA L ramp | | |
| Phone No. | (718)704-2159 | | |
| W/X METAR | Winds 190 degrees @ 17 knots | | |

Notes

1333 - Subject aircraft landed RWY 22L and exited TWY J. Pilot reported no further assistance required.
1334 - 99 / 99T inspected RWY 22L.
1342 - Aircraft blocked at T-2, Gate P.
1345 - Media Relations (Erica) briefed by 73 (AP).

**Chatauqua Airlines #6076 is a regularly scheduled arrival from BWIA.**

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/29/2014 16:15 PM | Entered By | Peter Basile |
| Event Date/Time | 4/29/2014 16:15 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 13L | | |
| Airline | JetBlue | Flight No. | 9 |
| Aircraft Type | Airbus A-320-200 | Registration No. | N594JB |
| | | No, of Passengers (PAX) | 70 |
| PAX Note | | | |
| Fuel | 29,000 lbs. | | |
| Nature | Pilot is reporting noise coming from the cargo hold; is requesting equipment. | | |
| Airline Rep / LOC | T5/G16 | | |
| Phone No. | (347) 545-4213 | | |
| W/X METAR | KJFK 291951Z 10023G29KT 10SM OVC020 08/04 A3037 RMK AO2 PK WND 11029/1951 RAB02E50 SLP285 P0000 T00780039 $ | | |

Notes

1615: ATCT reports Alert 2; JetBlue 9 pilot reports noise from cargo hold and is requesting equioment.
1616: Subject A/C is 15 min out for 13L.
1624: 99 advises subject A/C landed safely on 13L and requires no further assistance. Noise was unfounded.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 4/30/2014 23:01 PM | Entered By | Ami Patel |
| Event Date/Time | 4/30/2014 22:28 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY13L | | |
| Airline | Sun Country | Flight No. | 248 |
| Aircraft Type | Boeing B-737-800 | Registration No. | N801SY |
| | | No. of Passengers (PAX) | 70 |
| PAX Note | Returnee (KJFK to KMSP) | | |
| Fuel | 24,000 | | |
| Nature | Pilot is reporting engine failure. Pilot is requesting equipment. | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | KJFK 010222Z 11018G32KT 2SM R04R/5500VP6000FT +RA BR BKN008 OVC011 11/09 A3002 RMK AO2 PK WND 09032/0215 P0020 $ | | |

Notes

2230 - Aircraft is #1 to land RWY 13L
2234 - ATCT reports aircraft is now attempting to burn fuel
2248 - Aircraft is #1 to land RWY 13L, five-mile final
2250 - Aircraft landed RWY 13L. Pilot reported no further assistance required. 99 entering runway for inspection.
2251 - Company representatives arrive at T-4, Gate 3
2252 - Pilot advises ATCT there was a severe engine failure #2 engine
2256 - SCX #248 blocked at T-4, Hardstand #62
2316 - Media Relations (Ron Marsico) briefed by 73
2335 - FAA Com Center DF) advised.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 5/01/2014 8:07 AM | Entered By | Lynna Jordan |
| Event Date/Time | 5/01/2014 8:07 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Returnee RWY 22L | | |
| Airline | American | Flight No. | 2493 |
| Aircraft Type | Boeing B-767-200 | Registration No. | N384AA |
| | | No. of Passengers (PAX) | 234 |
| PAX Note | | | |
| Fuel | 48,000lbs | | |
| Nature | Pilot reports number left engine still on but not working properly | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | METAR KJFK 011251Z 19012KT 1/16SM R04R/2000V2400FT FG VV002 12/12 A2981 RMK AO2 SFC VIS 1/4 SLP094 T01220117 | | |
| Notes | $ | | |

0813 - AAL 2493 number 3 to land.

0817 - 94 has representative on board and responding to TWy HB to standby. 93 at Terminal 8 gate 12 awaiting tug crew.

0818 - AAl 2493onthe ground. Taxiied to the gate via TWYs J,A,Q,B, and TA without incident.
NOTE: AAl 2493 was a regularly scheduled flight to Orlando, Florida.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 5/22/2014 19:17 PM | Entered By | Spencer Thornton |
| Event Date/Time | 5/22/2014 19:17 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 22L | | |
| Airline | United (Domestic Flights) | Flight No. | 286 |
| Aircraft Type | Boeing B-757-300 | Registration No. | N588UA |
| | | No. of Passengers (PAX) | 134 |
| PAX Note | | | |
| Fuel | 7500 LBS. | | |
| Nature | Fuel Emergency | | |
| Airline Rep / LOC | Terminal 7 Gate 8 | | |
| Phone No. | | | |
| W/X METAR | | | |

Notes

AT 1835L Alert 2 came over the radio from PAPD that United flight 286 (N588UA, SFO-JFK) was declaring a fuel emergency. The aircraft was 15 minutes out and had 30 minutes of fuel on board. Aircraft landed at 1850L with out incident, exited 22L at KB, required no further assistance, and taxied under its own power to terminal 7 gate 8 followed by 98 ST who inspected the taxi route. All units returned to service at 1852L.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 5/23/2014 16:22 PM | Entered By | Lynna Jordan |
| Event Date/Time | 5/23/2014 16:22 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Terminal 4 on the Taxiway KF entrance | | |
| Airline | Delta | Flight No. | 107 |
| Aircraft Type | Boeing B-767-200ER | Registration No. | N177DZ |
| | | No. of Passengers (PAX) | 210 |
| PAX Note | | | |
| Fuel | N/A | | |
| Nature | 99 observed a brake fire right main gear and pilot reports loss in hydraulic pressure on right side of aircraft. | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | METAR KJFK 232051Z 16006KT 10SM BKN023 BKN030CB OVC075 18/14 A2988 RMK AO2 SLP116 CB N MOV NE VCSH N T01780139 55003 | | |

Notes

1552L - 99(MM) observed smoke coming from the right main gear, confirmed brake fire and requested ARFF presence. ATCT alerted to the situation by 99(MM) via freq. 121.90. 1554L - CC(KV) contacted PAPD via landline and passes on the information. ARFF responding. 1556L - Alert 2 called for DAL 107 at TWY A and KF. 1559L - CC(KV) contacted DAL Operations for representatives. Representatives will meet the aircraft on the ramp with a tug. 99(MM) request buses from 73 to standby. ARFF on scene at TWY KF and requests a frequency to talk to the aircraft. ATCT instructed DAL107 to switch to frequency 121.65 for communications with ARFF personnel. ARFF performed a visual inspection of the main gear. PAPD and PA operations holding all traffic from passing along the vehicle service road behind the aircraft. 1603L - 99 requests Delta reps approach ARFF Truck 2, Sgt. Collins. 1611L - ARFF inspection with Delta reps completed. Tug responding the nose of the aircraft to relocate aircraft to gate 36 at Terminal 4. No passengers were deplaned on the taxiway. 1614L Vortex sent; incident details 1619L - Ops units secured; 99 on scene with ARFF: 1620L - 73 briefed Erica from media relation: 1624L - Service Air bus # 749 & FDNY standing by GP-'W": 1625L J. Spamp & S. Porter briefed; 1633L - ARFF equipment secured. 1636L Vortex sent; incident over. 1637L - 99(MM) notified FAA Comm Center rep (Camacho) with incident details. NIOTE: DAL 107 inbound from Frankfurt Germany.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 5/26/2014 15:12 PM | Entered By | Lynna Jordan |
| Event Date/Time | 5/26/2014 15:12 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | | Flight No. | |
| Aircraft Type | Gulfstream G150 | Registration No. | 10RZ |
| | | No. of Passengers (PAX) | |
| PAX Note | | | |
| Fuel | N/A | | |
| Nature | After landing pilot determines he has no nose wheel steering | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | KJFK 261851Z 23016G21KT 10SM FEW110 SCT180 BKN260 29/09 A2995 RMK AO2 SLP142 T02890094 $ | | |

Notes

1448 - Alert 2 called on an G5. Pilot reports not being able to steering after landing. RWY 31L closed by 99(JC). 1500 - ARFF trucks on scene at TWY Md and RWY 31L. SheltAir advised their assistance would be needed to relocate the aircraft. 1507 - N10RZ reports they will attempt to exit the runway. 1508 - G5 cleared the runway and taxiied to the SheltAir ramp via MD, P, PA, Q and QD without further incident. 1509 - 99 returns RWY 31L to ATCT for use on ground control frequency.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 5/27/2014 13:42 PM | Entered By | Stuart Mason |
| Event Date/Time | 5/27/2014 13:42 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 31 Left. | | |
| Airline | All Nippon | Flight No. | ANA009. |
| Aircraft Type | Boeing B-777-300 | Registration No. | JA- 735A. |
| | | No. of Passengers (PAX) | 200. |
| PAX Note | | | |
| Fuel | Unknown. | | |
| Nature | Pilot reported right engine shutdown after striking lighting on departure. | | |
| Airline Rep / LOC | Lydia, BAA Operations. | | |
| Phone No. | (718)425-5718. | | |
| W/X METAR | Winds 200 degrees at 10 kt. | | |

Notes

AOA 9-3W.S collected a tug for the alert. Escorted the tug to Terminal one ramp.

1339 - All Nippon landed and taxiied to the gate via TWYY PA,B and V.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 6/02/2014 19:05 PM | Entered By | Peter Basile |
| Event Date/Time | 6/02/2014 19:05 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Runway 22L | | |
| Airline | Chataqua | Flight No. | 6077 |
| Aircraft Type | E145 | Registration No. | |
| | | No. of Passengers (PAX) | 47 |
| PAX Note | | | |
| Fuel | 3200lbs | | |
| Nature | Pilot is requesting emergency equipment ; possible blown tire. | | |
| Airline Rep / LOC | T/W M entrance / top of the horseshoe. | | |
| Phone No. | (718) 704-2160. | | |
| W/X METAR | | | |

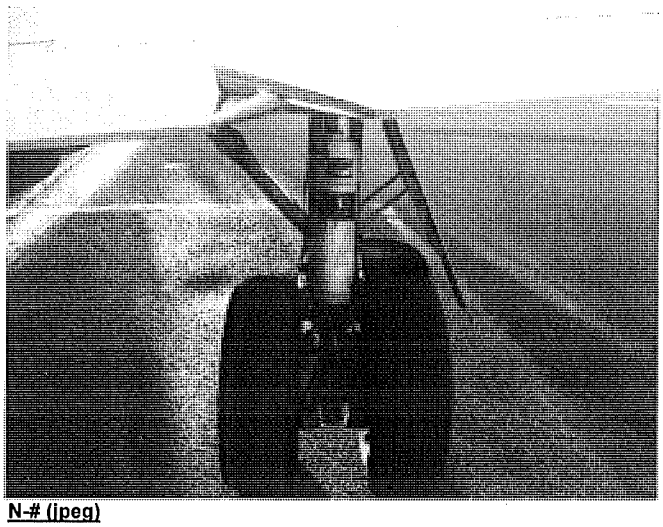
Notes

Chataqua Flight #6077 (N273SK Emb-145) reported a blown tire upon departing CMH to JFK. Aircraft landed with out incident on RWY 22L after which 99 KG inspected runway. After a short inspection by PAPD the aircraft continued under its own power to terminal 2 spot L. Upon further inspection 98 ST found damage to the inner right main tire, right inner flap, dents and marks on the right side of the fuselage, and damage to the #2 engine. RWY 22R was inspected by 99 KG and returned to service and the taxi route of the aircraft back to the gate.

1858: ATCT advises Alert 2 (see above)
1901 : 2nd call placed to Delta Ops.for location of reps T/W M entrance @ top of horshoe.
1904: Received a call from Columbus, OH advising that A/C did blow tire on takeoff.
1906: A/C did low fly by and go around; 99 advises looks like tire is intact.
1911: Reps & tug on the way with 93 & 94.
1922: Subject A/C lands on R/W 22L; R/W closed on touchdown.
1923: 91A on the way with Scherling broom.
1930: R/W 22L reopened @ this time as per 99.
1932: A/C taxiing under its own power; tug is following back to gate. 98 ST followed aircraft back to the gate and inspected taxi route.
1934: 93 & 94 securing @ this time.
1940: A/C @ T2 / Spot L.

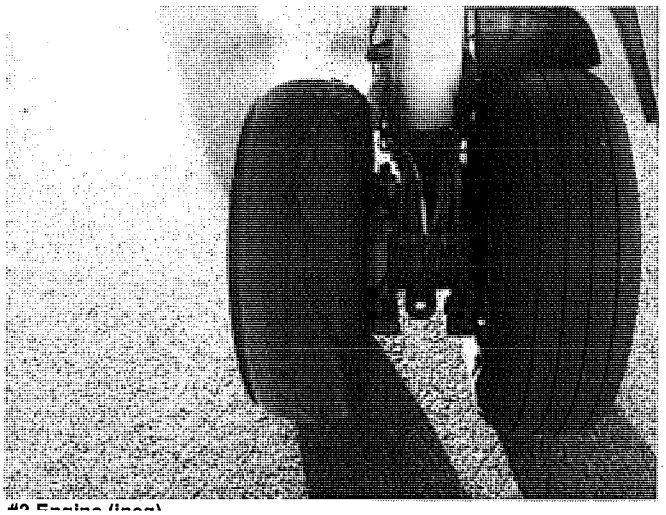
**ATTACHMENTS**

**Flap (jpeg)**



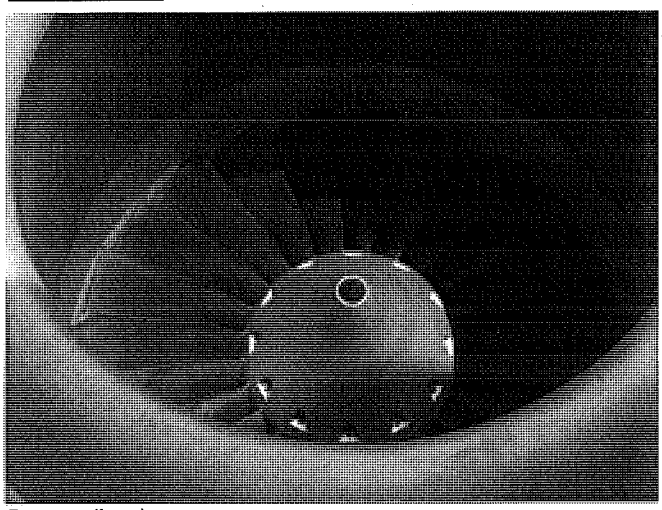
N-# (jpeg)

Tire (jpeg)



#2 Engine (jpeg)

**#2 Engine (jpeg)**



**Damage (jpeg)**

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 6/19/2014 0:03 AM | Entered By | Stuart Mason |
| Event Date/Time | 6/19/2014 0:03 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 04L | | |
| Airline | Delta Airlines, Inc. | Flight No. | DL471. |
| Aircraft Type | B-767-400ER. | Registration No. | N828MH. |
| | | No. of Passengers (PAX) | 206 SOB. |
| PAX Note | | | |
| Fuel | 120,000 lb. | | |
| Nature | Aircraft was a returnee (JFK-GRH_Sao Paolo). Pilot reported an overweight landing-requested emergency equipment. | | |
| Airline Rep / LOC | Amar, Dal ramp control, Terminal 04. | | |
| Phone No. | (718)704-2160. | | |
| W/X METAR | Winds 040 degrees @ 05 knots. | | |

Notes

2348 - Alert 2 DELTA 471 returnee, overweight with cabin temperature issues.

2352 - 94's assigned to pick up reps at Terminal 4 gate 33.

2357 - DAL 741 on the ground, pilot advises no further assistance needed. Taxxied to the rmp via TWY Y and H into Terminal 4.

0002 - DAL 471 on the gate.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 6/20/2014 20:24 PM | Entered By | Lynna Jordan |
| Event Date/Time | 6/20/2014 20:24 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 4L Diversion arrival | | |
| Airline | Delta | Flight No. | 66 |
| Aircraft Type | B767 | Registration No. | N175DZ |
| | | No. of Passengers (PAX) | 215 |
| PAX Note | | | |
| Fuel | 54,500lbs | | |
| Nature | Pilot reports engine bleed problem | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | KJFK 210051Z 35009KT 10SM BKN250 25/02 A2993 RMK AO2 SLP134 T02500017 $ | | |

Notes

2026 - Alert 2 DAL 66 inbound for RWY 4L with engine bleed problem.

2030 - All ARFF equipment in place.

2039 - DAL 66 on the ground. Aircraft taxiied to the gate via TWY G, A & KG without incident.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 6/29/2014 22:08 PM | Entered By | Arlief Johnson |
| Event Date/Time | 6/29/2014 22:08 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 22L | | |
| Airline | Luftansa | Flight No. | 465 |
| Aircraft Type | B747-400 | Registration No. | DABTL |
| | | No. of Passengers (PAX) | 321 |
| PAX Note | Frankfurt - to Orlando - Redirected to JFK | | |
| Fuel | 159,000LBS | | |
| Nature | Engine # 1 Failure | | |
| Airline Rep / LOC | | | |
| Phone No. | 718 751 2281 | | |
| W/X METAR | KJFK 300151Z 18007KT 10SM FEW090 SCT280 22/17 A3015 RMK AO2 SLP210 T02170172 $ | | |

Notes

Alert 2
2200 - Contacted Luftansa operation and asked for a place where PA can pick up Reps. Luftansa ops said gate 4 terminal 1.
2201 - 94 is standing by gate 4, terminal 1 luftansa reps are not there.
2204 - Second call was made to Luftansa Ops for reps.
2205 - 98 told 94 when she gets the reps to take them to the VSR and T/W HB.
2212 - Luftansa 465 landed on R/W 22L and exited at T/W J without incident.
2213- 99 said 94 and 93 can resume normal.
2214 - Aircraft taxi to terminal 4 , H. S. 61 under its own power. 98 followed A/C to terminal, no further issues.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 6/30/2014 11:06 AM | Entered By | Stuart Mason |
| Event Date/Time | 6/30/2014 11:06 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Runway 31L | | |
| Airline | American Airlines, Inc. | Flight No. | AA1549. |
| Aircraft Type | B-767-300ER. | Registration No. | N350AN. |
| | | No. of Passengers (PAX) | 222. |
| PAX Note | Returnee (JFK to MTPP) | | |
| Fuel | 65,000lb. | | |
| Nature | Pilot reported left engine vibration. Pilot requested ARFF equipment. Overweight landing. | | |
| Airline Rep / LOC | Dashka, AAL terminal 08 ramp. | | |
| Phone No. | (718)487-7350. | | |
| W/X METAR | KJFK 301451Z 20007KT 10SM FEW019 BKN075 BKN130 BKN250 25/19 A3010 RMK AO2 SLP191 T02500189 58009 $ | | |

Notes

Aircraft was a returnee, JFK-PAP (Port Au Prince, Haiti.).

1110 - Aircraft blocked at T-8, Gate 8.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 7/02/2014 11:46 AM | Entered By | Stuart Mason |
| Event Date/Time | 7/02/2014 11:46 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 13 Right./ Terminal 02. | | |
| Airline | Delta Connection (Flagship). | Flight No. | FLG 3610. |
| Aircraft Type | CRJ 900 Series. | Registration No. | N931XJ. |
| | | No. of Passengers (PAX) | 68. |
| PAX Note | | | |
| Fuel | 6,000 LB. | | |
| Nature | Pilot reported Nose wheel steering problem. Requested ARFF and a tug and tow. | | |
| Airline Rep / LOC | Rachel and 'Ali, DAL Ramp Control, Terminal Four. | | |
| Phone No. | (718)704-2160. | | |
| W/X METAR | KJFK 021451Z 17008KT 10SM FEW015 SCT250 28/22 A2991 RMK AO2 SLP129 T02780222 52001 | | |

Notes

Flight routing was BUF-JFK. A/C Cleared to land on R/W 13 Right @ 1132 Local.
Taxiied back to his terminal without assistance.R/W 13R closed @ 1136 Local and resop @ 1138 Local by ADM Y.M.

1141 - Subject aircraft blocked at T-2, C66 (P). (98KW)

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 7/02/2014 13:03 PM | Entered By | Stuart Mason |
| Event Date/Time | 7/02/2014 12:20 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 13R | | |
| Airline | Delta Air Lines | Flight No. | DL 477. |
| Aircraft Type | Airbus Industrie A-330-200. | Registration No. | N820 NW. |
| | | No. of Passengers (PAX) | 298 |
| PAX Note | | | |
| Fuel | 20,000lb. | | |
| Nature | Pilot reported a hydraulic failure and requested ARFF and a possible tug & tow. | | |
| Airline Rep / LOC | ALI' Delta Airlines Ramp Control, Terminal 04. | | |
| Phone No. | (718) 704-2160. | | |
| W/X METAR | KJFK 021551Z 17013KT 10SM FEW040 SCT250 28/22 A2992 RMK AO2 SLP132 T02830222 | | |

Notes

Called Delta Ramp Control several times., at 1218 Local, 1225 Local 1233 Local. AADM K.W. also called DAL Ramp Control at 1235 Local.
1222 - DAL 477 landed RWY 13R and attempted to exit at TWY L. Nose gear is turned at ninety-degree angle and aircraft has not cleared the runway.
1224 - RWY 13R/31L CLSD on 121.9 by 99. TWY B BTN TWY LA, KG CLSD on 121.9 by 98.
1225 - 94/93 still awaiting company representative and tug
1229 - ARFF reporting a leak from the right main gear
1229 - 69A contacted by 98 for speedi-dry.
1233 - No response by Delta. 94/93 attempting to locate other ramp personnel at T-4. 80 offers to send sector car to T-4
1235 - Delta Ops contacted by 98 and advised them response is required immediately.
1237 - 94/93 has tug and company representative and responding to runway.
1239 - Three ARFF trucks securing. 80 and Trucks 2/4 remain on scene.
1242 - Delta representatives attempting to turn nose gear.
1244 - 63 on scene.
1249 - Delta representatives successful in turning nose gear.
1254 - Aircraft under tow to T-4, B-30. 93 providing follow-me. Trucks 2/4 securing.
1255 - 63 reports water only on pavement. No hydraulic fluid on the ground.
1256 - TWY B BTN TWY LA, KG opened on 121.9 by 98
1258 - RWY 13R/31L opened by 99 on 121.9
1310 - Aircraft blocked at T-4, B-30
73 issued VORTEX messages.
**Aircraft is a regularly scheduled arrival from LEBL/BCN (Barcelona)**

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 7/05/2014 12:36 PM | Entered By | Stuart Mason |
| Event Date/Time | 7/05/2014 12:36 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 31 left. | | |
| Airline | Icelandair. | Flight No. | FI613. |
| Aircraft Type | B-757-200ER. | Registration No. | TF-FIS. |
| | | No. of Passengers (PAX) | 174 SOB. |
| PAX Note | | | |
| Fuel | 11,600lb. | | |
| Nature | Pilot reported No. 2 engine shut down; requested ARFF equipment. | | |
| Airline Rep / LOC | British Airways ramp control. Liz. | | |
| Phone No. | (718)425-5718. | | |
| W/X METAR | Winds 340 degrees at 13 Knots. | | |

Notes

AOA S.R. responded to Terminal 07, Gate 02. A/C landed @ 1232 Local, and taxied back to terminal 07 on its own.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 7/12/2014 19:50 PM | Entered By | Stuart Mason |
| Event Date/Time | 7/12/2014 19:50 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | T/W's Q and N. | | |
| Airline | Jet Blue Airways, Inc. | Flight No. | B6669 (JFK-SJO). |
| Aircraft Type | Airbus Industrie A-320-200 | Registration No. | N509JB. |
| | | No. of Passengers (PAX) | N/A |
| PAX Note | | | |
| Fuel | N/A | | |
| Nature | Pilot reported smoke indicator light is on for one of the restrooms. Pilot requested ARFF equipment. | | |
| Airline Rep / LOC | Esteban, Wendy. | | |
| Phone No. | (347)566-6620. | | |
| W/X METAR | KJFK 122351Z 18016G21KT 10SM FEW010 SCT260 23/20 A3016 RMK AO2 SLP213 T02280200 10272 20228 56010 $ | | |

Notes

Aircraft returned to Terminal 05, Gate 01, under its own power. A/C routing JFK/Norman Mineta Int'l-San Jose, CA.

1947 - 98LJ requested on bus from 73. 94 assigned to Gate 1 at Terminal 5 to pick up representatives.

1950 - Bus number 750 assigned to Post W. 93 assigned to escort bus, if needed.

Erica from Media Notified

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 7/15/2014 5:28 AM | Entered By | Lynna Jordan |
| Event Date/Time | 7/15/2014 5:28 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31L - RETURNEE | | |
| Airline | TRAVEL SPAN | Flight No. | 501 |
| Aircraft Type | 767 | Registration No. | N769VA |
| | | No. of Passengers (PAX) | 210 |
| PAX Note | | | |
| Fuel | 76,800lbs | | |
| Nature | Pilot reports a compressor stall | | |
| Airline Rep / LOC | | | |
| Phone No. | | | |
| W/X METAR | METAR KJFK 150900Z 16004KT 1/2SM R04R/6000VP6000FT BR OVC003 21/20 A2981 RMK AO2 SFC VIS 5 $ | | |

Notes

0438 - TravelSpan (Ruby) 501 returning to JFK after having expreienced a compressor stall. CC unable to make contact with anyone a Terminal One. 93 contacts ASIG personnel and a tug is made available.

0449 - Ruby 501 performed a missed approach.

0503 - Ruby 501 on the ground. 99 and 97 entering RWY 31L for inspection.

0507 - 99 and 97 clear RWY 31L no debris found.

0509 - 93 and 94 advise service company ASIG standing by to accept aircraft. No jetbridge will be atttached to the aircraft until Terminal One ramp control come in.

0510 - ASIG tows Ruby 501 onto gate after it enters the ramp via TWY N. All units securing.

0526 - Erica of PA Media Relations called and was updated about the alert.

****See Air Park****

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 7/29/2014 1:14 AM | Entered By | Ricardo Chunga |
| Event Date/Time | 7/29/2014 1:14 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | On R/W 13R/31L adjacent to taxi way MD & PA. | | |
| Airline | Chautauqua | Flight No. | CHQ 6093 |
| Aircraft Type | E145 | Registration No. | N565RP |
| | | No. of Passengers (PAX) | 45 |
| PAX Note | | | |
| Fuel | 3,600 | | |
| Nature | Chautauqua flight CHQ 6093 departed Laguardia in route to Dayton Ohio but diverted to JFK with possible blown tires. | | |
| Airline Rep / LOC | | | |
| Phone No. | 718-704-8876 | | |
| W/X METAR | KJFK 290251Z 31015G22KT 10SM FEW032 SCT250 22/14 A2969 RMK AO2 SLP053 T02220144 51027 | | |

Notes

2230hrs - Chautauqua flight CHQ 6093 departed Laguardia in route to Dayton Ohio but was diverted to JFK with possible blown tires.
22402hrs - Aircraft made a low pass approach over RWY 31R. 99 and Fire trucks unable to see aircraft tires.
2250hrs - A/C landed safely on RWY 31L. RWY 31L/13R was now closed. Pilot requested buses on the runway to deplane passengers. A/C on RWY 31L, abeam TWY MD and PA. RWY sweep completed and no debris was found.
2255hrs - 91 Escorting buses onto the RWY, Tug and town and mechanic were also escorted onto the RWY.
2310 - P.A. Media briefed (RM).
2323hrs - Buses exiting the runway with passengers on board and heading over to Terminal 2, gate C -64J
2325hrs - Aircraft under tow being escorted to terminal 2, gate C -64J
2329hrs - 99AR Resoped RWY 31L/13R.
2336hrs - Alert secured by 99, aircraft undertow entering terminal 2 ramp area.
0100hrs - FAA COM Center notified (JC)

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 8/11/2014 10:35 AM | Entered By | Brinton Esty |
| Event Date/Time | 8/11/2014 10:29 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Runway 31L | | |
| Airline | American Airlines | Flight No. | AAL1357 |
| Aircraft Type | B767- 300 | Registration No. | N348AN |
| | | No. of Passengers (PAX) | 181 |
| PAX Note | Returnee JFK to TJSJ, departed Runway 22R @ 0914hrs. | | |
| Fuel | 3hrs. | | |
| Nature | Pilot reported a Hydraulic problem | | |
| Airline Rep / LOC | Terminal# 8, Gate# 12 | | |
| Phone No. | (718) 487-7350 | | |
| W/X METAR | KJFK 111051Z 13004KT 10SM FEW250 22/18 A3014 | | |

Notes

1024hrs - Tower advised of an Alert inbound due to no hydraulic. A/C was requesting a tug and tow.
1039hrs.- Aircraft landed and exited RWY 31L at TWY PC and turn into TWY P, holding short of TWY PB.
1040hrs.- (99) closed Runway for inspection.
1042hrs.- Aircraft stopped on Taxiway " P " mechanics were escorted to the aircraft. Tug dispatched from TWY N by 93.
1052hrs.- (99) Inspected RWY 31L and re-opened Runway.
1055hrs - Truck 1 reported a small hydraulic leak, aircraft shut down engines as a precaution.
1100hrs.- Aircraft under-tow to Terminal# 8, Gate# 46, (93) providing follow-me.
1102hrs - TWY P BTN PC AND PB closed via cell phone with ATC for clean up. Environmental was on scene and displaced 1 bag of speedy dry, no drains involved.
1118hrs - TWY P BTN PC AND PB re-open via 121.9 Area inspected and all debris was picked up sweeper.
1122hrs - AAL clear of all TWY's and pulling into gate 46. 98S and 98T conducted an inspection of TWY, P, N, B and T.
1123hrs - 99 advised all man and equipment resuming normal operations.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 9/05/2014 21:09 PM | Entered By | Peter Basile |
| Event Date/Time | 9/05/2014 21:09 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | Subject A/C landing R/W 22R | | |
| Airline | Jet Blue | Flight No. | 71 |
| Aircraft Type | A320 | Registration No. | N766JB |
| | | No. of Passengers (PAX) | 137 |
| PAX Note | | | |
| Fuel | 37,000 lbs. | | |
| Nature | Pilot declared emergency but did not request equipment; pressurization issue | | |
| Airline Rep / LOC | T5/ G14 | | |
| Phone No. | (347) 545-4215 | | |
| W/X METAR | METAR KJFK 060051Z 19011KT 10SM SCT006 SCT040 25/23 A3005 RMK AO2 SLP175 T02500233 $ | | |

Notes

2106: ATCT advises Alert 2; A/C is on 12 mile final landing 22R.
2107: Jet Blue advises T5/ G14 for reps.
2109: Reps standing by.
2110: 99 advises subject A/C requires no further assistance; 98 following A/C back to gate.
2113: Reps advised that A/C taxiing to gate.
NOTE: Flight from Salt Lake City Int'L

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 10/10/2014 20:26 PM | Entered By | Peter Basile |
| Event Date/Time | 10/10/2014 20:26 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 31L | | |
| Airline | American Airlines | Flight No. | 290 |
| Aircraft Type | B757 (Heavy) | Registration No. | N173AN |
| | | No. of Passengers (PAX) | 156 |
| PAX Note | | | |
| Fuel | 52,600 lbs. | | |
| Nature | Pilot cannot retract landing gear and is requesting equipment. | | |
| Airline Rep / LOC | T8/G12 (Reps & tug) | | |
| Phone No. | (718) 487-7350 | | |
| W/X METAR | Winds 200 @ 5 | | |

Notes

2020:ATCT advises alert 2, AAL 290 is returnee; landing gear will not retract/ overweight landing on R/W 31L. Subject A/C 20 min. out.

2021: AAL advises T8/G12 for rep. & tug/ 93 (JL) & 94 (DV) advised.

2026: 93 was standing by gate still waiting for tug and tow. OPS made a second call. 93 advised by 98 to respond to T1 RVSR when he has the rep.

2035: 98 advises A/C landed 31L.

2038: 99 advises subject A/C taxling back to T8/G8; all units except 98 can secure.

2040: AAL Ops. Advised to have supervisor to meet 98 @ G8 to discuss issue with tug. AAL tug driver nevers showed for the alert. Tug was not needed as it taxy under its own power.

2041: 98 inspected TWY PC, P, N, NC.

2045: Subject A/C clear of all T/W's as per 98.

2047: Aircraft blocked at gate 8, T8, with no further issues.

**********

98 spoke with T8 maintenance supervisor Walter Kenneth regarding failure to respond to alert with tug and tow. He was reprimanded and made aware of the importance of an expedited response to an alert. AAL maintenance supervisor will brief with his staff and reassure proper response in the future.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 10/12/2014 15:21 PM | Entered By | Arlief Johnson |
| Event Date/Time | 10/12/2014 15:21 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | R/W 31L | | |
| Airline | Mercury | Flight No. | 5919 |
| Aircraft Type | E170 | Registration No. | N202JQ |
| | | No. of Passengers (PAX) | 29 |
| PAX Note | Aircraft left LGA going to DC redirected to JFK | | |
| Fuel | 6000LBS | | |
| Nature | Aircraft Lost power in its Number 1 Engine | | |
| Airline Rep / LOC | David /Delta | | |
| Phone No. | 718 704 2160 | | |
| W/X METAR | KJFK 121951Z 19009KT 10SM FEW060 SCT180 SCT260 16/03 A3027 RMK AO2 SLP250 T01610033 $ | | |

Notes

1521L - 99(JS) , 98(RC), 94(DV) and 93(DC) went to respond to Alert 2
1525L - Aircraft landed on R/W 31L and exited at T/W MD heading back to T-4 Pad 63 under its own power.
98(RC) followed aircraft back to terminal checking for FOD along the way.
99(JS) inspected R/W 31L after the aircraft landed, no FOD found.
1541L - 98 reported Aircraft clear of the movement area.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 10/25/2014 0:10 AM | Entered By | Mariana Gerges |
| Event Date/Time | 10/25/2014 0:10 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | AAL (American Airlines) | Flight No. | 78 |
| Aircraft Type | B777 | Registration No. | N719AN |
| | | No. of Passengers (PAX) | 238 |
| PAX Note | DFW -DHR was routing (Diversion) (from Dallas Fort Worth-origin to London Heathrow-destination) | | |
| Fuel | 104,000 lbs. | | |
| Nature | Fuel Leak Center Tank | | |
| Airline Rep / LOC | Robert Ramp Control | | |
| Phone No. | 1-718-487-7350 | | |
| W/X METAR | KJFK 250351Z 32008KT 10SM FEW250 13/04 A2984 | | |

Notes

0007 Alert 2 In progress / All emergency units deployed.
0018 94 AOA DV has AAL Representatives on board. 94 Standing by VSR and TWY NB per 98T HK.
0020 93 AOA RW at standby by Gate 12/ Term 8 for the tug and tow.
0035 Subject A/C touch down onto RWY 31L and landed safely without incident.
0035 99 inspecting RW 31L
0037 Subject A/C Turned off TWY PA and parked on TWY P to have ARFF units to Inspect A/C.
0038 Per 98T AADM HK have AOA with reps to meet up with A/C at TWY P.
0045 Subject A/C taxi on own power to Term # 8, and to block at Gate # 4.
0050 A/C at gate.
0100 76 advises that pax are being rebooked onto another a/c and flight is expected to depart at 0300.
0330 Peter of AAL advises a/c is finishing being loaded with catering and new ETD is 0400.
0340 A/C departs

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 10/25/2014 23:07 PM | Entered By | Mariana Gerges |
| Event Date/Time | 10/25/2014 23:08 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31 L | | |
| Airline | DAL (DELTA) | Flight No. | 402 |
| Aircraft Type | 767-400 | Registration No. | N835MH |
| | | No. of Passengers (PAX) | 183 |
| PAX Note | DL 402 from (JFK) New York to (LHR) London (RETURNEE) | | |
| Fuel | 13,400 lbs. | | |
| Nature | Unreliable Air Speed Indicator Issue | | |
| Airline Rep / LOC | Gary | | |
| Phone No. | 1-718-704-2160 ext042159 | | |
| W/X METAR | KJFK 260251Z 23016KT 10SM FEW250 16/08 A2961 RMK AO2 SLP025 T01610083 57017 | | |

Notes

2308 Alert 2 in Progress / All emergency units deployed.
2310 Delta ops contacted to provide reps and tug and tow for subject A/C.
23:16 AOA 94 DV to get reps from Term #4 gate # B-24.
2317 AOA 93 MS copies for tug,
2318 AADM 98 HK advises 94 to standby Hangar 12 with reps.
2323 Subject A/C will go around per ADM 99 YM.
2030 Subject A/C next to land from JFK Tower to Emergency ARFF Truck 1.
2324 AOA 94 DV no joy/ no contact at T4 G B-24.
2324 AOA 93 MS made contact with tug and tow, standby at H12.
2325 Placed 2nd call to Delta Ops for Rendezvous point. New point Term 4 Gate 32. Pa ops Notified AOA 94.
2328 AOA 94 DV to AADM 98 HK; has Delta Representative on board to head to Hangar 12.
2323 Per AADM 98 HK to AOA 94 DV: head to TWY QC and standby.
2324 DAL 402 touch down and landed safely onto RWY 31L without incident.
2335 NFA (No Further Assistance) requred per JFK Tower to Truck 1.
2336 AOA 93 MS may secure per AADM 98 HK.
2337 Per ADM 99 YM to AADM 98 HK: to follow subject A/C back to the gate.
Subject A/C to block at Term 4 Gate B-24.
2341 Per AADM 98 HK to ADN 99 YM; Subject A/C is blocked at Term 4 Gate 24.
2342 Per AADM 98 HK A/C Tail #: N835MH.
0040 Delta Ops advises pax are reboarding a/c and are expected to depart at 0115.
0108 A/C departs.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 10/26/2014 2:03 AM | Entered By | Mariana Gerges |
| Event Date/Time | 10/26/2014 2:03 AM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31R | | |
| Airline | DAL (Delta) | Flight No. | 402 |
| Aircraft Type | 767-400 | Registration No. | N835MH |
| | | No. of Passengers (PAX) | 103 |
| PAX Note | 2nd Incident-DL 402 from (JFK) New York to (LHR) London (RETURNEE)- Diverted back to JFK Airport | | |
| Fuel | 82,000 lbs. | | |
| Nature | Unreliable Air Speed Indicator Issue (same issue as previous Alert 2) | | |
| Airline Rep / LOC | Jerry | | |
| Phone No. | 1-718-704-2160 | | |
| W/X METAR | KJFK 260551Z 26007KT 10SM BKN055 OVC070 16/08 A2956 RMK AO2 SLP011 T01560083 10172 20150 56014 | | |

Notes

0210 Alert 2 in Progress / All emergency units deployed.
0210 Delta ops contacted to provide reps and tug and tow for subject A/C.
0211 AOA 94 DV to get reps from Term #4 gate # B-24 and TWY KF.
0211 AOA 93 MS makes contact with tug At TWY KF.
0211 AADM 98 HK advises 93 to standby with tug by TWY V & VSR.
0213 Subject A/C; DAL 402 touch down and landed safely onto RWY 31R without incident.
0214 AADM 98 HK: to follow subject A/C back to the gate
0215 AOA 94 DV no joy/ no contact at T4 G B-24.
0215 Per AADM 98 HK to AOAs 94 & 93 to secure.
Subject A/C to block at Term 4 Gate B-24.
0225 Per AADM 98 HK to ADM 99 YM; Subject A/C is blocked at Term 4 Gate 24.
0026 Per AADM 98 HK A/C Tail #: N835MH is same as previous Alert 2.
0027 Per AADM 98 RD to JFK Tower; A/C Blocked At Term 4 Gate B-24 without incident.
0503 Andrea from Delta Ops advised that the clight is cxld and pax are being rebooked on other Delta flights to LHR.

# Airport Operations

| | | | |
|---|---|---|---|
| Log Entered | 11/12/2014 23:01 PM | Entered By | Mariana Gerges |
| Event Date/Time | 11/12/2014 23:01 PM | | |

## Potential Aircraft Emergency (Major)

| | | | |
|---|---|---|---|
| Location | RWY 31L | | |
| Airline | Delta | Flight No. | 471 |
| Aircraft Type | B767-400 | Registration No. | N831MH |
| | | No. of Passengers (PAX) | 198 |
| PAX Note | Departed KJFK (John F. Kennedy International Airport) destination SBGR (San Paulo International Airport) diverted back to JFK | | |
| Fuel | 134,000 lbs. | | |
| Nature | Unknown Electrical Problem (Pilot not requesting equipment.) | | |
| Airline Rep / LOC | Andrea | | |
| Phone No. | 1-718-704-2160 | | |
| W/X METAR | KJFK 130351Z 34007KT 10SM FEW038 08/03 A3008 RMK AO2 SLP184 T00830028 | | |

Notes

Alert 2 in progress;.
2300L - All emergency units deployed; ADM 99 (AR),AADM 98(KW), AADM 98T(MJ),AOA 94(BR),AOA 93(MS), PAPD, and ARFF responding to an Alert 2
2301L - Delta ops contacted to provide reps and tug and tow for subject A/C.
2305L - 94 was told per PA Ops to respond to T-4 gate 32B to pick up reps
2308L - 94 confirming whether to respond to gate 33 or 32. Ops confirms 32.
2310L - 94 awaiting reps and will be responding to H-12 ramp to standby per 98.
2311L - Delta dumping fuel per JFK tower.
2314L - 93 advised to remain with Delta tug on T-4 ramp per 98.
2323L - 94 to 98; has Delta reps and standing by H12.
2345L - JFK tower to ARFF Truck 3; Subject A/C is 15 minutes out for arrival.
0010L - JFK tower to ARFF Rescue Truck 1; Subject A/C is 20 miles out for arrival.
0012L - Subject A/C cleared to land. 99 requests JFK Tower to standby for RWY 31L inspection at KE.
0016L- Delta landed on R/W 31L without incident and exited at T/W PA. Per 99 all can secure at this time.
0018L - 99 entered RWY 31L for inspection and completed inspection-no debris found.
0024L - Per 98; subject A/C is blocked at Term 4; Gate 30.