

**Torres Rojas, Genara**

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**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 Laganrdia 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

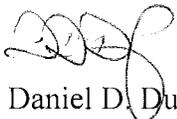
Dear Ms. Cheng:

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	RNWX 22	Delta	Boeing MD-88	137/6	MIA	
Indicator light	1831- ATCT reports aircraft with indicator light in cockpit showing. 1832- PAPD rolling three trucks. 1835- 98 reports 2 miles out. C21 for tug/tow. 61 copies. 1837- Aircraft landed without issue. 98 will follow to gate. 1842- 98 reports a/c at gate.			2044	N934DL	6:42:00 PM	LGA
1/22/2013 8:31:00 AM	ChrisPlunkett	RNWX 31	Chataqua	Embraer ERJ-145ER	17/3	Dayton OH	
Hydraulic problem	0825- Call 42. Aircraft has possible hydraulic leak. Number 2 to land. 0830- Subject aircraft landed without incident and indicates no further assistance needed. 0831- 90 to do inspection for hydraulic leak. 0833- 90 indicates 98 can secure. 0839- Subject a/c at blast fence.			6091	N562RP	8:33:00 AM	LGA
7/21/2013 11:05:00 AM	Nick Zawada	RNWX 4	Delta	Bombardier CRJ-700	45/4	Charlotte	
inboard spoiler alert	1105- ATCT calls for condition 42, inboard spoiler alert. 1106- PAPD sending two pieces of equipment. 1106- Aircraft landed safely, 90 advises no further. He is following subject to gate. 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. 2252- Subject landed w/o incident. 90 advises to secure and he will follow to gate. 2258- Subject a/c has gated at C23.			1976	N968DL	10:58:00 PM	LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>	
<i>Nature</i>	<i>Minor Aircraft Notes</i>			<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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. 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. 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 problem				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 90,98 61 72 51 ARFF responding.			3289	N101HQ	08:09	LGA
<p>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.</p> <p>All Ops units were secured.</p>							
4/8/2014 6:44:00 PM	Chris Plunkett	RWY 22	American	Boeing B-737-800	150/5	DFW	
Flap condition	1846L- A/C landed without incident, requesting no further assistance. Alert secured			1847L- 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

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<i>Nature</i>	<i>Minor Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>	
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	jlarent	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	

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<i>Nature</i>	<i>Minor Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>	
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. 1512L - Helicopter taxis from TWY BB helipad to 5 towers under own power. 1515L - Helicopter at 5 towers. 1527L - Taxiing to TWY BB for departure. 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 0720: Aircraft lands without incident.90/98 following the subject A/C to the ramp area. 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.  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. 1943: Ops reports will go to spot 4 1946: 98 reports aircraft is on the ground, taxiing on its own power. 1951: 98 reports aircraft at gate. All can secure.		5222	N923EV	19:51	KLGA	

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<i>Nature</i>	<i>Minor Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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.		904	N201LV	11:13	KLGA
	1113L - Subject aircraft landed RWY 31 without incident; no further assistance required.					
	***Southwest Airlines flight# 904 schedule flight inbound from Houston Texas (HOU).					
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.		1986	N968DL	2000	LGA
	2000L - Aircraft landed on RWY 22 without incident.					
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. AmEagle Envoy 3628. PAPD rolling 2 pieces, subject at T/W B-north of T/W Y. Ops responding. 90 inspected subject aircraft and found a negative condition		3628	N514AE	13:06	LGA
	1304- Subject taxiing to gate C-3. 72 advised by 90. 90 advises that smoke is most likely dust from overnight work. 1306- Subject has cleared taxiway system. 90 secured alert. Subject at C-3.					

Total Entries 21

## ALERT 2 / CALL 43

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
1/1/2013 1:55:00 PM	<i>jinterli</i>	<i>RWY 31</i>	<i>American Eagle</i>	<i>CRJ 70</i>	<i>31/4</i>	<i>CLT</i>
Flap problem	ATCT advises flight 4578 is number 3 on approach for rwy 31 approximately 5 minutes out LGA.  90,98,61, ARFF responding.  1359hrs- Aircraft landed rwy 31 without incident. Responding units securing. Aircraft is taxiing to gate on its own power.  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	<i>Ron Provenza</i>	<i>RWY 31</i>	<i>American Eagle</i>	<i>CRJ 70</i>	<i>31/4</i>	<i>CLT</i>
Flap problem	ATCT advises flight 4578 is number 3 on approach for rwy 31 approximately 5 minutes out LGA.  90,98,61, ARFF responding.  1359hrs- Aircraft landed RWY 31 without incident. Aircraft is taxiing to the gate area  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	<i>ChrisPlunkett</i>	<i>RWY 31</i>	<i>American Eagle</i>	<i>Bombardier CRJ-700</i>	<i>39/ 4 crew</i>	<i>Atlanta</i>
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	<i>Ron Provenza</i>	<i>Arriving RWY 13</i>	<i>Air Canada</i>	<i>Bombardier CRJ-200</i>	<i>28/3</i>	<i>YOW - Ottawa</i>
Flap issue	1944L - Aircraft landed without incident, exited at TWY M, requires no further assistance.  90 following aircraft to the gate.		7734	CFSJF	7:45:00 PM	LGA

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<i>Nature</i>	<i>Major Aircraft Notes</i>			<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
1/13/2013 8:41:00 PM	Ron Provenza	Arriving RWY 13	Delta	Bombardier CRJ-700	53/4	Pittsburgh	
Steering issue	<p>Delta/GoJet advises they're having a problem with steering, may have corrected in flight.</p> <p>2044L - Delta Gate C31 for reps, tug and tow.</p> <p>2047L - 61 standing by Gate C31 with tug and tow.</p> <p>72 standing by Post 1</p> <p>2048L - Delta advises they have two busses at the Delta blast fence ready if needed.</p> <p>Delta Ops. advises aircraft will taxi to Gate D5 upon arrival.</p> <p>2052L - Aircraft landed and exited/cleared RWY 13.</p> <p>2053L - Aircraft holding short on TWY A &amp; K, Captain requesting time to perform tests.</p> <p>2055L - 98 with tug and tow on VSR by TWY N.</p> <p>2103L - Aircraft taxiing to the gate.</p> <p>2105L - Aircraft clear of all TWYs and on Gate D5.</p>		6201	N659CA	9:05:00 LGA PM	h	
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 LGA AM	

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

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>		<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>			<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
2/10/2013 4:39:00 PM	jinteri	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.			5737	N615CZ	4:50:00 LGA PM	
	1639L - ATCT aircraft #5 to land.						
	1640L - 72 responding to GP 1 with one bus. 61 responding to Gate C20 for tug & tow.						
	1649L - Flight #5737 landed and required no further assistance.						
	98 following aircraft to the gate.						
	1650L - 72 securing.						
	1656L - 98 advises aircraft chocked at Gate C28.						

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<b>Nature</b>	<b>Major Aircraft Notes</b>		<b>Flt No</b>	<b>Registration</b>	<b>Time</b>	<b>Flt Dest</b>
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. 72 responding with busses if needed. 1459hrs- 61 responding to gate C37 for tug and tow if needed. 1504hrs- 98 advises, 61 has tug and tow ready if needed. 1509hrs- PAPD ARFF advises the aircraft is on 1 mile final approach. 1510hrs- 90 advises aircraft has landed RWY 22 without incident and is taxiing on its own power. 1512hrs- 90 advised 72 and 51 to secure. 1515hrs- 90 advises aircraft is clear of all taxiways and is pulling into Gate C37. 1516hrs- All responding units are securing.		1248	N747	3:16:00 LGA PM	
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. 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. 1006- 90,98, PAPD standing by. 1008- 98 requests tug/tow and gate for inbound Jetblue Airbus 320. 1009- Jetblue called for tug/tow and gate for subject a/c is A4. 1012- 98 calls registration number as N715J 1015- 90 advises 72 that subject has 111 passengers and 5 crew. 1015- Aircraft diverted to JFK for longer runway.		374	N715J	10:15:00 AM	LGA

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<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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	Columbu s
Flap problem	1840- ATCT calls a 43 for American Eagle Embrae 135 from Columbus. A/C may have flap problem. 1841- PAPD, 90, 98 all in position. 18430 98 reports A/C is next to land. 1845- Aircraft landed without incident. 1846- 90 secures all units.98 will follow A/C to gate. 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	

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

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<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
3/24/2013 3:00:00 PM	Ron Provenza	RWY 31	USAirways	Embraer ERJ-190-100	89/ 4 crew	Washingt on DC
Pressurization problem	A/C landed Rwy 31 & taxied to Gate C39 without incident.		2174	N963UW	3:10:00 LGA PM	
4/9/2013 2:37:00 PM	jinteri	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		6189	378CA	2:49:00 LGA PM	
	1440L - 61 standing by Gate D9 for tug and tow and mechanics. 78 & 72 standing by.					
	1446L - Aircraft landed, no further. 98 following aircraft to Gate D9.					
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. 1416- 98 asks 61 to expedite tug/tow. 61 acknowledges. 1419- Subject cleared to land. 1420- Subject a/c landed w/o issue and requests taxi instructions. 1421- 98 will follow a/c back to gate. 1422- Per 90, a/c has blocked at Gate 10, Term B.		1841	972AN	2:22:00 LGA PM	

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<i>Nature</i>	<i>Major Aircraft Notes</i>			<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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. 90,98 ARFF responding 2140hrs - The aircraft landed without incident and exited the runway at Taxiway C. The aircraft stopped taxiing on Taxiway B. The pilot advised ATCT he may have a hydraulic leak. The aircraft was visually inspected and no hydraulic fluid was observed.  2143hrs - 98 advises tug and tow are at gate C6.  2200hrs - Aircraft under tow back to gate C3.  2204 - 90 swept RWY 22 for any hyd spill, nothing found ATCT advised  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.  0947 Hrs. - Aircraft landed RWY 4 and will taxi to Gate C3.  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

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<i>Nature</i>	<i>Major Aircraft Notes</i>			<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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. 1222L - 72 standing by with one bus at GP 1. 1227L - Subject aircraft #1 to land. 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	RNWX 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 issue. PAPD, 90, 98, 61 responding. 1338- 98 calls for gate- A6. 1339- 98 has aircraft in sight. 1341- 90 secures other units, directs 98 to follow subject to gate and secure. 1342- 98 advises subject on gate, incident secure.			712	CFHNL	1:42:00 PM	LGA
5/8/2013 10:36:00 AM	ChrisPlunkett	RNWX 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. 90 calls for 72 to have bus ready. 1037- PAPD, 90, 98, 61, 72 standing by. 1038- 98 reports subject is next to land, presently on 7 mile short final. 1039- OCC reports a/c going to C1 after landing. 72 standing by with buses. 1041- 61 reports no tug/tow. 1042- 98 reports that a/c landed without incident. 90 instructs 98 to follow a/c back to gate. 1044- 72 will secure buses. 1045- 98 reports aircraft at Gate. All units can secure.			4563	722PE	10:45:00 AM	LGA

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<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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 LGA PM	
5/26/2013 5:15:00 PM	jinterfi	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 LGA PM	
5/28/2013 11:07:00 AM	Ron Provenza	RWY 22	West Jet	737	3/5	CYYZ
Previous Abort. Landing gear indication light.	<p>ATCT advises Aircraft is number 6 to land.</p> <p>90,98,61,72,78, and 52 responding. ARFF responding.</p> <p>1106hrs- 90 requested for Delta to have busses respond to assist.</p> <p>1107hrs 78 responding to assist Delta busses</p> <p>1111hrs- Truck 1 advises aircraft is now number 1 to land.</p> <p>1111hrs 61 to gate C34 for tug, tow and mechanic.</p> <p>1112hrs- Delta advises they are getting bus assistance</p> <p>1113hrs- Truck 1 advises aircraft has landed without incident and Pilot is requesting no further assistance. Truck 1 securing.</p> <p>1113hrs- 90 is following the aircraft back to gate.</p> <p>1115hrs- 72, 51,52 securing.</p> <p>1119hrs- 90 advises aircraft is blocked at gate C34; responding Ops units are securing.</p>		1204	CGWJU	11:19:00 AM LGA	

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<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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.	<p>ATCT reported flight # 6262 is returning with a bleed valve issue. 90,100, 61, ARFF responding. 72 responding with busses if needed.</p> <p>1402hrs- 61 at gate C23 for tug and tow.</p> <p>1402hrs- 90 requesting if there is fuel issue with aircraft; Delta advises no.</p> <p>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.</p> <p>1406hrs- 61 at gate C30</p> <p>1408hrs- 72 at Guard post 1 with busses.</p> <p>1410hrs 90 advises aircraft is 8 miles out and has confirmed the flight is an arrival not a returnee.</p> <p>1419hrs- 90 requested for update on aircraft. 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.</p> <p>1420hrs- 90 secured alert. All responding units are securing.</p>		6262	369CA	2:19:00 LGA PM	
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 LGA AM
7/21/2013 5:40:00 PM	ChrisPlunkett	Airiving RWY04	Delta	MD88	149/5	KMCO
Flight crew reported a fuel emergency	The aircraft landed without incident.			1876	982DL	5:46:00 KLGA PM

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

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<i>Nature</i>	<i>Major Aircraft Notes</i>			<i>Flt No</i>	<i>Registration Time</i>	<i>Flt Dest</i>
8/1/2013 5:26:00 PM	Ron Provenza	RWY 22	American Eagle	Bombardier CRJ-700	30/4	Charlotte , NC

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

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

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

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<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>	
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.		6205	N669CA	10:56:00 PM	LGA	
	90, 98 responded						
	98 following aircraft to the gate.						
	2255L - Aircraft holding short at the eastend for clearance into the ramp.						

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<i>Nature</i>	<i>Major Aircraft Notes</i>			<i>Flt No</i>	<i>Registration</i>	<i>Time Flt Dest</i>
8/19/2013 9:50:00 PM	jlaurent	RWY 22	Delta	Airbus 320	140/5	TPA
Flap problem	<p>2150hrs- 800MHZ advises impending Call 43 90,98,72,51,52 ARFF responding.</p> <p>72 responding with busses.</p> <p>2153hrs- 51 and 51 responding to gate C18 for tug, tow bar and mechanic.</p> <p>2156hrs- ATCT notified 90 in position to conduct surface inspection after subject aircraft lands.</p> <p>2156hrs- EANS Call 43 alert transmitted.</p> <p>2157hrs- 98 advises aircraft is now number 3 to land rwy 22</p> <p>2202hrs- subject aircraft still has not landed.</p> <p>2202hrs- 52 advises he has the tug with tow bar.</p> <p>2203hrs- 98 advises subject aircraft is now number 2 for landing rwy 22</p> <p>2204hrs- subject aircraft is now on short final for rwy 22</p> <p>2205hrs- 90 on rwy 22 for surface inspection.</p> <p>2205hrs- subject aircraft arrived rwy 22 without incident and is taxiing to gate on its own power. 98 following aircraft back to gate.</p> <p>2205hrs- 51 advises there was no mechanic response.</p> <p>2206hrs- 72,51 and 52 securing.</p>			650	313US	10:14: LGA 00 PM
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 LGA PM

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
9/5/2013 7:26:00 PM	Ron Provenza	RWY 31	Delta Connection	Bombardier CRJ-700	19/4 crew	ORS
Nose gear steering problem	<p>A/C landed Rwy 31 and came to a stop on the runway between T/W's S &amp; 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.</p> <p>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.</p> <p>90 followed the aircraft as it taxied back to the DAL ramp without further incident.</p> <p>There were no go arounds associated with this incident.</p>		6262	N669CA	7:41:00 LGA PM	
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	<p>1629 - Aircraft lands RWY 04, requires no further assistance</p> <p>1629 - Steve Colman called ops and requests info on aircraft, he is briefed by CC</p> <p>1638 - Aircraft blocks on gate D-4 all units secured</p>		5116	722 EV	4:38:00 LGA PM	
9/27/2013 9:29:00 PM	Nick Zawada	Arriving Runway 04	jetBlue	320	143/5	Hollywood Int'l (KFL)
Brake system issue reported by flight crew	The aircraft landed without incident and taxied to the gate.		672	603JB	9:35:00 LGA PM	
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 LGA PM	

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<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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

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

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<b>Nature</b>	<b>Major Aircraft Notes</b>			<b>Flt No</b>	<b>Registration</b>	<b>Time Dest</b>

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

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<b>Nature</b>	<b>Major Aircraft Notes</b>		<b>Flt No</b>	<b>Registration</b>	<b>Time</b>	<b>Flt Dest</b>
10/21/2013 8:41:00 PM	ChrisPlunkett	RNWX 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. 2041- C-15 is gate for 98. 2049- PAPD reports subject is number 3 to land. 2051- 61 standing by C-15 for tug/mechanic. 2052- CC called Delta again for mechanic. 2053- 98 reports subject landed and is turning at T/W Charlie, pilot requests no further. 90 advises all parties to stand-by until pilot is confident of being able to move under control. 2055- Truck 1 reports subject landed to PD desk. 2056- Aircraft landing after subject advised to turn right off runway. 2057- Subject aircraft taxi-ing back to gate. 98 will follow. 2058- 61 advises 90 that Delta maint was a no-show. 2103- 98 reports subject at gate.		6249	669CA	9:03:00 LGA PM	
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. 0923- PAPD, 90, 98,61 respond. 0925- AAL confirms tug and mechanic to be at gate D6. 0927- 90 reported aircraft landed without incident. 0930- Subject blocked.		394	438AA		LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
11/11/2013 5:00:00 PM	Nick Zawada	RWY 22	Delta Connection	CRJ -700	21/4	CNH
Cracked windshield.	<p>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.</p> <p>ATCT advises aircraft is approximately 20 minutes out from LGA.</p> <p>61 responding to blast fence spot 1 for tug and tow also mechanic with headset.</p> <p>Aircraft is expected to go to spot 3 for parking.</p> <p>1715hrs- 90 advises subject aircraft is number 4 for arrival.</p> <p>1720hrs- 90 advises Subject aircraft landed Rwy 22 without incident. Pilot is not requesting further assistance. All responding units securing.</p> <p>98 is following the aircraft back to the blastfence.</p>		5500	761ND	5:21:00 LGA PM	
11/12/2013 9:10:00 AM	Juan Ramos	RWY 4	Delta	Airbus A-320-200	150/ 5 crew	ATL
Low Fuel Indication	<p>A/C landed rwy 4 &amp; taxied to Gate C32 without incident.</p> <p>Alert was originally a call 42. Upgraded to 43 by PAPD.</p>		1486	N333NW	9:14:00 LGA AM	
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	<p>2220 - Aircraft landed RW 22 without incident.</p>		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 flight crew indicated a flap problem.	<p>The aircraft landed without incident.</p>		5875	201JQ	10:23: 00 AM LGA	

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

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

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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.			ASQ573 N835AS	09:31:	LGA
	0922L Delta Operations contacted and advise they do not recognize the flight number, Delta unable to provide tug, tow and mechanic.			6	00 AM	
	0924L Delta advises the flight is a United Express flight.					
	0925L UAL express called and busy tone received.					
	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.					
	0929L 72 securing.					
	0929L-Contact made with United Ops. 61 responding to gate C7 for tug,tow and mechanic.					
	0931L- 90 advises the subject aircraft is clear of the taxiway system; all responding units are securing.					
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.			5302	N740EV	15:54: LGA
	1552L- 90 advises aircraft is number 1 to land.					00 PM
	1553L- 61 responding to gate C24 for tug,tow and mechanic.					
	1554L- Subject aircraft landed rwy 22 without incident. Captain advised ATCT he does not require further assistance.					
	Responding units securing.					



<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<b>Nature</b>	<b>Major Aircraft Notes</b>		<b>Flt No</b>	<b>Registration</b>	<b>Time</b>	<b>Flt Dest</b>
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)  1620L- Pilot requests no further assistance, alert terminated. 98FL following a/c back to gate  1626L- A/C at gate, 98FL securing.  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.  2125: Emergency Aircraft cleared to land.  2127: Ops responds tug and tow will meet at Gate C17.  2128: Aircraft lands and requests trucks follow to gate.  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.  1510: Delta reports subject aircraft cannot make right turns. Push back crew will meet at C21.  1518: Aircraft under tow to Gate  1519: Secured		5806	N747CZ	15:19	LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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.	<p>1248L - Chautauqua inbound for RWY 22 with a break indication light. PABD responding with 3 pieces.</p> <p>1255L - ATCT advised that the subject aircraft will need to have it's breaks checked upon arrival of RWY 22.</p> <p>1257L - 90 (JR) advised ATCT that RWY 22 will close as soon as the aircraft touches down.</p> <p>1258L - Aircraft arrived. RWY 22 closed. 90, 98, PABD Truck 1 proceeded on RWY 22.</p> <p>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.</p> <p>1305L - Subject aircraft clear of RWY 22. 1306L - RWY 22 is confirmed open by ATCT.</p> <p>1310L - Subject aircraft has been chocked at Spot 2 @ Delta blast fence. All parties have secured.</p> <p>1315L - Liz of PA Media Relations advised of the incident. Someone from Media Relations will call back if they have further questions.</p>		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	<p>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.</p> <p>1527: 90 advises aircraft taxing to Gate C21 under its own power. 98 will follow.</p> <p>1531: 90 conducting inspection Runway 22 and retrieves 2 pieces of rubber.</p> <p>1535: Aircraft secured at Gate C21.</p>		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	<p>2224L - ATCT report engine fire on aircraft.</p> <p>2225L - 90 advised MD-88 left engine on fire.</p> <p>2226L - TWY M CLSD BTN TWYs A, N with ATCT RC</p> <p>2227L - ARFF on scene dispersing foam. 90 requested ambulance injury reported. 90 advised Delta ramp personnel to remove jetway from aircraft ASAP.</p> <p>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.</p> <p>2242L - 90 advised ARFF has successfully extinguished fire, two trucks emptied agent.</p> <p>2245L - EMS on scene at this time.</p> <p>2255L - 90 advised Doug Stearns has been notified.</p> <p>2256L - 90 advised injured party being transported to Elmhurst Hospital, unknown injury.</p> <p>2257L - Ira Foreman OEM called in for updates.</p> <p>2305L - Media Cheryl Ann called in for updates.</p> <p>2310L - PA Environmental Mike Parletta notified regarding foam (AFFF) all around gate and service road.</p> <p>2311L - FAA Comm Center Dean notified.</p> <p>2315L - Delta commencing baggage removal.</p> <p>2323L - Delta completed off loading baggage.</p>			2166	N938DN	23:25 LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>	
<i>Nature</i>	<i>Major Aircraft Notes</i>			<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>

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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<i>6/16/2014 11:25:00 AM</i>	<i>RFeury</i>	<i>Runway 13</i>	<i>United Express</i>	<i>Bombardier CRJ-200</i>	<i>49/3</i>	<i>IAD</i>
Flap issue	1125: Aircraft emergency declared. 90, 98, 61, ARFF responding.			5736	N833AS	00:00: LGA 00
	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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<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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. 90, 98 responding. 98 waiting by AAL hangar line. 72 waiting with bus at GP1. Super tug waiting at AAL hangar line. 2340- Subject is #4 to land. 90 will wait for subject to land and then close the airport. 2342- Pilot checks in with ATCT. Requests tug to stand-by. 2343- 98 is advised gate is C-31. 2347- Subject aircraft has landed. 90 advises 98 to escort tug to aircraft. 2353- 98 reports tug hooked up to subject aircraft. 2359- 98 reports subject at gate.		7326	N213JQ	2359	LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
7/28/2014 1:45:00 PM	Rosemary Millan	RWY 22	Delta	Embraer ERJ-170-100	69/3	IND
Possible blown tire	<p>ATCT advises inbound flight with possible blown tire.</p> <p>1343L 90,98, ARFF responding, 1344L 90 conducting sweep of RWY 22</p> <p>61 responding to gate C15 for tug and tow mechanic with head set and pins.</p> <p>1344L 72 responding with buses.</p> <p>1345 100 copied transmission on frequencies.</p> <p>1348L Subject aircraft is clear to land RWY 22</p> <p>1350L 90 advises no contamination on Rwy 22</p> <p>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.</p> <p>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.</p> <p>1358L PA Ops CC contacted Delta Operations and they are getting the correct information.</p> <p>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).</p>		5994	N824MD	13:57	LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
7/28/2014 2:24:00 PM	Ron Provenza	RWY 22	Delta	Embraer ERJ-170-100	69/3	IND
Possible blown tire	<p>ATCT advises inbound flight with possible blown tire.</p> <p>1343L 90,98, ARFF responding,</p> <p>61 responding to gate C15 for tug and tow mechanic with head set and pins.</p> <p>1344L 72 responding with buses.</p> <p>1348L Subject aircraft is clear to land RWY 22</p> <p>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 .</p> <p>90, following aircraft to gate. 90 advises tires on aircraft appear intact. Aircraft to be inspected further when it arrives to the gate.</p> <p>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.</p> <p>1358L PA Ops CC contacted Delta Operations and they are getting the correct information.</p> <p>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).</p>		5994	N824MD	13:57	LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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. 1839: Pilot states no further assistance required. 1840: 90 reports aircraft landed safely and will taxi under his own power. 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. 90 calling 72 for bus. 1630- ATCT reports that subject is #5 to land. 1633- Gate D-7 for tug-tow per Delta Ops. 1635- Subject is 3 to land. 90 advises ATCT that RWY 13 will be closed when subject lands. 72 is directed to bring bus onto field. 61 still waiting for tug-tow. 1637- CC directs 61 to wait for mechanic too. 1638- 72 entering field with buses. Subject asking for frequency for ARFF trucks. Pilot has aircraft on T/W Lima and T/W Bravo. 1641- 90 reopening RWY 13, all equipment clear. 1642- 72 returning buses to normal operation. Subject taxiing to gate. 1643- 98 reports that subject is at gate. 1652 - PAPD secures		5832	N639CZ	00:00: 00	LGA

<i>Date/Time</i>	<i>Entered By</i>	<i>Location</i>	<i>Airline</i>	<i>Aircraft Type</i>	<i>PAX Note</i>	<i>Flt Origin</i>
<i>Nature</i>	<i>Major Aircraft Notes</i>		<i>Flt No</i>	<i>Registration</i>	<i>Time</i>	<i>Flt Dest</i>
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.	<p>1312L - Pressurization problem. Possible open door. 90 61 and 98 responded.</p> <p>1320L - 61 standing by at Gate C42 for a Tug and Tow.</p> <p>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.</p>		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.	<p>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.</p> <p>1353L - Aircraft landed without incident. all units secure.</p>		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	<p>1200L Alert 1 called bumped up to Alert 2 by ARFF for a brake issue on flight 392 in bound from ORD</p> <p>1201 D 10 tug and tow standing by for pickup</p> <p>1205 All units secured from Alert 2</p> <p>1209 Aircraft on gate D7 at this time</p>		392	908AN	12:05	LGA
Total Entries 83						



## Airport Operations

### 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.



## Airport Operations

### 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.

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**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.



## Airport Operations

### 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 FR.



## Airport Operations

### 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.



# Airport Operations

## 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 lightning strikes with equipment failure a departure from BOS; 2250L JetBlue ops notified flight will divert to Newark.  
No significant information to report.



# Airport Operations

## 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  
KJFK 120151Z 29017G24KT 10SM FEW042 SCT070 23/15 A2970 RMK AO2 PK WND 27028/0055 SLP058 T02330150  
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



# Airport Operations

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



## Airport Operations

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### 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		
WX	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.			
WX	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



## Airport Operations

### 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.



## Airport Operations

### 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.



## Airport Operations

### 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 1336, 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

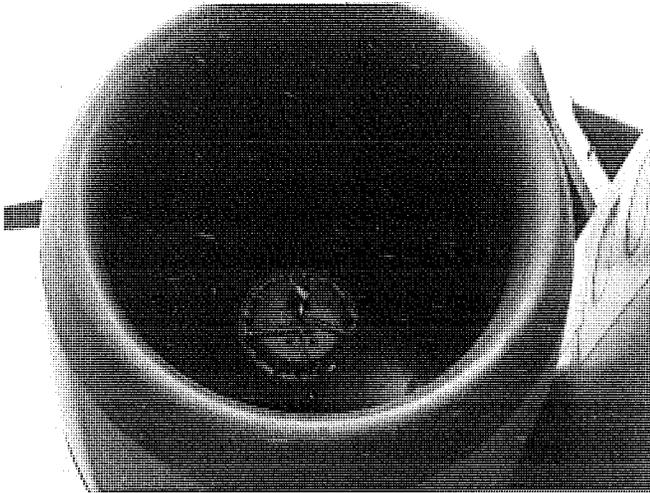
1025 - 98W reported no evidence of bird strike observed

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		
WX	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 responds 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 taxils to the gate via TWY P, B & HB without further incident.



## Airport Operations

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Log Entered 3/01/2014 2:05 AM Entered By Kevin Gillen

Event Date/Time 3/01/2014 2:05 AM

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### 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 captain 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 their terminal and fly out tomorrow morning. The passengers that are missing their connecting flights in LHR are being rebooked to their final destinations from JFK and are being put up in the hotel.

0239L - 74/49B advised to have 2 busses standing by lower 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, taxied to the gate via TWY G,B & D without further incident. 99(AR) completed inspection of RWY 4L, no debris or contamination 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.



## Airport Operations

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 payload 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 payload 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 payload.  
2320 - MESM back on scene with large payload.  
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)**

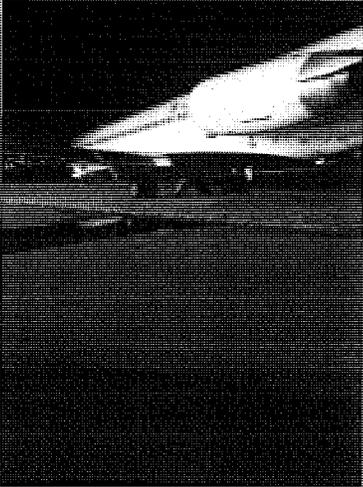


**DAL 886 - 3 (jpg)**



**DAL 886 - 4 (jpg)**

**DAL 886 - 4 (jpg)**



**DAL 886 - 5 (jpg)**



**DAL 886 - 6 (jpg)**





# Airport Operations

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		
WX 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.



## Airport Operations

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)**

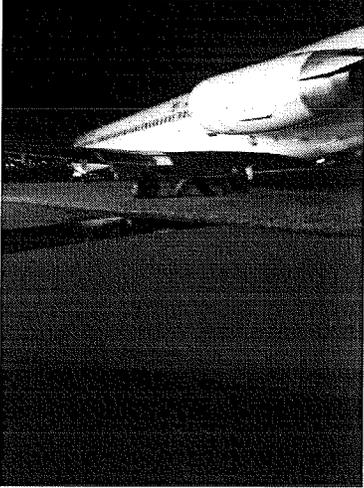


**DAL 886 - 3 (jpg)**



**DAL 886 - 4 (jpg)**

DAL 886 - 4 (ipg)



DAL 886 - 5 (ipg)



DAL 886 - 6 (ipg)





# 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		
WX 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, taxied 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 hydraulic 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	Aircraft 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		
WX METAR	KJFK 291951Z 10023G29KT 10SM OVC020 08/04 A3037 RMK AO2 PK WND 11029/1951 RAB02E50 SLP285 P0000		
Notes	T00780039 \$		

1615: ATCT reports Alert 2; JetBlue 9 pilot reports noise from cargo hold and is requesting equipment.  
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.			
WX 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 - AAI 2493 on the ground. Taxied to the gate via TWYs J,A,Q,B, and TA without incident. NOTE: AAI 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		
Notes	VCSH N T01780139 55003		

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.			
WX 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 taxied 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.		
WX 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 taxied 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)

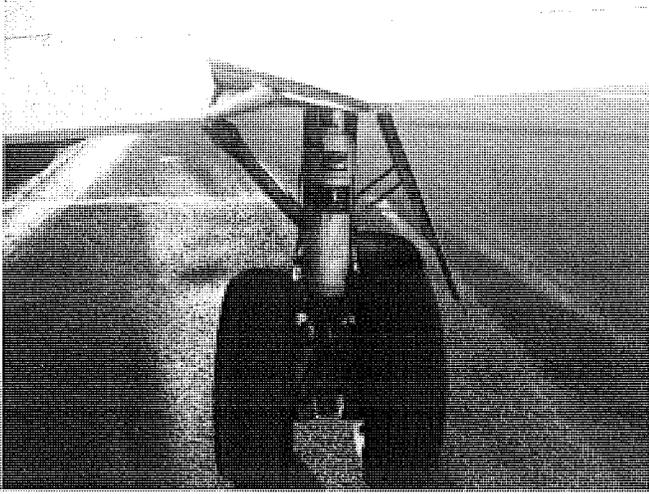
Location	Runway 22L		
Airline	Chataqua	Flight No.	6077
Aircraft Type	E145	Registration No.	
		No. of Passengers (PAX)	47
PAX Note			
Fuel	3200lbs		
Nature	Pilot is requesting emergency equipment ; possible blown tire.		
Airline Rep / LOC	T/W M entrance / top of the horseshoe.		
Phone No.	(718) 704-2160.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

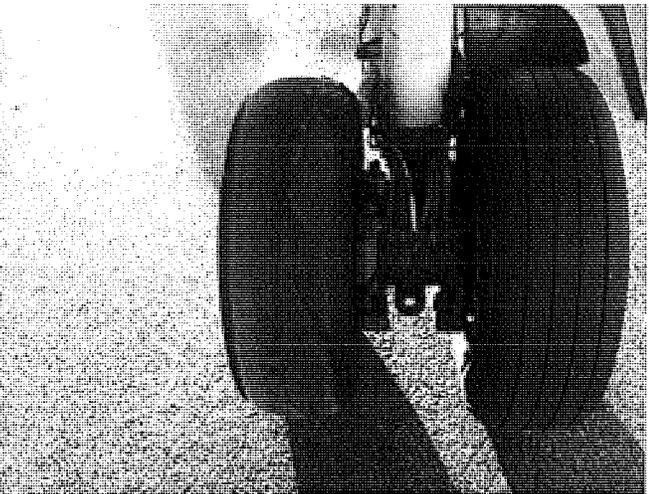
Flap (ipeg)



N-# (jpeg)

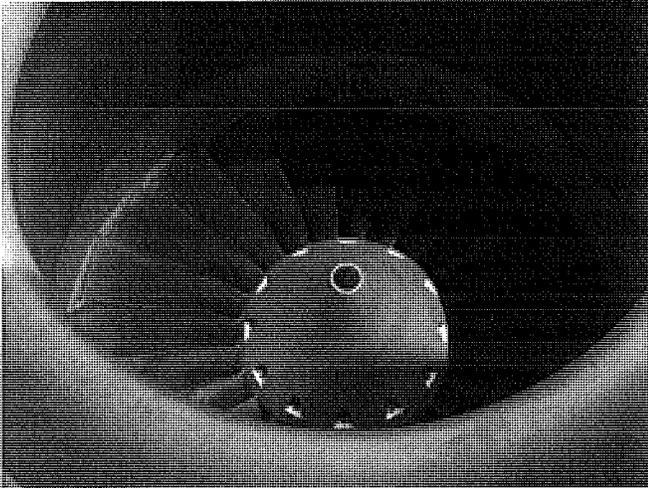


Tire (jpeg)



40 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.		
WX 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. Taxxed 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 taxied 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.		
WX 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.		
WX 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	RW 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.		
WX 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.			
WX 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 experienced 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 attached 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		
WX 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		
WX 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 taxiing 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 never showed for the alert. Tug was not needed as it taxi 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		
WX 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		
WX 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) required 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 ADM 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		
WX 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 flight is cxd 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		
WX 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.