



# Aviation Investigation Final Report

<b>Location:</b>	Atlanta, Georgia	<b>Accident Number:</b>	DCA19CA105
<b>Date &amp; Time:</b>	March 10, 2019, 21:17 Local	<b>Registration:</b>	N3756 (A1); N591NW (A2)
<b>Aircraft:</b>	Boeing 737 (A1); Boeing 757 (A2)	<b>Aircraft Damage:</b>	Minor (A1); Substantial (A2)
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	166 None (A1); 240 None (A2)
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled (A1); Part 121: Air carrier - Scheduled (A2)		

## Analysis

On March 10, 2019, at 2117 eastern daylight time, Delta Airlines flight 1068, a Boeing 737 (B737), N3756, collided with Delta Airlines flight 2777, a Boeing 757 (B757), N591NW while taxiing along taxiway B at the Hartsfield Jackson Atlanta International Airport (KATL), Atlanta, Georgia. There were no injuries to the passengers and crew onboard either airplane, and the B757 was substantially damaged. Both aircraft were operating under 14 *Code of Federal Regulations* Part 121 as regularly scheduled passenger flights.

The B757 had landed on runway 26R and was holding short of runway 26L at taxiway B2, awaiting clearance to cross the runway and taxi to the ramp. The B737 had landed following the B757 and was cleared to taxi along taxiway B to the Victor Loop. When approaching B2 on B, the B737 crew reported taxiing to the right of centerline to provide clearance with the B757 tail on their left. The B737 left wingtip contacted the B757 tail resulting in a light shudder on both aircraft. The B757 crew reported on ground frequency that they had been hit and the B737 crew acknowledged they may have hit them when passing along taxiway B. The B757 remained on the taxiway until maintenance had evaluated the damage, then taxied to the gate and deplaned. The B737 continued taxiing to the gate and deplaned. Post-accident inspection revealed substantial damage to the right elevator of the B757 and minor damage to the left winglet of the B737.

## Probable Cause and Findings

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

failure of the B737 captain to maintain separation with the airplane stopped on the taxiway.

## Findings

Personnel issues (A1)	Forgotten action/omission - Pilot
Personnel issues (A2)	Forgotten action/omission - Pilot of other aircraft

## Factual Information

### History of Flight

<b>Taxi-from runway (A1)</b>	Ground collision (Defining event)
<b>Standing-engine(s) operating (A2)</b>	Ground collision

### Pilot Information (A1)

<b>Certificate:</b>	Airline transport	<b>Age:</b>	64,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	February 20, 2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 21, 2018
<b>Flight Time:</b>	11497 hours (Total, all aircraft), 3083 hours (Total, this make and model), 1634 hours (Pilot In Command, all aircraft), 162 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Co-pilot Information (A1)

<b>Certificate:</b>	Airline transport	<b>Age:</b>	39,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	May 18, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 28, 2018
<b>Flight Time:</b>	2042 hours (Total, all aircraft), 922 hours (Total, this make and model), 71 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Pilot Information (A2)

<b>Certificate:</b>	Airline transport	<b>Age:</b>	61,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	October 10, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 21, 2019
<b>Flight Time:</b>	14055 hours (Total, all aircraft), 9390 hours (Total, this make and model), 4877 hours (Pilot In Command, all aircraft), 138 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Co-pilot Information (A2)

<b>Certificate:</b>	Airline transport	<b>Age:</b>	58,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	November 14, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 24, 2018
<b>Flight Time:</b>	4777 hours (Total, all aircraft), 1100 hours (Total, this make and model), 0 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information (A1)

<b>Aircraft Make:</b>	Boeing	<b>Registration:</b>	N3756
<b>Model/Series:</b>	737 832	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2001	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	30493
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	168
<b>Date/Type of Last Inspection:</b>	March 7, 2019 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	174200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	59207 Hrs at time of accident	<b>Engine Manufacturer:</b>	Cfm Intl.
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	CFM56 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	26000 Lbs thrust
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)

### Aircraft and Owner/Operator Information (A2)

<b>Aircraft Make:</b>	Boeing	<b>Registration:</b>	N591NW
<b>Model/Series:</b>	757 351	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2003	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	32991
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	245
<b>Date/Type of Last Inspection:</b>	March 10, 2019 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	273500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	56451 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PW2040
<b>Registered Owner:</b>		<b>Rated Power:</b>	41700 Lbs thrust
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KATL	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	00:52 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 8500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.18 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 11°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Kansas City, MO (KMCI) (A1); Seattle, WA (KSEA) (A2)	<b>Type of Flight Plan Filed:</b>	IFR (A1)
<b>Destination:</b>	Atlanta, GA (KATL) (A1); Atlanta, GA (KATL) (A2)	<b>Type of Clearance:</b>	IFR (A1); IFR (A2)
<b>Departure Time:</b>	18:39 Local (A1); 13:38 Local (A2)	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Hartsfield-Jackson Atlanta International KATL	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1026 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26R	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	9000 ft / 150 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information (A1)

<b>Crew Injuries:</b>	6 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	160 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	166 None	<b>Latitude, Longitude:</b>	33.640288,-84.427529(est)

## Wreckage and Impact Information (A2)

<b>Crew Injuries:</b>	7 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	233 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	240 None	<b>Latitude, Longitude:</b>	33.640288,-84.427529(est)

## Administrative Information

Investigator In Charge (IIC):	Bower, Daniel		
Additional Participating Persons:			
Original Publish Date:	February 24, 2022	Investigation Class:	4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=99088">https://data.nts.gov/Docket?ProjectID=99088</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).