



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

| | | | |
|--------------------------------|-----------------------------------|-------------------------|-------------|
| Location: | Queens, New York | Accident Number: | DCA18CA165 |
| Date & Time: | May 1, 2018, 14:53 Local | Registration: | N606LR |
| Aircraft: | BOMBARDIER INC CL600 2D24 | Aircraft Damage: | Substantial |
| Defining Event: | Ground collision | Injuries: | 60 None |
| Flight Conducted Under: | Part 121: Air carrier - Scheduled | | |

Analysis

On May 1, 2018, at about 2:53 pm EDT, an Endeavor 3413, CRJ900, N606LR, was struck by Delta 212, B767-300ER, N172DN, while awaiting to be marshalled into the gate at John F. Kennedy International Airport (KJFK), Queens, New York. Both flights were operating under 14 Code of Federal Regulations Part 121 as regularly scheduled passenger flights. Day visual meteorological conditions prevailed at the time of the accident.

According to flight crew statements, both airplanes conducted normal landings and were cleared to taxi to their respective gates. Delta 212 was taxiing to gate B30 and following behind Endeavor 3413 as it turned into gate B30. The captain of Endeavor 3413 stated that he had stopped short of the gate to await the ground crew. The captain of Delta 212 indicated that as they approached the airplane, he noticed that the wing walkers had stopped the Endeavor airplane prior to its gate, and so he stopped prior to entering the ramp area. When the Endeavor airplane started to move forward into the gate, he began to slowly taxi behind it, however, the captain indicated that he lost sight of airplane out the right window. He indicated that he turned slight to the left (away from Endeavor 3413) after his first officer advised him to provide additional clearance to ensure adequate separation. After he thought they would be safety clear of the airplane, he then turned back onto the taxiway centerline. As the airplane continued taxiing to the gate, the Delta flight crew heard over ramp control that they had struck Endeavor 3413. After parking, both airplanes were inspected and it was found that Delta 212's right winglet sustained minor damage and Endeavor 3413 sustained substantial damage to its horizontal and vertical stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the captain of Delta 212 to ensure adequate clearance while taxiing behind Endeavor 3413.

Findings

Personnel issues

Decision making/judgment - Pilot of other aircraft

Factual Information

History of Flight

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|----------|-----------------------------------|
| Standing | Ground collision (Defining event) |
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Information

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

Aircraft and Owner/Operator Information

| | | | |
|-------------------------------|-------------------------------|--------------------------------|--------------------|
| Aircraft Make: | BOMBARDIER INC | Registration: | N606LR |
| Model/Series: | CL600 2D24 900 | Aircraft Category: | Airplane |
| Year of Manufacture: | 2008 | Amateur Built: | |
| Airworthiness Certificate: | Transport | Serial Number: | 15173 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 81 |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 2 Turbo fan |
| Airframe Total Time: | 24222 Hrs at time of accident | Engine Manufacturer: | GE |
| ELT: | C126 installed, not activated | Engine Model/Series: | CF34-8C5 |
| Registered Owner: | | Rated Power: | |
| Operator: | | Operating Certificate(s) Held: | Flag carrier (121) |

Meteorological Information and Flight Plan

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|---|-------------------|---|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KJFK | Distance from Accident Site: | |
| Observation Time: | 18:29 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Few | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.04 inches Hg | Temperature/Dew Point: | 23°C / 1°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | IFR |
| Destination: | Queens, NY (JFK) | Type of Clearance: | IFR |
| Departure Time: | 12:41 Local | Type of Airspace: | Class B |

Airport Information

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|-----------------------------|-------------------------|----------------------------------|------|
| Airport: | John F Kennedy Intl JFK | Runway Surface Type: | |
| Airport Elevation: | 13 ft msl | Runway Surface Condition: | |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|---------------------------------|--------------------------|
| Crew Injuries: | 4 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 56 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 60 None | Latitude, Longitude: | 40.64389,-73.781944(est) |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Ward, Effie Lorenda |
| Additional Participating Persons: | Shannon Masters; Delta; Atlanta, GA Todd Tilbury; Endeavor Air |
| Original Publish Date: | July 8, 2020 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=97158 |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).



Aviation Investigation Final Report

| | | | |
|--------------------------------|-----------------------------------|-------------------------|------------|
| Location: | Queens, New York | Accident Number: | DCA18CA165 |
| Date & Time: | May 1, 2018, 14:53 Local | Registration: | N172DN |
| Aircraft: | Boeing 767 332 | Aircraft Damage: | Minor |
| Defining Event: | Ground collision | Injuries: | 216 None |
| Flight Conducted Under: | Part 121: Air carrier - Scheduled | | |

Analysis

On May 1, 2018, at about 2:53 pm EDT, an Endeavor 3413, CRJ900, N606LR, was struck by Delta 212, B767-300ER, N172DN, while awaiting to be marshalled into the gate at John F. Kennedy International Airport (KJFK), Queens, New York. Both flights were operating under 14 Code of Federal Regulations Part 121 as regularly scheduled passenger flights. Day visual meteorological conditions prevailed at the time of the accident.

According to flight crew statements, both airplanes conducted normal landings and were cleared to taxi to their respective gates. Delta 212 was taxiing to gate B30 and following behind Endeavor 3413 as it turned into gate B30. The captain of Endeavor 3413 stated that he had stopped short of the gate to await the ground crew. The captain of Delta 212 indicated that as they approached the airplane, he noticed that the wing walkers had stopped the Endeavor airplane prior to its gate, and so he stopped prior to entering the ramp area. When the Endeavor airplane started to move forward into the gate, he began to slowly taxi behind it, however, the captain indicated that he lost sight of airplane out the right window. He indicated that he turned slight to the left (away from Endeavor 3413) after his first officer advised him to provide additional clearance to ensure adequate separation. After he thought they would be safety clear of the airplane, he then turned back onto the taxiway centerline. As the airplane continued taxiing to the gate, the Delta flight crew heard over ramp control that they had struck Endeavor 3413. After parking, both airplanes were inspected and it was found that Delta 212's right winglet sustained minor damage and Endeavor 3413 sustained substantial damage to its horizontal and vertical stabilizer.

Probable Cause and Findings

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

the failure of the captain of Delta 212 to ensure adequate clearance while taxiing behind Endeavor 3413.

Findings

| | |
|------------------|----------------------------------|
| Personnel issues | Decision making/judgment - Pilot |
|------------------|----------------------------------|

Factual Information

History of Flight

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| Taxi | Ground collision |
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Information

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

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------------|--------------------------------|--------------------|
| Aircraft Make: | Boeing | Registration: | N172DN |
| Model/Series: | 767 332 332 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1990 | Amateur Built: | |
| Airworthiness Certificate: | Transport | Serial Number: | 24775 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 224 |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | 348220 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo jet |
| Airframe Total Time: | 123372 Hrs at time of accident | Engine Manufacturer: | Pratt & Whitney |
| ELT: | C126 installed | Engine Model/Series: | 4060-3 |
| Registered Owner: | | Rated Power: | |
| Operator: | | Operating Certificate(s) Held: | Flag carrier (121) |

Meteorological Information and Flight Plan

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|---|---------------------|---|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KJFK | Distance from Accident Site: | |
| Observation Time: | 18:29 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Few | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.04 inches Hg | Temperature/Dew Point: | 23°C / 1°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Nice (LFMN) | Type of Flight Plan Filed: | IFR |
| Destination: | New York, NY (KJFK) | Type of Clearance: | IFR |
| Departure Time: | 12:15 Local | Type of Airspace: | Class B |

Airport Information

| | | | |
|-----------------------------|-------------------------|----------------------------------|------|
| Airport: | John F Kennedy Intl JFK | Runway Surface Type: | |
| Airport Elevation: | 13 ft msl | Runway Surface Condition: | |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

| | | | |
|----------------------------|----------|---------------------------------|--------------------------|
| Crew Injuries: | 11 None | Aircraft Damage: | Minor |
| Passenger Injuries: | 205 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 216 None | Latitude, Longitude: | 40.64389,-73.781944(est) |

Administrative Information

| | |
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| Investigator In Charge (IIC): | Ward, Effie Lorenda |
| Additional Participating Persons: | Shannon Masters; Delta; Atlanta, GA Todd Tilbury; Endeavor Air |
| Original Publish Date: | July 8, 2020 |
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