



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Baltimore, Maryland	Accident Number:	DCA18CA169
Date & Time:	May 7, 2018, 00:08 Local	Registration:	N8655D
Aircraft:	Boeing 737-8H4	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	179 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On May 7, 2018, at approximately 0010 am eastern daylight time, Southwest Airlines flight 6263, a B737-800, N8655D, was struck by a Southwest Airlines maintenance truck as the aircraft was being marshaled into its gate at Baltimore/Washington International Thurgood Marshall Airport (KBWI), Baltimore, Maryland. There were no injuries to the 181 passengers and crewmembers onboard and the airplane sustained substantial damage. The flight was operating under 14 CFR Part 121 as a regularly scheduled passenger flight from Fort Lauderdale–Hollywood International Airport (KFLA), Fort Lauderdale, Florida, to KBWI.

According to the flight crew, they had cleared the safety zone prior to joining the J-line. According to ground witnesses, the maintenance vehicle appeared to initially slow down for the airplane, but then appeared to increase its speed to pass in front of the airplane before it could enter the gate. The airplane sustained damage to the left and right nose landing gear doors, nose landing gear trunnion fittings, and to the left-hand forward fuselage skin and stringers.

Probable Cause and Findings

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

The maintenance truck driver's failure to give way to the airplane that resulted in the truck colliding with the taxiing aircraft.

Findings

Personnel issues

Incorrect action performance - Ground crew

Factual Information

History of Flight

Taxi-from runway	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	48
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 15, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 20, 2017
Flight Time:	8232 hours (Total, this make and model)		

Co-pilot Information

Certificate:	Airline transport	Age:	48
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 3, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 2, 2017
Flight Time:	367 hours (Total, this make and model)		

Cabin crew Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Rear
Other Aircraft Rating(s):	Restraint Used:	Unknown
Instrument Rating(s):	Second Pilot Present:	Yes
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Cabin crew Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Rear
Other Aircraft Rating(s):	Restraint Used:	4-point
Instrument Rating(s):	Second Pilot Present:	Yes
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Cabin crew Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Rear
Other Aircraft Rating(s):	Restraint Used:	4-point
Instrument Rating(s):	Second Pilot Present:	Yes
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Cabin crew Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Rear
Other Aircraft Rating(s):	Restraint Used:	4-point
Instrument Rating(s):	Second Pilot Present:	Yes
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N8655D
Model/Series:	737-8H4 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	42529
Landing Gear Type:	Retractable - Tricycle	Seats:	185
Date/Type of Last Inspection:	May 6, 2018 Continuous airworthiness	Certified Max Gross Wt.:	175000 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	12466 Hrs at time of accident	Engine Manufacturer:	CFM International
ELT:	Installed	Engine Model/Series:	CFM56-7BE/F
Registered Owner:		Rated Power:	27000 Lbs thrust
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	SWAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KBWI	Distance from Accident Site:	
Observation Time:	23:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	-9°C / -11°C
Precipitation and Obscuration:			
Departure Point:	Fort Lauderdale, FL (KFLL)	Type of Flight Plan Filed:	IFR
Destination:	Baltimore, MD (KBWI)	Type of Clearance:	Unknown
Departure Time:	22:03 Local	Type of Airspace:	

Airport Information

Airport:	Baltimore/Thurgood Marshall In KBWI	Runway Surface Type:	Concrete
Airport Elevation:	143 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Substantial
Passenger Injuries:	173 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	179 None	Latitude, Longitude:	39.179164,-76.667221

Administrative Information

Investigator In Charge (IIC): Ward, Effie Lorenda

Additional Participating Persons:

Original Publish Date: September 5, 2018

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

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=97175>

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](#).