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## Ground collision between a Boeing 747-300, PH-BUL, and Boeing 767, April 20, 1997, at Houston.

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**Micro-summary: A Boeing 747 collided with a Boeing 767 on the ground.**

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**Event Date: 1997-04-20 at 1615 CDT**


**Investigative Body: National Transportation Safety Board (NTSB), USA**

**Investigative Body's Web Site: <http://www.nts.gov/>**

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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
  2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
  3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.
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		NTSB ID: FTW97IA161		Aircraft Registration Number: PHBUL	
		Occurrence Date: 04/20/1997		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place HOUSTON		State TX	Zip Code 77059	Local Time 1615	Time Zone CDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 747-300		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On April 20, 1997, at 1615 central daylight time, a Boeing 747-300 airplane, Dutch registration PHBUL, collided with another airplane while taxiing for takeoff at the Houston Intercontinental Airport, near Houston, Texas. The airplane was being operated by the Royal Dutch Airlines as KLM Flight 662 under Title 14 CFR Part 129, at the time of the incident. None of the 284 passengers, 10 flight attendants, or the 5 flight crewmembers were injured. Visual meteorological conditions prevailed for the scheduled international flight for which an IFR flight plan was filed. KLM Flight 662 was originating at the time of the incident, with Amsterdam, The Netherlands, at its intended destination.</p> <p>According to Air Traffic Control (ATC) personnel at the airport, an Air France Boeing 767 was number one in sequence for takeoff at the runway area for runway 14L. The Air France flight reported to ATC that they were not ready for takeoff; however, they did not state the reason for their delay. ATC asked KLM flight 662, which was number two for departure, if they were able to taxi around the Air France Boeing 767 which was standing on the right side of the KLM Boeing 747. The KLM crew answered that they were able to taxi around and they were subsequently cleared by ATC to taxi into position and hold for departure on 14L.</p> <p>The first officer of the KLM 747 stated that the flight crew was aware of the close clearance between the two wing tips and they "taxied slowly and cautiously" slightly to the left of the yellow taxi line. The first officer stated that he remarked "we were clear" as he watched out his window on the right side of the cockpit. A couple seconds after the "all clear" the crew reported that a "slight bump" was felt which they attributed to a bump on the taxiway.</p> <p>While taxiing around the standing Air France Boeing 767, the extended right outboard leading edge flap from the KLM 747 impacted the left wing tip of the Air France 767, resulting in minor damage to both airplanes. The flight crew of the Air France's 767 reported the collision to ATC by radio.</p> <p>Airport operations personnel reported that no fuel was spilled from either aircraft and both airplanes taxied back to their respective gates in the international ramp where all passengers were deplaned without further incident. Air France's maintenance personnel replaced the left wing navigation light assembly from the Boeing 767 and the airplane was released, departing Houston approximately 3 hours after their scheduled departure time.</p> <p>Damage to the KLM Boeing 747 was limited to the leading edge of the outboard leading edge flap and the flap actuator. According to the FAA inspector at the site, the wing tip is visible from the first officer's station in the cockpit of the 747. Additionally, the FAA inspector reported that the side window was crazed.</p> <p>The scheduled departure time for KLM Flight 662 was 1540. The visibility at the time of the</p>					
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National Transportation Safety Board

**FACTUAL REPORT  
AVIATION**




NTSB ID: FTW97IA161


Occurrence Date: 04/20/1997

Occurrence Type: Incident

Narrative (Continued)

incident was reported in excess of 10 nautical miles without restrictions.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: FTW97IA161				
		Occurrence Date: 04/20/1997				
		Occurrence Type: Incident				
<b>Landing Facility/Approach Information</b>						
Airport Name HOUSTON INTERCONTINENTAL		Airport ID: IAH	Airport Elevation 98 Ft. MSL	Runway Used 14R	Runway Length 6038	Runway Width 100
Runway Surface Type: Asphalt						
Runway Surface Condition: Dry						
Type Instrument Approach:						
VFR Approach/Landing:						
<b>Aircraft Information</b>						
Aircraft Manufacturer Boeing		Model/Series 747-300		Serial Number		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats:		Certified Max Gross Wt. LBS	Number of Engines: 4	
Engine Type: Turbo Jet		Engine Manufacturer: P&W		Model/Series: JT9D-7A		Rated Power: 45000 LBS
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection		Time Since Last Inspection Hours		Airframe Total Time Hours
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
<b>Owner/Operator Information</b>						
Registered Aircraft Owner J.H. MEURER		Street Address 565 TAXTER ROAD				
		City ELMSFORD		State NY	Zip Code 10523	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As: ROYAL DUTCH AIRLINES				Operator Designator Code: KLM		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 129: Foreign						
Type of Flight Operation Conducted: Scheduled; International; Passenger/Cargo						
FACTUAL REPORT - AVIATION						

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: FTW971A161
	Occurrence Date: 04/20/1997
	Occurrence Type: Incident

<b>First Pilot Information</b>				
Name On File	City On File	State On File	Date of Birth On File	Age 40

Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes

Current Biennial Flight Review?

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 01/1997
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	8050	1800								
Pilot In Command(PIC)										
Instructor										
Last 90 Days		152								
Last 30 Days		42								
Last 24 Hours		10								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR	
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Departure Point Same as Accident/Incident Location	State	Airport Identifier IAH	Departure Time 1615	Time Zone CDT
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Destination AMSTERDAM	State OF	Airport Identifier EHAM	
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Type of Clearance: IFR

Type of Airspace: Class B

**Weather Information**

Source of Briefing:  
Company

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: FTW971A161
	Occurrence Date: 04/20/1997
	Occurrence Type: Incident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
IAH	1553	CDT	98 Ft. MSL	1 NM	320 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			3500 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		7500 Ft. AGL		Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 27 °C	Dew Point: 17 °C	Wind Direction: 210		Density Altitude: Ft.	
Wind Speed: 4	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

<b>Accident Information</b>		
Aircraft Damage: Minor	Aircraft Fire: None	Aircraft Explosion: None

Classification: Foreign Registered/U.S. Soil					
<b>- Injury Summary Matrix</b>	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer				1	1
Cabin Attendants				10	10
Other Crew				2	2
Passengers				284	284
<b>- TOTAL ABOARD -</b>				299	299
Other Ground	0	0	0		0
<b>- GRAND TOTAL -</b>	0	0	0	299	299

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: FTW97IA161

Occurrence Date: 04/20/1997

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

HECTOR R. CASANOVA

Additional Persons Participating in This Accident/Incident Investigation:

SIDNEY P ALEXANDER  
FAA FSDO  
HOUSTON, TX 77059

JAVIER CAMBA  
ROYAL DUTCH AIRLINES  
HOUSTON, TX 77059