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## Ground collision between a Boeing 727-214 and Bombardier CL-600 Regional Jet, La Guardia, October 23, 2000

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**Micro-summary:** This Boeing 727-214 struck a Bombardier CL-600 Regional Jet while taxiing.

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**Event Date:** 2000-10-23 at 2120 EDT


**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!***
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		NTSB ID: NYC01LA023B		Aircraft Registration Number: N786AT	
		Occurrence Date: 10/23/2000		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place NEW YORK		State NY	Zip Code 11371	Local Time 2120	Time Zone EDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 727-214		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 October 23, 2000, about 2120 Eastern Daylight Time, a Bombardier CL-600 Regional Jet (CRJ), N804CA, operating as Comair flight 5958, sustained substantial damage when it was struck by another airplane, while stopped in a taxiway at La Guardia International Airport (LGA), New York, New York.</p> <p>The other airplane, a Boeing 727-214, N786AT, operating as American Trans Air (ATA) flight 596, sustained minor damage. None of the 3 crewmembers and 36 passengers aboard the CRJ were injured, nor were any of the 7 crewmembers and 35 passengers onboard the Boeing. Visual meteorological conditions prevailed at the time of the accident. The CRJ had an instrument rules flight plan on file to Cincinnati/Northern Kentucky International Airport (CVG), Covington, Kentucky, and the Boeing had an instrument rules flight plan on file to Chicago Midway Airport (MDW), Chicago, Illinois. The passenger flights were to be conducted under 14 CFR Part 121.</p> <p>The accident occurred where Taxiway Bravo curved to the left, and Taxiway Papa split off straight ahead, in the vicinity of cross-Taxiway Golf Golf (GG).</p> <p>According to the pilot/operator report submitted by ATA, the ATA Boeing 727 was taxiing on one engine, about the speed of a brisk walk. There were "at least" two airplanes in front of the ATA flight, with the Comair CRJ being the first, and a DC-9 being the second.</p> <p>Initial taxi instructions to the ATA flight were to proceed along Taxiway Alpha, then Lima, then Bravo, and hold short of GG. Approaching GG, the ATA crew switched to another ground control frequency, per controller instructions. Just short of GG, the crew was cleared to taxi, "Bravo - Papa, hold short of Runway 22."</p> <p>The DC-9 that was ahead, turned off Bravo at Juliet. The CRJ continued along Bravo, to where Bravo and Papa split. The CRJ was facing away from the taxiway's original heading, at an angle of approximately 30 degrees. "Aware of the RJ's location, the [ATA] captain believed he had adequate distancing to proceed." Proceeding along Bravo, to Papa, on taxiway centerline, the crew felt a slight bump. They believed it was a seam in the concrete, but then heard the CRJ crew report the impact.</p> <p>The captain of the CRJ reported that he received taxi clearance to Runway 13. The clearance was to proceed via Zulu and Bravo, and hold short of GG. Shortly after passing Juliet, the crew was instructed to hold short of GG, and change frequency. On the new frequency, a new clearance was issued for the airplane to continue on Bravo, turn right on Foxtrot, then hold short of Runway 22.</p> <p>The captain also stated that due to traffic ahead, the crew would periodically stop the airplane, and set the parking brake until the line of airplanes advanced. While the airplane was stopped on Bravo, approximately abeam of GG, and with the parking brake on, the crew felt "an abrupt jolt/impact."</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**

SAFETY BOARD


NTSB ID: NYC01LA023B


Occurrence Date: 10/23/2000

Occurrence Type: Accident

Narrative (Continued)

Damage reported by the operators included left wing leading edge and slat damage to the Boeing 727, and right winglet damage to the CRJ, consistent with an impact that emanated aft, and proceeded forward.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: NYC01LA023B			
		Occurrence Date: 10/23/2000			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name LA GUARDIA	Airport ID: LGA	Airport Elevation 22 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
<b>Aircraft Information</b>					
Aircraft Manufacturer Boeing		Model/Series 727-214		Serial Number 21692	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 180	Certified Max Gross Wt. 195500 LBS	Number of Engines: 3		
Engine Type: Turbo Fan	Engine Manufacturer: P&W	Model/Series: JT8D-17	Rated Power: 16000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 10/2000	Time Since Last Inspection 13 Hours	Airframe Total Time 56593 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner SUNTRUST BANK		Street Address 200 S. ORANGE AVE			
		City ORLANDO	State FL	Zip Code 32801	
Operator of Aircraft AMERICAN TRANS AIR		Street Address 7337 WEST WASHINGTON STREET			
		City INDIANAPOLIS	State IN	Zip Code 46231	
Operator Does Business As:			Operator Designator Code: AMTA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: NYC01LA023B
	Occurrence Date: 10/23/2000
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth	Age 39
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number:
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 05/2000
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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	8300	2479								
Pilot In Command(PIC)		643								
Instructor										
Last 90 Days	156	156								
Last 30 Days	69	69								
Last 24 Hours	2	2								

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

Departure Point Same as Accident/Incident Location	State	Airport Identifier LGA	Departure Time 0000	Time Zone
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Destination CHICAGO	State IL	Airport Identifier MDW	
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Type of Clearance:

Type of Airspace:

**Weather Information**

Source of Briefing:

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: NYC01LA023B
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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LGA	2051	EDT	22 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Broken		25000 Ft. AGL		Visibility: 10 SM	Altimeter: 30.00 "Hg
Temperature: 14 °C	Dew Point: 7 °C	Wind Direction: 180		Density Altitude: Ft.	
Wind Speed: 7	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: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	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				4	4
Other Crew					
Passengers				35	35
- TOTAL ABOARD -				42	42
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	42	42

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: NYC01LA023B

Occurrence Date: 10/23/2000

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

PAUL R. COX

Additional Persons Participating in This Accident/Incident Investigation:

ALBERT CLEMENTE  
FAA/FSDO  
NEW YORK, NY

TOM MONFORTE  
COMAIR  
CINCINNATI, OH

EDWARD DUCHNOWSKI  
AMERICAN TRANS AIR  
INDIANAPOLIS, IN