
Ground collision between a Boeing 757 and Boeing 737, Chicago, May 11, 2002

Micro-summary: This Boeing 757-33N struck a Boeing 737 during pushback.


Event Date: 2002-05-11 at 1745 CST


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


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

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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI02LA128		Aircraft Registration Number: N552TZ	
		Occurrence Date: 05/11/2002		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Chicago		State IL	Zip Code 60805	Local Time 1745	Time Zone CST
Airport Proximity: On Airport		Distance From Landing Facility: 0		Direction From Airport: 0	
Aircraft Information Summary					
Aircraft Manufacturer Boeing			Model/Series 757-33N		Type of Aircraft Airplane
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On May 11, 2002, at 1745 central standard time, a Boeing 757-33N, N552TZ, operated by American Trans Air (ATA) as flight 211, sustained substantial damage when it struck a Boeing 737, N408WN, operated by Southwest Airlines (SWA) as flight number 1944 which was parked at gate F6 at Chicago Midway Airport, Chicago, Illinois. Visual meteorological conditions and light rain prevailed at the time of the accident. The pilot, co-pilot, five cabin attendants, and the 85 passengers on board ATA 211 were not injured. No injuries were reported by the 70 persons on board SWA 1944. ATA 211 was to depart for Phoenix, Arizona (PHX) and SWA flight number 1944 was to depart for Tampa, Florida.</p> <p>According to written statements from eyewitnesses, the damage occurred while the ATA 211 was being pushed back from gate F3 located directly across from gate F6. It is reported that the wing walkers attempted to get the attention of the tug driver as the aircraft tails neared each other. The tug driver reported, "Knowing the bad weather, I was going slower than walking speed. As I kept pushing out I noticed that I was getting closer to the Southwest aircraft. So I was looking for my wingwalkers, but I lost visual contact...because of the landing gear." The tug driver stated that he was waiting for the stop sign from the wingwalkers and continued pushing until a wingwalker appeared from behind the aircraft and gave him the stop sign three to five feet from the other aircraft. The tug driver reported that the aircraft then slid into the other aircraft. The right elevator on the ATA 211 struck the right elevator on the SWA 1944 resulting in damage to the honeycomb structure of each aircraft.</p> <p>One of the wing walkers reported that he was "...mostly looking at the back wing" during the pushback. He reported that he noticed the airplane was "... not going to make it..." and he immediately put up the "X". The airplane continued back contacting SWA 1944. The second wing walker reported, "I ... was wingwalking the left side and noticed ... who was pushing the aircraft out to far before swinging. I established the 'X' and the aircraft kept moving."</p> <p>According to the captain's written statement, as the flight crew was preparing to start the right engine during pushback from the gate, the aircraft came to an abrupt stop. The captain reported, "The pushback appeared to be normal up until the point that we came to a quick stop. There was a wing walker on the left side of the aircraft, the push did not appear to be too fast, nor was the path of pushback unusual. In the cockpit I did not feel the collision, and in fact had no idea that we hit anything until told by the ground crew." The captain reported that after the collision the aircraft was pulled back to the gate. The captain stated that the aircraft was then tugged to another gate to deplane.</p>					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI02LA128				
		Occurrence Date: 05/11/2002				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Chicago Midway		Airport ID: MDW	Airport Elevation 616 Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Asphalt						
Runway Surface Condition: Wet						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Boeing		Model/Series 757-33N		Serial Number 32586		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 258	Certified Max Gross Wt. 270000 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: Rolls-Royce		Model/Series: RB211-535E4C	Rated Power: 43209 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 04/2002	Time Since Last Inspection 1989 Hours		Airframe Total Time 1989 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner Wells Fargo Bank Northwest		Street Address 79 S. Main Street MAC U 1254-031				
		City Salt Lake City		State UT	Zip Code 84111	
Operator of Aircraft American Trans Air		Street Address 7337 W. Washington St.				
		City Indianapolis		State IN	Zip Code 46231	
Operator Does Business As: American Trans Air				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>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI02LA128
	Occurrence Date: 05/11/2002
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 48
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Commercial

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? 04/2002
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 04/2002
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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	15871									
Pilot In Command(PIC)										
Instructor										
Last 90 Days	207									
Last 30 Days	56									
Last 24 Hours										

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 MDW	Departure Time	Time Zone CDT
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Destination Phoenix	State AZ	Airport Identifier PHX	
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Type of Clearance: IFR

Type of Airspace: Class C

Weather Information

Source of Briefing: Company

Method of Briefing: In Person

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KMDW	1753	CST	616 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		1000 Ft. AGL		Visibility: 10 SM	Altimeter: 30.12 "Hg
Temperature: 8 °C	Dew Point: 7 °C	Wind Direction: 110		Density Altitude: -316 Ft.	
Wind Speed: 12	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation: Light			
Restrictions to Visibility: None					
Type of Precipitation: Rain					

Accident Information		
Aircraft Damage: Substantial	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					
Cabin Attendants				5	5
Other Crew					
Passengers				85	85
- TOTAL ABOARD -				92	92
Other Ground					
- GRAND TOTAL -				92	92

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Date: 05/11/2002

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Pamela S. Sullivan

Additional Persons Participating in This Accident/Incident Investigation:

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Manager, Safety Programs
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Indianapolis, IN 46231