
Ground collision, Airbus A319-114, June 30, 2004

Micro-summary: Ground collision between an Airbus A319 and a Canadair CL-600.


Event Date: 2004-06-30 at 625 EDT

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

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

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		NTSB ID: NYC04IA152A		Aircraft Registration Number: N348NB	
		Occurrence Date: 06/30/2004		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Manchester	State NH	Zip Code 03101	Local Time 0625	Time Zone EDT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Airbus Industrie		Model/Series A319-114		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 June 30, 2004, about 0625 eastern daylight time, an Airbus A319-114, N348NB, operated by Northwest Airlines Inc., sustained minor damage when it struck a Canadair CL-600-2B19, N668BR, operated by Atlantic Coast Airlines, while taxiing for takeoff at Manchester Airport, Manchester, New Hampshire. The Canadair also sustained minor damage. The 2 flight crewmembers, 3 flight attendants, and 95 passengers onboard the Airbus, and the 2 flight crewmembers, 1 flight attendant, and 38 passengers onboard the Canadair were not injured. Visual meteorological conditions prevailed at the time of the incident, and an instrument flight rules flight plan was filed for both flights. The Airbus was operated under 14 CFR Part 121, as flight 811, destined for Detroit. The Canadair was operated under 14 CFR Part 121, as flight 7567, destined for Dulles, Virginia.</p> <p>Both airplanes were cleared to taxi to runway 35 by air traffic control. The Canadair was cleared via taxiway "A" and "P." The Airbus was cleared via taxiway "A". Taxiway "A" extended parallel to runway 35/17, and taxiway "P" intersected taxiway "A," at a 45 degree angle, at the approach end of runway 35.</p> <p>The captain of the Airbus stated he observed the Canadair holding short of runway 35, on taxiway "P." He felt there was adequate clearance to safely taxi past the airplane, and in addition, he positioned the Airbus 2 to 3 feet to the right of the taxiway "A" centerline. He further stated:</p> <p>"...I could see that [the Canadair] was up to the hold short line with their nose wheel and I felt confident there was adequate room to safely pass them. At this point, I'm sure we have passed their tail. I look forward. In approximately one second, we came to a stop. I looked left and saw our wingtip against the [Canadair's] rudder..."</p> <p>The Canadair flight crew reported that they were parked on taxiway "P," with the parking brake set, when they felt a "jolt."</p> <p>Both airplane's taxied back to the gate area.</p> <p>The trailing edge of the Canadair's rudder was struck near it's mid-point, and was penetrated forward about 90 percent of it's width. The Airbus sustained damage to it's left winglet and the strobe/navigation light assembly.</p> <p>Dimensional data supplied by both operators revealed that the length of the Canadair was approximately 88 feet, 5 inches, and the wing span of the Airbus was approximately 111 feet, 10 inches.</p> <p>A Federal Aviation Administration inspector reported that he measured the length of the Canadair back from the taxiway "P" hold-short line, and then measured perpendicular to the taxiway "A" centerline, half of the wing span of the Airbus. He noted that the Airbus would have required</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: NYC04IA152A


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Narrative (Continued)

about an additional 8 feet, to clear the Canadair.

The Airbus was equipped with an L-3 Fairchild F-2100 flight data recorder (FDR), which was forwarded to the NTSB Vehicle Recorders Division. The FDR data depicted the airplane taxiing on a magnetic heading of 171 degrees, when it began to alter it's direction to the right. The airplane reached a heading of 198 degrees, before altering it's direction back to the left. The airplane came to a stop shortly thereafter.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC04IA152A			
		Occurrence Date: 06/30/2004			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name Manchester	Airport ID: MHT	Airport Elevation 266 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Airbus Industrie		Model/Series A319-114		Serial Number 1810	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 130	Certified Max Gross Wt. 142000 LBS	Number of Engines: 2		
Engine Type: Turbo Fan	Engine Manufacturer: CFM International	Model/Series: CFM56	Rated Power: 22000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time 35591 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner Northwest Airlines, Inc.		Street Address 7500 Airline Drive			
		City Minnesota	State MN	Zip Code 55450	
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:			Operator Designator Code: NWAA		
- 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/Cargo					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: NYC04IA152A
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	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 56
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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

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s):

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 09/2003
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 01/2004
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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	17180	3647								
Pilot In Command(PIC)	7755	3647								
Instructor										
Last 90 Days	233	233								
Last 30 Days	78	78								
Last 24 Hours	5	5								

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 Manchester	State NH	Airport Identifier MHT	Departure Time	Time Zone EDT
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Destination Detroit	State MI	Airport Identifier DTW		
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Type of Clearance: IFR

Type of Airspace: Class C

Weather Information

Source of Briefing: Company


Method of Briefing: Unknown

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MHT	0653	EDT	266 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.07 "Hg
Temperature: 14 °C	Dew Point: 12 °C	Wind Direction: Variable		Density Altitude: Ft.	
Wind Speed: Calm	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
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					
Cabin Attendants				3	3
Other Crew					
Passengers				95	95
- TOTAL ABOARD -				100	100
Other Ground					
- GRAND TOTAL -				100	100

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Administrative Information

Investigator-In-Charge (IIC)

Luke Schiada

Additional Persons Participating in This Accident/Incident Investigation:

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