
Collision with loading bridge, Boeing 737-282, April 25, 2005

Micro-summary: While taxiing in, this 737's #1 engine collided with the loading bridge.


Event Date: 2005-04-25 at 1105 MDT


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: DEN05IA071		Aircraft Registration Number: N789TM	
		Occurrence Date: 04/25/2005		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Denver		State CO	Zip Code 80249	Local Time 1105	Time Zone MDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737-282		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 April 25, 2005, approximately 1105 mountain daylight time, Casino Express flight 211, a Boeing 737-282, N789TM, impacted the loading bridge while being marshalled into the gate at Denver International Airport (DEN), Denver, Colorado. None of the 92 passengers, 6 crew members, or ground personnel was injured. The airplane sustained minor exterior damage. The flight was conducted under Title 14 Code of Federal Regulations Part 121 on an instrument flight rules flight plan. The flight originated at Wendover Airport (ENV), in Wendover, Utah, approximately 0930.</p> <p>According to DEN operations personnel, the airplane was being marshalled to gate A52 by Frontier Airlines ground operations. The ground personnel marshalled the airplane onto the "727" stop bar line, which was located approximately 25 feet forward of the "737" stop bar line. During the taxi along the lead-in line, the airplane's left engine pylon fairing impacted the loading bridge. At the time of the incident, the loading bridge wheels were positioned within the painted hash-mark box. The flight crew was unaware that the airplane impacted the loading bridge.</p> <p>According to the Frontier Airlines Ground Accident/Incident Investigation Report, the Casino Express flight was marshalled in gate A52 far enough forward for the #1 engine housing to make contact with the loading bridge. The loading bridge was set in the box for the the Boeing 737-200; however, "at the direction of the Supervisor on Duty, the [aircraft] was marshalled to the 727 stop block causing the [aircraft] to make contact with the loading bridge." The report stated, "A complete lack of communication among interested parties accompanied by the assigning unqualified agents and a lack of direct supervision was the major cause of this accident. The Supervisor on Duty also directed the marshaller to bring the [aircraft] up to the 727 stop block which is approximately 25-30 feet forward of the 737 stop block. This was only communicated to the marshaller and not to anyone else. The supervisor was not in attendance during the arrival of the [aircraft]."</p> <p>The report stated the ground marshalling of the Casino Express flight was an irregular operation for the Frontier Jet Express team which normally handles regional jets.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN05IA071			
		Occurrence Date: 04/25/2005			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name DENVER INTL	Airport ID: DEN	Airport Elevation 5280 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 737-282		Serial Number 23046	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 130	Certified Max Gross Wt. 124500 LBS	Number of Engines: 2		
Engine Type: Turbo Jet	Engine Manufacturer: Pratt & Whitney	Model/Series: JT8D-17A	Rated Power:		
- 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? No			
Owner/Operator Information					
Registered Aircraft Owner TEM ENTERPRISES INC		Street Address 976 Mountain City Highway			
		City Elko	State NV	Zip Code 89801	
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: Casino Express			Operator Designator Code: BJNA		
- 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					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DEN051A071
	Occurrence Date: 04/25/2005
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 51
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Sex: M	Seat Occupied: Left	Principal Profession: Occupational 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): Airplane Single-engine; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review? 12/2004
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Medical Cert.: Class 1	Medical Cert. Status: Without Waivers/Limitations	Date of Last Medical Exam: 11/2004
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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	16000	4000				2500	400			
Pilot In Command(PIC)	16000	3000								
Instructor	800									
Last 90 Days		200								
Last 30 Days		75								
Last 24 Hours		7								

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 Wendover	State UT	Airport Identifier ENV	Departure Time 0923	Time Zone MDT
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Destination Same as Accident/Incident Location	State	Airport Identifier DEN	
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Type of Clearance: IFR

Type of Airspace:

Weather Information

Source of Briefing: Unknown

Method of Briefing:

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
DEN	1253	MDT	5280 Ft. MSL	NM	Deg. Mag.

Sky/Lowest Cloud Condition: Thin Broken 4900 Ft. AGL Condition of Light: Day

Lowest Ceiling: Broken 6000 Ft. AGL Visibility: 10 SM Altimeter: 29.84 "Hg

Temperature: 11 °C Dew Point: 1 °C Wind Direction: 30 Density Altitude: Ft.

Wind Speed: 26 Gusts: 30 Weather Conditions at Accident Site: Visual Conditions

Visibility (RVR): Ft. Visibility (RVV) SM Intensity of Precipitation:

Restrictions to Visibility: No Obscuration; No Precipitation

Type of Precipitation:

Accident Information

Aircraft Damage: Minor Aircraft Fire: None Aircraft Explosion: None

Classification:

- 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				4	4
Other Crew					
Passengers				92	92
- TOTAL ABOARD -				98	98
Other Ground					
- GRAND TOTAL -				98	98

National Transportation Safety Board

FACTUAL REPORT
AVIATION



NTSB ID: DEN05IA071

Occurrence Date: 04/25/2005

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

Aaron M. Sauer

Additional Persons Participating in This Accident/Incident Investigation:

Robert Bunderson
Federal Aviation Administration
Denver, CO