
Ground collision between two Boeing 757s, February 20, 1996

Micro-summary: This boeing 757-232 collided with another Boeing 757 while taxiing.


Event Date: 1996-02-20 at 0002 AST

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

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

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		NTSB ID: ANC96LA026A		Aircraft Registration Number: N622DL	
		Occurrence Date: 02/20/1996		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place FAIRBANKS	State AK	Zip Code 99701	Local Time 0002	Time Zone AST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer BOEING		Model/Series 757-232		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 February 20, 1996, about 0002 Alaska standard time, a Delta Airlines Boeing 757-232 airplane, N622DL, operating under 14 CFR Part 121 as Flight 367, collided with a United Airlines Boeing 757-222 airplane, N524UA, on the ramp at the Fairbanks International Airport, Fairbanks, Alaska. The United Airlines airplane was also operating under 14 CFR Part 121, as Flight 404. Both flights were en route to Anchorage, Alaska. Visual meteorological conditions prevailed in the area, and both flights had filed IFR flight plans.</p> <p>There was no emergency evacuation from either airplane, and there were no reported injuries among the 39 passengers and 7 crew members aboard the Delta Flight, or the 38 passengers and 7 crew members aboard the United airplane.</p> <p>According to Delta Airlines personnel and other witnesses, the Delta airplane was leaving Gate 8, and had initiated a turn to its right to taxi to the departure runway. During the course of the turn, the left wingtip of the Delta 757 collided with the left wingtip of the United 757, which was loaded with passengers, but still parked at an adjoining gate, Gate 7.</p> <p>The Delta 757 sustained minor damage to the left wingtip navigation light and housing; the United 757 received substantial damage to the left outboard aileron.</p> <p>Written statements (attached) from the two Delta Airlines ramp marshals, disclosed essentially the same information. Both ramp marshals were "unplugged" from the airplane, i.e., they were not communicating to the flight crew through any electronic means. They observed the airplane moving away from the ramp in what appeared to be a wide right turn. The marshal nearest the left wing signalled the emergency "STOP" signal with his flashlight wands when it became clear to him that the left wing was coming too close to the United airplane's wing tip. The wing marshal stated that he thinks the accident could have been prevented if the crew had observed his signals and stopped in a timely manner. The marshal closest to the nose of the Delta airplane also gave an emergency "STOP" signal with his wands, mimicking the signal he saw the wing marshal give. The forward marshal is unsure if the flight crew would have been in a position to see his stop signal because of his position (near mid-galley) in relation to the flight deck. The forward marshal noted in his statement that he never gave the crew the release from ramp salute, signalling that the airplane was clear of all obstacles.</p> <p>After the collision, the flight crew continued towards the active runway. The Captain wrote in his statement that he received a signal from the dispatching agent (ramp marshal) signalling him forward to the taxiway. The Captain later received information that the airplane needed to return to the gate area. Once he returned to the gate, he was informed of the collision.</p> <p>The United Airlines airplane was removed from service. Temporary repairs were made to the debonded composite aileron, and a ferry permit was issued by the FAA which allowed the airplane to be flown</p>					
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National Transportation Safety Board

**FACTUAL REPORT
AVIATION**




NTSB ID: ANC96LA026A


Occurrence Date: 02/20/1996

Occurrence Type: Accident

Narrative (Continued)

to United's repair facility in San Francisco, California, where a new aileron was installed.

		NTSB ID: ANC96LA026A				
		Occurrence Date: 02/20/1996				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name FAIRBANKS INTERNATIONAL		Airport ID: FAI	Airport Elevation 434 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach:						
VFR Approach/Landing:						
Aircraft Information						
Aircraft Manufacturer BOEING		Model/Series 757-232		Serial Number 22912		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 190	Certified Max Gross Wt. 223800 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: P&W		Model/Series: 2037	Rated Power: 38200 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 02/1996	Time Since Last Inspection 60 Hours		Airframe Total Time 30708 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? No		ELT Operated?		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner WILMINGTON TRUST		Street Address RODNEY SQ. N. CORP. TRADE ADM.				
		City WILMINGTON		State DE	Zip Code 19890	
Operator of Aircraft DELTA AIRLINES, INC.		Street Address 1030 DELTA BLVD.				
		City ATLANTA		State GA	Zip Code 30320	
Operator Does Business As:				Operator Designator Code: DL		
- 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: ANC96LA026A
	Occurrence Date: 02/20/1996
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 59
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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; 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?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 10/1995
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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	14000	2484				3000				
Pilot In Command(PIC)										
Instructor										
Last 90 Days	92	92								
Last 30 Days	8	8								
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: Unknown

Departure Point Same as Accident/Incident Location	State	Airport Identifier FAI	Departure Time 0000	Time Zone
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Destination ANCHORAGE	State AK	Airport Identifier ANC	
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Type of Clearance:

Type of Airspace:

Weather Information

Source of Briefing:

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
FAI	2335	AST	434 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2400 Ft. AGL	Condition of Light: Night/Bright	
Lowest Ceiling: Broken		4700 Ft. AGL		Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: -21 °C	Dew Point: -18 °C	Wind Direction: 190		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					

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				5	5
Other Crew					
Passengers				39	39
- TOTAL ABOARD -				46	46
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	46	46

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Date: 02/20/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JAMES D. LABELLE

Additional Persons Participating in This Accident/Incident Investigation:

JOHN Q GAMBLE
FAA, FAIRBANKS FSDO
FAIRBANKS, AK 99701