
Ground collision between a Boeing 737-322 and Boeing 767, San Francisco, June 6, 1996

Micro-summary: This Boeing 737-322 collided with a Boeing 767 during pushback.


Event Date: 1996-06-06 at 2205 PDT

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: LAX96LA222A		Aircraft Registration Number: N371UA	
		Occurrence Date: 06/06/1996		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place SAN FRANCISCO		State CA	Zip Code 94128	Local Time 2205	Time Zone PDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737-322		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 June 6, 1996, at 2205 hours Pacific daylight time, a United Airlines Boeing 737-322, N371UA, operating as scheduled passenger flight number 2546 to Seattle, Washington, collided on the ground with an American Airlines Boeing 767-223, N335AA, operating as scheduled passenger flight number 18 to New York City, New York. The collision occurred between the "E" and "F" concourses in an alleyway at the San Francisco International Airport, San Francisco, California. At the time, the United aircraft was under tug control while being pushed back from gate number 77, and the American aircraft was commencing to taxi for takeoff from the same alleyway following its uneventful pushback from gate number 63. During the aircraft tail-to-tail collision, the United aircraft was substantially damaged, and neither its 5 crew members nor 50 passengers were injured. The American aircraft received minor damage, and neither its 11 crew members nor 154 passengers were injured.</p> <p>The captains in both aircraft had received clearances for their respective pushbacks, and the American aircraft was pushed back first. According to American, wing walkers had been used during the pushback operation, and its aircraft was positioned at its customary location in the alleyway. Thereafter, the captain started both engines. The push tractor disconnected from the aircraft, and along with the wing walkers proceeded back to the gate. Upon arrival at the gate one of the wing walkers observed that the aircraft had just been impacted by a United aircraft.</p> <p>According to a representative from United Airlines, no wing walkers were used during its pushback operation. Also, it was United's policy that prior to pushing the accident aircraft into the alleyway, it was the tug driver's responsibility to ensure that adequate clearance existed from other aircraft.</p> <p>The United tug driver reported, in pertinent part, that after initiating the pushback she slowed her speed to allow for the passage of a food service truck. Then she continued with the pushback operation and looked for the lead-in line where the aircraft was to be positioned in the alleyway. The tug driver further reported that approaching the lead-in line the aircraft "lunged toward me abruptly." The tug driver asked the pilot what was wrong and whether he applied brakes. The pilot, who described the aircraft as having experienced a "shudder," responded that he had not applied the brakes.</p> <p>The tug driver indicated that she initially believed something might be wrong with the tug; however, she proceeded with another pushback effort. After restarting the pushback she observed for the first time the landing gear of a Boeing 767 which was already located in the alleyway. The Boeing 767 was located directly behind the Boeing 737. It was then that she realized a collision had occurred.</p> <p>In September of 1995, United Airlines management was aware that aircraft utilizing its gate number 77 did not have the minimum 25-foot aircraft wing tip clearance in the alleyway as required by the City of San Francisco. City personnel agreed to allow United to paint temporary aircraft lead-in</p>					
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**FACTUAL REPORT
AVIATION**




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Occurrence Type: Accident

Narrative (Continued)

lines at the gate and to allow Boeing 737 aircraft gate usage provided United "guarantee the use of wing walkers."

		NTSB ID: LAX96LA222A			
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		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
SAN FRANCISCO INTL	SFO	11 Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		737-322		24540	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 133	Certified Max Gross Wt.	130000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	GE	CFM56-3-C1	20000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	10/1995	Hours	18843 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
		RODNEY SQ. N. CORP. TRUST ADM.			
WILMINGTON TRUST CO. TRUSTEE		City	State	Zip Code	
		WILMINGTON	DE	19890	
Operator of Aircraft		Street Address			
		P.O. BOX 66100			
UNITED AIRLINES, INC.		City	State	Zip Code	
		ELK GROVE	IL	60666	
Operator Does Business As:			Operator Designator Code: UALA		
- 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: LAX96LA222A
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	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 47
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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; Flight Instructor; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine; Instrument Airplane

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: 01/1996
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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	14469	2660								
Pilot In Command(PIC)		2660								
Instructor										
Last 90 Days		190								
Last 30 Days		64								
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 Same as Accident/Incident Location	State	Airport Identifier SFO	Departure Time 2205	Time Zone PDT
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Destination SEATTLE	State WA	Airport Identifier SEA	
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Type of Clearance: IFR

Type of Airspace: Class D

Weather Information

Source of Briefing:
Company

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
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Night/Bright	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 15 SM	Altimeter: 29.00	"Hg
Temperature: 14 °C	Dew Point: 8 °C	Wind Direction: 280		Density Altitude: Ft.	
Wind Speed: 12	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: 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				3	3
Other Crew					
Passengers				50	50
- TOTAL ABOARD -				55	55
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	55	55

National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

WAYNE POLLACK

Additional Persons Participating in This Accident/Incident Investigation: