
Collision with overpass, Boeing 757-2S7, March 1, 1997

Micro-summary: This Boeing 757-2S7's vertical stabilizer hit an overpass.


Event Date: 1997-03-01 at 2012 MST

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

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

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		NTSB ID: FTW97IA112		Aircraft Registration Number: N902AW	
		Occurrence Date: 03/01/1997		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place DENVER	State CO	Zip Code 80249	Local Time 2012	Time Zone MST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 757-2S7		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 March 1, 1997, at 2012 mountain standard time, a Boeing 757-2S7, N902AW, owned by Meridian Trust Company of Reading, Pennsylvania, and operated by America West Airlines, Inc., of Phoenix, Arizona, sustained minor damage when it struck an overhead bridge while taxiing at Denver, Colorado, International Airport. There were no injuries to the two cockpit crew members, 4 cabin crew members, and 95 passengers. Visual meteorological conditions prevailed, and an IFR flight plan had been filed. The airplane was being operated as Flight 491, scheduled domestic passenger service, under Title 14 CFR Part 121. The flight originated at Phoenix, Arizona, at 1819 Pacific standard time.</p> <p>According to the transcript of control tower communications, the airplane landed on runway 07. At 1952:49, as its landing roll was slowing, the crew was instructed to "turn left at (taxiway) bravo four" and to remain on the tower frequency until entering taxiway "alpha sierra, then contact ramp tower contact ramp control." The crew acknowledged. At 1953:08 the tower controller asked, "You don't normally fly a (Boeing) seven five (seven) in here, do you?" The crew did not answer, and there were no further transmissions between Denver control tower and flight 491.</p> <p>There was a recording equipment malfunction in the B concourse control tower. As a result, only transmissions from the controller were recorded. According to the transcript, the controller instructed "Cactus 491, (taxi via) alpha sierra to the gate (A-44), sir. Be advised that we've got men in vehicles that are working in that area. They should give way to you but if you have any problems with that commute, give me a call back." The B concourse control tower is manned by airport personnel, not FAA air traffic control (ATC) personnel. According to the assistant deputy manager of aviation, most of the personnel are former military or civilian ATC personnel and have been thoroughly trained in ground operations.</p> <p>To get to gate A-44 via taxiway alpha sierra, the airplane had to pass beneath an overhead bridge connecting the main terminal building and "A" concourse. As the airplane passed beneath the bridge, its vertical stabilizer struck the bridge, crushing the vertical stabilizer cap and rudder.</p> <p>The following note appears on the Jeppesen taxi chart: "CAUTION: OVERHEAD PASSENGER BRIDGE ON SOUTH SIDE OF CONCOURSE A PROVIDES 40' TAIL AND 117' WINGSPAN CLEARANCE WHEN ON TAXIWAY CENTERLINES." The following America West NOTAM (Notice to Airmen) was contained in the dispatch release and was given to the flight crew: "757 AIRCRAFT EFFECTIVE 1 MARCH, DO NOT TAXI UNDER THE PASSENGER BRIDGE SOUTH SIDE OF CONCOURSE A."</p> <p>According to the captain's statement, "it appeared that there was more than adequate clearance for the tail of the aircraft, but I became more concerned with the wingtip clearance from the side support of the bridge rather than the tail clearance."</p> <p>In his statement the controller on duty in the B concourse control tower wrote, "All I could see</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD

NTSB ID: FTW97IA112


Occurrence Date: 03/01/1997


Occurrence Type: Incident

Narrative (Continued)

was the aircraft's lights and told the aircraft to taxi alpha sierra. I was not expecting a (Boeing) 757 on this flight and did not see the aircraft was a 757."

According to an America West spokesman, this was the first time the airline had used the Boeing 757 on this particular route. They had previously used the Airbus 320. There is adequate clearance for the Airbus 320, but not the Boeing 757, to pass beneath the overhead bridge.

		NTSB ID: FTW97IA112			
		Occurrence Date: 03/01/1997			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
DENVER INTERNATIONAL	DEN	5431 Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		757-2S7		23322	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 200	Certified Max Gross Wt.	240000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	Rolls-Royce	RB 211-535E4	40000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	03/1997	5 Hours	45376 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
		35 N. SIXTH ST.			
MERIDIAN TRUST COMPANY		City	State	Zip Code	
		READING	PA	19601	
Operator of Aircraft		Street Address			
		4000 E. SKY HARBOR BLVD.			
AMERICA WEST AIRLINES		City	State	Zip Code	
		PHOENIX	AZ	85034	
Operator Does Business As:			Operator Designator Code: AWXA		
- 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: FTW971A112
	Occurrence Date: 03/01/1997
	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; 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?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam:
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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	17500	2500								
Pilot In Command(PIC)	15000	2500								
Instructor										
Last 90 Days	130	130								
Last 30 Days	2	2								
Last 24 Hours	1	1								

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 PHOENIX	State AZ	Airport Identifier PHX	Departure Time 1819	Time Zone MST
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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: 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
DEN	1953	MST	5431 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			25000 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 10	SM	Altimeter: 29.00 "Hg
Temperature: -1 °C	Dew Point: -7 °C	Wind Direction: 160		Density Altitude: Ft.	
Wind Speed: 5	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				4	4
Other Crew					
Passengers				95	95
- TOTAL ABOARD -				101	101
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	101	101

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: FTW97IA112

Occurrence Date: 03/01/1997

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

ARNOLD W. SCOTT

Additional Persons Participating in This Accident/Incident Investigation:

RAYMOND TOWLES

FAA GSDO

DENVER, CO 80249