
Ground collision between a Boeing 767-300ER and a Boeing 737-924, Houston, December 15, 2005

Micro-summary: This Boeing 767-300ER struck a holding Boeing 737-924 while taxiing to its loading area.


Event Date: 2005-12-15 at 1805 CST

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

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

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		NTSB ID: DFW06IA025A		Aircraft Registration Number: N319UP	
		Occurrence Date: 12/15/2005		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Houston		State TX	Zip Code 77396	Local Time 1805	Time Zone CST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 767-300ER		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 December 15, 2005, at 1805 central standard time (CST), a Boeing 767-300ER cargo-configured airplane, N319UP, operated by United Parcel Service (UPS) as flight 2774 sustained minor left wing damage when it struck the tail cone of a Boeing 737-924 passenger-configured airplane, N32404, operated by Continental Airlines, Inc. (COA) as flight 1423, while taxiing after landing at the George Bush Intercontinental Airport (IAH), near Houston, Texas. N32404, which also sustained minor damage to its tail cone and left horizontal stabilizer, was holding short of its gate area. There were no reported injuries to the two pilots of N319UP or to the two pilots, five flight attendants, and 167 passengers of N32404. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed for the scheduled flights conducted under 14 Code of Federal Regulations Part 121. The last departure airport for N319UP was the Louisville International Airport-Standiford Field (SDF), near Louisville, Kentucky. The last departure airport for N32404 was the Sacramento International Airport (SMF), near Sacramento, California.</p> <p>The UPS Captain stated that Houston Intercontinental (IAH) Ground Control had cleared N319UP to the ramp via taxiway "SF," after it landed on runway 27. As N310UP was taxiing along "SF," with the flight crew monitoring IAH Ground Control frequency, both pilots noticed the Continental 737 ahead and to their left, well inside the double yellow lines. They "felt the 737 was clear of our path."</p> <p>The COA Captain stated that N32404 had been holding short of their assigned gate for about five minutes, with the parking brake set and one engine running, waiting to enter gate E-23. The ramp was congested and two other COA 737s were trying to exit the area. N32404 was monitoring Continental's East Ramp Control frequency for clearance to proceed to the gate. After the collision, the passengers were deplaned through the forward left passenger entry door via an air stair to the ramp and then into the terminal.</p> <p>A letter of agreement between the Bush Intercontinental Tower and the Bush Intercontinental Airport effective March 12, 2004, established "non-movement areas" as: all ramps, aircraft parking areas, Taxiway SF from the south ramp to Taxiway NB, Taxiway NR from WW to Taxiway WB, Taxiway SD, Taxiway SE, Taxiway SC north of Taxiway SD, and the North Ramp connector. The pilot/controller glossary from the FAA's Air Traffic Control Manual (7110.65J) defines a "non-movement area" as: taxiways and apron (ramp) areas not under the control of air traffic.</p> <p>Representatives from both operators stated that neither had issued any special notice to airmen (NOTAM) about the non-movement area; and the Jeppesen Information Services, a subscription service purchased by both airlines and provided to its pilots, did not depict taxiway SF as being a non-movement area. Jeppesen chart 70-9 (IAH airport diagram dated June 17, 2005) states, "Twys SD, SE, & SE North of Twy SD are designated non-movement areas operated by COA ramp control."</p> <p>At 1653, the automated surface observing system at IAH reported wind from 290 at 3 knots,</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION




NTSB ID: DFW06IA025A


Occurrence Date: 12/15/2005

Occurrence Type: Incident

Narrative (Continued)

visibility of 10 statute miles, clear skies, temperature 12 degrees Celsius, dew point minus 02 degrees, and an altimeter setting of 30.13 inches of Mercury.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DFW06IA025A				
		Occurrence Date: 12/15/2005				
		Occurrence Type: Incident				
Landing Facility/Approach Information						
Airport Name Houston Intercontinental		Airport ID: IAH	Airport Elevation 97 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Boeing		Model/Series 767-300ER		Serial Number 27758		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 6	Certified Max Gross Wt. 409000 LBS		Number of Engines: 2	
Engine Type: Turbo Jet		Engine Manufacturer: General Electric		Model/Series: CF6-80	Rated Power: 60500 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 12/2005	Time Since Last Inspection Hours		Airframe Total Time 23117 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 United Parcel Service Co		Street Address				
		City		State	Zip Code	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address 1400 N. Hurstbourne Pkwy				
		City Louisville		State KY	Zip Code 40223	
Operator Does Business As:				Operator Designator Code: IPXA		
- 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; Cargo						
FACTUAL REPORT - AVIATION						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DFW06IA025A
	Occurrence Date: 12/15/2005
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 52
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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

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?	Current Biennial Flight Review? 04/2005
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Medical Cert.: Class 1	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 11/2005
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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	10000									
Pilot In Command(PIC)										
Instructor										
Last 90 Days	84									
Last 30 Days	43									
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 Louisville	State KY	Airport Identifier SDF	Departure Time	Time Zone EST
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Destination Same as Accident/Incident Location	State	Airport Identifier IAH	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing: Flight Service Station

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DFW06IA025A
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
IAH	1753	CST	97 Ft. MSL	NM	Deg. Mag.

Sky/Lowest Cloud Condition: Clear	Ft. AGL	Condition of Light: Dusk
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Lowest Ceiling: None	Ft. AGL	Visibility: 10	SM	Altimeter: 30.13	"Hg
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Temperature: 12 °C	Dew Point: -2 °C	Wind Direction: 290	Density Altitude: Ft.
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Wind Speed: 3	Gusts:	Weather Conditions at Accident Site: Visual Conditions
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Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:
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Restrictions to Visibility: No Obscuration; No Precipitation

Type of Precipitation:

Accident Information

Aircraft Damage: Minor	Aircraft Fire: None	Aircraft Explosion: None
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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					
Other Crew					
Passengers					
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Date: 12/15/2005

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

Frank McGill

Additional Persons Participating in This Accident/Incident Investigation:

Frank Rossi
Federal Aviation Administration
Houston, TX