



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Washington, DC	<b>Accident Number:</b>	DCA08CA041A
<b>Date &amp; Time:</b>	02/17/2008, 1019 EST	<b>Registration:</b>	N828MD
<b>Aircraft:</b>	EMBRAER ERJ170	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	81 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

---

## Analysis

On February 17, 2008, at 1019 EST, an Embraer E170, N828MD, operated by Republic Airlines as flight 3416 destined to Rochester, NY, collided during taxi in the runup area of taxiway J at the north end of runway 19, with an Airbus 319, N752US, operated by US Airways as flight 2166 destined to New York LaGuardia airport. The right aileron of the Airbus was substantially damaged, the left winglet of the Embraer had minor damage. There were no injuries. Visual meteorological conditions prevailed.

The pilot of the E170 reported that he was positioned to the right of the Airbus, and observed a B737 approaching the runup area from taxiway J to his right. ATC cleared the Republic flight for departure, which required them to taxi past the Airbus. The captain stated that he checked the proximity of the Airbus, and it looked like he could clear it and then felt the impact. The captain notified ATC of the collision. Airport fire crews responded, but there was no fuel leak or fire. The crew of the Airbus reported that they were stationary with the parking brake applied while awaiting ATC clearance.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Inadequate ground separation maintained by the pilot of the Embraer E170.

## Findings

---

Personnel issues	Decision making/judgment - Pilot (Cause)
------------------	--

## Factual Information

### History of Flight

Taxi-into takeoff position	Ground collision (Defining event)
----------------------------	-----------------------------------

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last Medical Exam:</b>	10/22/2007
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	01/30/2008
<b>Flight Time:</b>	8125 hours (Total, all aircraft), 1655 hours (Total, this make and model), 7915 hours (Pilot In Command, all aircraft), 225 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Co-Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last Medical Exam:</b>	06/11/2007
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	01/21/2008
<b>Flight Time:</b>	1532 hours (Total, all aircraft), 66 hours (Total, this make and model), 529 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 66 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	EMBRAER	Registration:	N828MD
Model/Series:	ERJ170 100LR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	UNK
Landing Gear Type:	Retractable - Tricycle	Seats:	81
Date/Type of Last Inspection:	02/15/2008,	Certified Max Gross Wt.:	82310 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	6471 Hours	Engine Manufacturer:	General Electric
ELT:	Installed, not activated	Engine Model/Series:	CF-34-8ES
Registered Owner:	Wells Fargo Bank	Rated Power:	15000 lbs
Operator:	REPUBLIC AIRLINES INC	Air Carrier Operating Certificate:	Supplemental
Operator Does Business As:		Operator Designator Code:	R61A

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KDCA, 14 ft msl	Observation Time:	0952 EST
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	4° C / -1° C
Lowest Ceiling:	Broken / 6500 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm, Variable	Visibility (RVR):	
Altimeter Setting:	30.25 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Washington, DC (KDCA)	Type of Flight Plan Filed:	IFR
Destination:	Rochester, NY (KROC)	Type of Clearance:	IFR
Departure Time:	EST	Type of Airspace:	Class B

## Airport Information

Airport:	Washington Reagan (KDCA)	Runway Surface Type:	Concrete
Airport Elevation:	13 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	6869 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	Minor
Passenger Injuries:	76 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	81 None	Latitude, Longitude:	38.858333, -77.041667

## Administrative Information

Investigator In Charge (IIC): William R English Adopted Date: 06/24/2009

**Additional Participating Persons:**

Publish Date: 09/15/2009

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.