



National Transportation Safety Board Aviation Accident Final Report

Location:	Boston, MA	Accident Number:	DCA11CA084A
Date & Time:	07/14/2011, 1933 EDT	Registration:	N132EV
Aircraft:	BOMBARDIER CL600 2D24	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	77 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

On July 14, 2011, about 1933 eastern daylight time, Delta Air Lines flight 266, a Boeing 767-300ER, N185DN, was taxiing for departure when its left winglet struck the horizontal stabilizer of Atlantic Southeast Airlines flight 4904, a Bombardier CL-600-2D24 (CRJ900), N132EV, which was on taxiway M holding for departure on runway 09 at Boston Logan International Airport (BOS), Boston, Massachusetts. The CRJ900 sustained substantial damage and the 767 sustained minor damage. There were no injuries to any of the passengers and crew aboard either airplane.

Flight 4904, the CRJ900, was stopped behind two other airplanes on the south side of taxiway M awaiting takeoff clearance for runway 9. Flight 266, the B767, was taxiing for departure on runway 4R and was instructed by the ground controller to hold short of runway 4L on taxiway B. After holding short of runway 4L for a few minutes, the ground controller instructed them to "taxi to runway 4R, good rate around the corner." The captain recalled the ground controller had said the landing traffic was four miles out on final approach. The flight crew stated that they looked for the landing traffic and saw a "heavy" airplane approaching the airport with its landing gear extended were not sure if the landing traffic was going to runway 4L, runway 4R or runway 9. The captain indicated he expedited the taxi to cross the runway 4L approach path and estimated a taxi speed of more than 20 knots when they crossed the 4L approach path.

After the B767 crossed the runway 4L approach path, ATC said "nice job, monitor tower on 132.22, should get you right outta here at this next arrival." The B767 first officer (FO) stated he then was changing to the tower frequency when he looked up and saw that they were closing the distance to the CRJ900 faster than he had expected and said "watch this guy". The captain stated that after turning on to taxiway B, he noticed the CRJ900 that was stopped on taxiway M and thought that it looked clear of taxiway B. The captain stated that it looked like they would be clear of the CRJ900 but the distance was going to be close so he steered the B767 slightly to the right (about three feet) of the taxiway centerline and applied light braking when the collision occurred. According to the accident captain and a Delta check airman, the B767 wingtips are not visible from the cockpit unless the windows are opened. The CRJ900 sustained substantial damage to the horizontal tail and vertical tail and fluid was lost in all

three hydraulic systems.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the B767 flight crew's failure to maintain a safe clearance with the CRJ900 that was stopped on a taxiway.

Findings

Personnel issues	
	Perception - Pilot of other aircraft (Cause)
	Incorrect action performance - Pilot of other aircraft (Cause)

Factual Information

History of Flight

Standing	Ground collision (Defining event)
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Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOMBARDIER	Registration:	N132EV
Model/Series:	CL600 2D24 900	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15219
Landing Gear Type:	Retractable - Tricycle	Seats:	80
Date/Type of Last Inspection:	05/09/2011, Continuous Airworthiness	Certified Max Gross Wt.:	84500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	6150 Hours	Engine Manufacturer:	GE
ELT:	Installed, not activated	Engine Model/Series:	CF 34-8C5
Registered Owner:	Delta Airlines, Inc.	Rated Power:	14510 lbs
Operator:	ATLANTIC SOUTHEAST AIRLINES INC	Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:	ATLANTIC SOUTHEAST AIRLINES -Delta Connection	Operator Designator Code:	ASOA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBOS	Observation Time:	2254 UTC
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 8000 ft agl	Temperature/Dew Point:	21 °C / 10 °C
Lowest Ceiling:		Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 110°	Visibility (RVR):	
Altimeter Setting:	29.97 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boston, MA (BOS)	Type of Flight Plan Filed:	IFR
Destination:	Raleigh-Durham, NC (RDU)	Type of Clearance:	IFR
Departure Time:	EDT	Type of Airspace:	Class A

Airport Information

Airport:	GENERAL EDWARD LAWRENCE LOGAN (BOS)	Runway Surface Type:	N/A
Airport Elevation:	19 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	74 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	77 None	Latitude, Longitude:	42.353333, -71.014444 (est)

Administrative Information

Investigator In Charge (IIC):	Daniel R Bower	Adopted Date:	04/08/2016
Additional Participating Persons:			
Publish Date:	04/08/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81120		

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