



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Dulles, VA	<b>Accident Number:</b>	DCA12CA122A
<b>Date &amp; Time:</b>	08/10/2012, 1515 EDT	<b>Registration:</b>	D-AIKE
<b>Aircraft:</b>	AIRBUS A330	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Unknown or undetermined	<b>Injuries:</b>	198 None
<b>Flight Conducted Under:</b>	Part 129: Foreign		

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## Analysis

On August 10, 2012, at about 3:15 PM EDT, Lufthansa flight 417, an Airbus A330, D-AIKE, collided with Colgan Air flight 3912, d.b.a. United Express, a Bombardier DHC-8-400, N341NG, while the Airbus was taxiing for takeoff at Washington Dulles International Airport (IAD), Dulles, Virginia. At the time of the accident, the DHC-8 was stopped and waiting for ramp workers to assist with parking at gate A1C. There were no injuries to any of the passengers or crewmembers on either airplane. The DHC-8 received substantial damage to its rudder and vertical stabilizer and the Airbus sustained minor damage to its right wingtip. Visual meteorological conditions prevailed at the time of the accident.

The DHC-8 landed on runway 19C at IAD and proceeded on taxiway (TWY) A after exiting the runway. After arriving in the ramp area, ramp control cleared the flight to proceed to gate of A1C via TWY A5, which required crossing TWY B. The captain stopped the aircraft short of the gate on the lead in line and set the parking brake because there were no ramp workers present to marshal the airplane in.

The A330 was pushed back from gate B49 and cleared to taxi towards TWY J via TWY B and to "hold short of A5." Prior to reaching A5, the flight was cleared to proceed to TWY J. Shortly after this, the captain saw the DHC-8 stopped near the gate and reduced taxi speed and asked the first officer if there was sufficient space on the right side for the A330 to pass. The first officer replied that the DHC-8 appeared to be at its proper parking space and that there was enough room. As the A330 taxied past, its winglet struck the DCH-8 rudder and vertical stabilizer. The A330 crew stated they never received any notification from ground control or ramp control that the DCH-8 was obstructing the taxiway or not in its parking position.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the A330 flight crew's failure to maintain a safe clearance to the DHC-8 that was stopped in front of the gate.

## Findings

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Personnel issues

Perception - Flight crew (Cause)

Incorrect action performance - Flight crew (Cause)

## Factual Information

### History of Flight

Taxi	Unknown or undetermined (Defining event)
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### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AIRBUS	Registration:	D-AIKE
Model/Series:	A330 343	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	ROLLS ROYCE
ELT:		Engine Model/Series:	TRENT772B
Registered Owner:	Lufthansa	Rated Power:	
Operator:	Lufthansa	Air Carrier Operating Certificate:	Foreign Air Carrier (129)

### Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Few	Temperature/Dew Point:	
Lowest Ceiling:	Broken	Visibility	10 Miles
Wind Speed/Gusts, Direction:	9 knots, 190°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Dulles, VA (IAD)	Type of Flight Plan Filed:	IFR
Destination:	Frankfurt, FN (FRA)	Type of Clearance:	IFR
Departure Time:	EDT	Type of Airspace:	

### Airport Information

Airport:	Washington Dulles Internationa (IAD)	Runway Surface Type:	
Airport Elevation:	313 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	13 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	185 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	198 None	<b>Latitude, Longitude:</b>	38.947500, -77.450000 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daniel R Bower	<b>Adopted Date:</b>	04/08/2016
<b>Additional Participating Persons:</b>			
<b>Publish Date:</b>	04/08/2016		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84625">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84625</a>		

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