



National Transportation Safety Board Aviation Accident Final Report

Location:	Minneapolis, MN	Accident Number:	DCA15CA012A
Date & Time:	10/22/2014, 1957 CDT	Registration:	N622CZ
Aircraft:	EMBRAER-EMPRESA BRASILEIRA DE ERJ 170 200 LR	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	82 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

The ERJ-170 had been pushed back from gate G4 and positioned facing northwest on taxiway B with its parking brake set. The B757 was taxiing along taxiway A and the captain reported that he observed the ERJ-170 and ground personnel, however, it was difficult to judge the distance so he offset his taxi to the left to "be on the safe side". He reported the presence of the wing walker gave him "a false sense of security." The wing walker reported he signaled with his lighted wands for the B757 to stop but it was too late and the airplanes collided. The left wing spar of the ERJ-170 was fractured, resulting in substantial damage, and the B757 experienced minor damage to its right wing leading edge slat. In the vicinity of the collision, taxiway B has a distinct bend which brings it closer to taxiway A. Weather at the time of the event was reported as night visual conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the B757 Captain's failure to maintain a safe clearance between his wing and the wingtip of the ERJ-170. Contributing to the accident was the positioning of the ERJ-170 by the Compass ground personnel.

Findings

Aircraft	Towing - Not specified (Factor)
Personnel issues	Incorrect action selection - Pilot of other aircraft (Cause)

Factual Information

History of Flight

Pushback/towing	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline Transport	Age:	31
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1	Last Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	EMBRAER-EMPRESA BRASILEIRA DE	Registration:	N622CZ
Model/Series:	ERJ 170 200 LR 200LR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	17000219
Landing Gear Type:	Unknown	Seats:	83
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	DELTA AIR LINES INC	Rated Power:	
Operator:	Compass Airlines	Air Carrier Operating Certificate:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	MSP	Observation Time:	1953 CDT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered	Temperature/Dew Point:	14° C / 4° C
Lowest Ceiling:	Overcast	Visibility	10 Miles
Wind Speed/Gusts, Direction:	12 knots/ 20 knots, 140°	Visibility (RVR):	
Altimeter Setting:	30.05 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Minneapolis, MN (MSP)	Type of Flight Plan Filed:	IFR
Destination:	Louisville, KY (SDF)	Type of Clearance:	IFR
Departure Time:	CDT	Type of Airspace:	Class B

Airport Information

Airport:	Minneapolis St Paul (MSP)	Runway Surface Type:	N/A
Airport Elevation:	842 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Substantial
Passenger Injuries:	76 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	82 None	Latitude, Longitude:	44.880556, -93.213611

Administrative Information

Investigator In Charge (IIC):	William R English	Adopted Date:	09/01/2015
Additional Participating Persons:			
Publish Date:	09/01/2015		
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=90290		

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