



National Transportation Safety Board Aviation Accident Final Report

Location:	Los Angeles, CA	Accident Number:	DCA17CA195B
Date & Time:	09/12/2017, 1310 PDT	Registration:	C-GHOZ
Aircraft:	Boeing 767-375	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	N/A
Flight Conducted Under:	Part 129: Foreign		

Analysis

On September 12, 2017, at 1310 pacific daylight time, United Airlines flight 447, a Boeing 737, N69813, collided with Air Canada flight 785, a Boeing 767, C-GHOZ, while taxiing on taxiway C near gate 69B at the Los Angeles International Airport (LAX), Los Angeles, California. Both aircraft were regularly scheduled passenger flights and there were no injuries aboard either airplane. The right winglet of the B737 had minor damage and the right horizontal stabilizer of the B767 was substantially damaged.

The B767 was being marshaled onto gate 69B and was instructed to stop approximately 15 feet short of the stop line because it is normally a tow-in gate. The flight crew shut down the engines and awaited the ground crew to hook up the tow bar. There are white lines painted around each gate area to aid ground vehicles driving on the ramp. The B767 tail protruded beyond the white lines perpendicular to, and adjacent to, taxiway C.

The B737 was taxiing out for departure via taxiway C in accordance with ATC instructions. The captain reported that he saw the B767 and maneuvered left of centerline for more clearance. He asked the first officer (FO), who was heads down making FMS entries, to look and verify if they had enough clearance. The FO reported he saw that the B767 was hooked up to the tug but wasn't sure if it was being towed. He judged that there was about 5 feet of clearance. He said he saw no action by the marshallers indicating they thought the airplanes were too close.

As the airplane continued taxiing, the right winglet of the B737 contacted the horizontal stabilizer of the B767. The flight crew reported that they did not feel an impact but were told by ATC that the collision had occurred. The B737 returned to the gate and deplaned passengers normally. The B767 was towed into the gate and deplaned passengers normally.

Surveillance video from Gate 69B was obtained and captured the event. The B737 nosewheel was tracking along the yellow centerline of taxiway C.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

the B737 flight crew's misjudgment of the clearance between their wingtip and the B767 horizontal stabilizer.

Findings

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

History of Flight

Pushback/tow-engine oper	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline Transport	Age:	63
Airplane Rating(s):	Multi-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:	
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	06/15/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	01/24/2017
Flight Time:	15343 hours (Total, all aircraft), 7758 hours (Total, this make and model), 7758 hours (Pilot In Command, all aircraft), 186.7 hours (Last 90 days, all aircraft), 72.32 hours (Last 30 days, all aircraft), 5.8 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	47
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	02/10/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/03/2017
Flight Time:	6865.06 hours (Total, all aircraft), 3473.57 hours (Total, this make and model), 3385 hours (Pilot In Command, all aircraft), 87.2 hours (Last 90 days, all aircraft), 51.35 hours (Last 30 days, all aircraft), 5.08 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	C-GHOZ
Model/Series:	767-375 375	Aircraft Category:	Airplane
Year of Manufacture:	1989	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24087
Landing Gear Type:	Retractable - Tricycle	Seats:	223
Date/Type of Last Inspection:	08/23/2017,	Certified Max Gross Wt.:	400004 lbs
Time Since Last Inspection:		Engines:	2
Airframe Total Time:	120692 Hours at time of accident	Engine Manufacturer:	
ELT:	C126 installed, not activated	Engine Model/Series:	
Registered Owner:	Air Canada	Rated Power:	
Operator:	Air Canada	Operating Certificate(s) Held:	Foreign Air Carrier (129)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Toronto, ON (CYYZ)	Type of Flight Plan Filed:	IFR
Destination:	Los Angeles, CA (LAX)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Los Angeles International Airp (LAX)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	33.000000, -118.000000 (est)

Administrative Information

Investigator In Charge (IIC):	William R English	Adopted Date:	09/05/2018
Additional Participating Persons:			
Publish Date:	09/05/2018		
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=96000		

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