



National Transportation Safety Board Aviation Accident Final Report

Location:	Miami, FL	Accident Number:	DCA18CA043A
Date & Time:	12/03/2017, 1825 EST	Registration:	N9011P
Aircraft:	AIRBUS A319 115	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	N/A
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

On December 3, 2017, about 1825 eastern standard time, American Airlines flight 1531, an Airbus 319, N9011P, collided with American Airlines flight 1613, a Boeing 737-800, N344PP, on a taxiway at Miami International Airport (KZIA), Miami, Florida. There were no injuries to the occupants of either airplane and N344PP was substantially damaged. Both flights were scheduled passenger flights operating under the provisions of Title 14 CFR Part 121. N9011P originated from Toncontín International Airport (MHTG), Tegucigalpa, Honduras, and had 126 passengers and crew onboard. N344PP originated from Luis Muñoz Marín International Airport (TJSJ), San Juan, Puerto Rico, and had 168 passengers and crew onboard.

According to flight crew statements, N344PP had landed on runway 09 and was instructed to turn onto taxiway N5 from taxiway M. The captain set the parking brake as they waited for preceding traffic to clear.

N9011P was following N344PP along taxiway M and observed N344PP stop on the taxiway N5 with its tail partially blocking taxiway M. After several minutes of waiting, N9011P requested permission to taxi past N344PP, which was granted. As the Captain of N9011P slowly taxied, the first officer (FO) attempted to visually monitor clearance between their airplanes wingtip and N344PP's horizontal stabilizer. The FO stated that he was temporarily blinded by the glare from the ramp lights and the airplanes collided. N9011P received minor damage to its right wingtip and the lower spar of N344PP's horizontal stabilizer was fractured.

Probable Cause and Findings

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

The failure of the flight crew of N9011P to maintain an appropriate clearance from N344PP, which was stopped on the taxiway.

Findings

Personnel issues

Incorrect action performance - Flight crew (Cause)

Factual Information

History of Flight

Taxi-from runway	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline Transport	Age:	61, Male
Airplane Rating(s):	Multi-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	09/30/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/17/2017
Flight Time:	20806 hours (Total, all aircraft), 3470 hours (Total, this make and model), 3470 hours (Pilot In Command, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	53, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	06/14/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	04/06/2017
Flight Time:	5823 hours (Total, all aircraft), 1556 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIRBUS	Registration:	N9011P
Model/Series:	A319 115 112	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	5798
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	166449 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	CFM INTL
ELT:		Engine Model/Series:	CFM56-5B6
Registered Owner:	WELLS FARGO BANK NORTHWEST NA TRUSTEE	Rated Power:	0 hp
Operator:	American Airlines	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	AALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	MIA, 9 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2253 UTC	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Tegusigalpa, FN (TGU)	Type of Flight Plan Filed:	IFR
Destination:	Miami, FL (MIA)	Type of Clearance:	IFR
Departure Time:	1503 CST	Type of Airspace:	

Airport Information

Airport:	Miami International (MIA)	Runway Surface Type:	N/A
Airport Elevation:	9 ft	Runway Surface Condition:	Unknown
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	25.793333, -80.290556

Administrative Information

Investigator In Charge (IIC):	John W Lovell	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=96472		

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