

On February 8, 2024.

I employee [REDACTED] was performing CTM Mag 91, at about 06:23 ship JBU551 (N956JT) entered the pad to get deicing on bay 2. I stopped ship N956JT where I thought the stopped bar was due to poor visibility of the center yellow line and glycol over it before sunlight. Deicing on N956JT started at 06:26 and ended 06:33, Aircraft was advised to contact Boston ground for taxi instructions.

After, as previous aircraft on bay 1 was taxiing off the pad. Around 06:38 I staged ship N2157 on OD4 on the pad and hold position until bay 1 is clear to proceed. Roughly at 06:40 as I began to proceed into bay 1 (JBU777) N2157J made contact and ripped off part of the right stabilizer of 956 on bay 2. I was advised by my safety lead on bay 2 that part of the right stabilizer had fallen off to the ground and immediate advised ship JBU777 to stop until first responders and crew arrived at the scene.