



Aviation Investigation Final Report

Location:	New York, New York	Accident Number:	DCA22LA135
Date & Time:	June 17, 2022, 22:30 Local	Registration:	EI-EJL (A1); F-GSPQ (A2)
Aircraft:	Airbus A330 (A1); Boeing 777 (A2)	Aircraft Damage:	Minor (A1); Substantial (A2)
Defining Event:	Ground collision	Injuries:	
Flight Conducted Under:	Part 129: Foreign (A1); Part 129: Foreign (A2)		

Analysis

The flight crew of F-GSPQ, an Air France B777-200ER, operating as Air France flight 008, had stopped with the parking brake set while waiting for the gate personnel to finish preparing gate 9 to receive their flight at Terminal 1, at John F. Kennedy International Airport (KJFK), when their airplane was struck by an ITA Airways A330-202 that was taxiing past. The Boeing 777 airplane received substantial damage to the right-hand elevator. The Airbus airplane only received scratches on the left winglet.

The Air France crew said that their company procedure to enter gate 9 is to stop and wait for a tow. There were no ground marshalling crew present when they arrived, so they stopped, shut down the engines, and waited about 10 to 15 minutes for a tow to arrive. About the time the tug arrived, the crew said they felt the airplane move due to a “hard connection”, but they were unaware of an airplane passing behind at that time. After the airplane was parked at the gate and passengers had disembarked, maintenance informed the flight crew of damage to the elevator, and it was determined to be from the ITA Airways A330 that had passed behind. The Air France flight crew said they tried to contact the Air Traffic Control Tower to stop the ITA Airways flight, but the conversation was lengthy, and the ITA Airways flight 611 took off without receiving timely notification of the collision.

The ITA Airways crew said they noted an Air France Boeing 777 entering at gate 9, a safe distance away, where it stopped awaiting a tow to parking.

The ITA Airways crew further stated that after engine start, they were cleared to taxi via Taxiway N, Taxiway B, Taxiway G, cross runway 22L, and via taxiway Z to join the queue for

takeoff on runway 31L. They said that during the taxi at no time was there any indication that they had impacted an airplane.

After takeoff, while climbing out at 3,000 feet, the ITA Airways crew received a radio call from JFK Tower asking if they had impacted an airplane, and if they had any damage. The crew said they then conducted visual, and systems checks, and checked with the cabin crew. No abnormalities were observed.

Upon reaching FL300 the ITA Airways flight crew said they received a second radio call from Air Traffic Control. After contacting their company, and having ruled out any problems with the airplane, a decision was made for the ITA Airways flight to continue to Leonardo Da Vinci International Airport (FCO). After an uneventful flight and landing, an inspection revealed a longitudinal abrasion throughout its length on the upper part of the left winglet consistent with the winglet contacting an object.

Probable Cause and Findings

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

The ITA Airways flightcrew's misperception of the distance to maintain separation and safely pass the stopped Air France airplane.

Findings

Personnel issues (A1)	Situational awareness - Flight crew
Personnel issues (A2)	Incomplete action - Flight crew

Factual Information

History of Flight

Taxi-to runway (A1)	Ground collision (Defining event)
Standing-engine(s) shutdown (A2)	Ground collision

Pilot Information (A1)

Certificate:	Airline transport	Age:	57,Male
Airplane Rating(s):	Multi-engine land	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:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	July 5, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 1, 2022
Flight Time:	21700 hours (Total, all aircraft), 2500 hours (Total, this make and model), 15200 hours (Pilot In Command, all aircraft), 168 hours (Last 90 days, all aircraft), 95 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Co-pilot Information (A1)

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:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 21, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 30, 2022
Flight Time:	10927 hours (Total, all aircraft), 35 hours (Total, this make and model), 84 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Pilot Information (A2)

Certificate:	Airline transport	Age:	59, Male
Airplane Rating(s):	Multi-engine land	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:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 14, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13274 hours (Total, all aircraft), 781 hours (Total, this make and model)		

Co-pilot Information (A2)

Certificate:	Airline transport	Age:	61, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 27, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13406 hours (Total, all aircraft), 2429 hours (Total, this make and model)		

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Airbus	Registration:	EI-EJL
Model/Series:	A330 202	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	1283
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	June 17, 2022 Continuous airworthiness	Certified Max Gross Wt.:	507063 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	41029 Hrs at time of accident	Engine Manufacturer:	General Electric
ELT:		Engine Model/Series:	CF6-80E
Registered Owner:	ALC BLARNEY AIRCRAFT LTD	Rated Power:	
Operator:	ITALIA TRASPORTO AEREO SPA(ITA Airways)	Operating Certificate(s) Held:	Foreign air carrier (129)

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Boeing	Registration:	F-GSPQ
Model/Series:	777 200ER	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	28682
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	General Electric
ELT:		Engine Model/Series:	GE90-94B
Registered Owner:	Air France	Rated Power:	94000 Lbs thrust
Operator:	Air France	Operating Certificate(s) Held:	Foreign air carrier (129)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KJFK, 13 ft msl	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	new York, NY (KJFK) (A1); Paris, France (LFPG) (A2)	Type of Flight Plan Filed:	IFR (A1); VFR/IFR (A2)
Destination:	Fiumicino, OF (LIRF) (A1); New York, NY (A2)	Type of Clearance:	IFR (A1); IFR (A2)
Departure Time:	21:39 Local (A1); 05:32 UTC (A2)	Type of Airspace:	

Airport Information

Airport:	John F Kennedy International KJFK	Runway Surface Type:	
Airport Elevation:	13 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information (A1)

Crew Injuries:	N/A	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	40.642582,-73.778816

Wreckage and Impact Information (A2)

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	40.642582,-73.778816

Administrative Information

Investigator In Charge (IIC): Lovell, John

Additional Participating Persons:

Original Publish Date: April 20, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=105317>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).