



Aviation Investigation Final Report

Location:	Fort Lauderdale, Florida	Incident Number:	OPS07IA006
Date & Time:	July 11, 2007, 14:37 Local	Registration:	N6714Q
Aircraft:	Boeing 757-232	Aircraft Damage:	None
Defining Event:		Injuries:	170 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On July 11, 2007, at 1437 Eastern daylight time a runway incursion occurred at the Fort Lauderdale-Hollywood Airport, (FLL), Fort Lauderdale, Florida between United (UAL) flight 1544, an A-320 and Delta Airlines (DAL) flight 1489, a Boeing 757. The incident occurred in day visual flight rules conditions, visibility 10 miles, scattered clouds at 4,800 feet.

The FLL ground controller (GC) instructed UAL1544 to taxi to runway 9L via taxiways T7, D, and B. As the flight was taxiing on taxiway D near runway 9L, the tower local controller (LC) noticed the airplane was going too fast to hold short of the runway. LC told the GC to tell UAL to stop. The GC said "UAL 1544 stop, stop, stop". The crew stopped on runway 9L, 30 feet from the centerline.

DAL1489 was inbound for landing on runway 9L when LC determined that UAL1544 was not going to hold short of the runway. LC instructed DAL1489 to go around. When the crew received the instruction, the main landing gear was on the ground. According to the crew statement, they noted the urgency in the controller's voice so they knew they had to get the aircraft airborne. FAA reported DAL1489 flew over UAL1544 by less than 100 feet.

According to the FAA, the UAL crew stated they missed the turn onto taxiway B.

FLL air traffic control tower is not equipped with either AMASS or ASDE-X. All airport lighting

was functioning normally.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:
The probable cause of this incident was the United 1544 flight crew's inadvertent entry onto the active runway.

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

On July 11, 2007, at 1437 Eastern daylight time a runway incursion occurred at the Fort Lauderdale-Hollywood Airport, (FLL), Fort Lauderdale, Florida between United (UAL) flight 1544, an A-320 and Delta Airlines (DAL) flight 1489, a Boeing 757. The incident occurred in day visual flight rules conditions, visibility 10 miles, scattered clouds at 4,800 feet.

The FLL ground controller (GC) instructed UAL1544 to taxi to runway 9L via taxiways T7, D, and B. As the flight was taxiing on taxiway D near runway 9L, the tower local controller (LC) noticed the airplane was going too fast to hold short of the runway. LC told the GC to tell UAL to stop. The GC said "UAL 1544 stop, stop, stop". The crew stopped short of runway 9L.

DAL1489 was inbound for landing on runway 9L when LC determined that UAL1544 was not going to hold short of the runway. LC instructed DAL1489 to go around. When the crew received the instruction, the main landing gear was on the ground. According to the crew statement, they noted the urgency in the controller's voice so they knew they had to get the aircraft airborne.

According to the FAA, the UAL crew stated they missed the turn onto taxiway B. According to recorded flight data, the aircraft missed colliding by 230 feet laterally.

FLL air traffic control tower is not equipped with either AMASS or ASDE-X. All airport lighting was functioning normally.

Pilot Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed: No
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N6714Q
Model/Series:	757-232	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	DELTA AIRLINES INC DFW BASE MAINTENANCE	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	DALD

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	
Observation Facility, Elevation:	KFLL	Distance from Accident Site:	
Observation Time:	17:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:			
Departure Point:	Atlanta, GA (KATL)	Type of Flight Plan Filed:	IFR
Destination:	Fort Lauderdale, FL (KFLL)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	Fort Lauderdale International FLL	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	
Runway Used:	9L	IFR Approach:	Visual
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	None
Passenger Injuries:	164 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	170 None	Latitude, Longitude:	26.0725,-80.152496

Administrative Information

Investigator In Charge (IIC): Rowlett, Sandra

Additional Participating Persons: Dan Diggins; HQ

Original Publish Date: November 30, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=66190>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).



Aviation Investigation Final Report

Location:	Fort Lauderdale, Florida	Incident Number:	OPS071A006
Date & Time:	July 11, 2007, 14:37 Local	Registration:	N487UA
Aircraft:	Airbus A-320	Aircraft Damage:	None
Defining Event:		Injuries:	137 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On July 11, 2007, at 1437 Eastern daylight time a runway incursion occurred at the Fort Lauderdale-Hollywood Airport, (FLL), Fort Lauderdale, Florida between United (UAL) flight 1544, an A-320 and Delta Airlines (DAL) flight 1489, a Boeing 757. The incident occurred in day visual flight rules conditions, visibility 10 miles, scattered clouds at 4,800 feet.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The probable cause of this incident was the United flightcrews' inadvertant entry onto an active runway.

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) TAXISPEED - NOT COMPLIED WITH - PILOT IN COMMAND

Factual Information

On July 11, 2007, at 1437 Eastern daylight time a runway incursion occurred at the Fort Lauderdale-Hollywood Airport, (FLL), Fort Lauderdale, Florida between United (UAL) flight 1544, an A-320 and Delta Airlines (DAL) flight 1489, a Boeing 757. The incident occurred in day visual flight rules conditions, visibility 10 miles, scattered clouds at 4,800 feet.

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According to the FAA, the UAL crew stated they missed the turn onto taxiway B.

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Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Airbus	Registration:	N487UA
Model/Series:	A-320	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	UNITED AIRLINES INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	UALD

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	
Observation Facility, Elevation:	KFLL	Distance from Accident Site:	
Observation Time:	17:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:			
Departure Point:	Fort Lauderdale, FL (KFLL)	Type of Flight Plan Filed:	IFR
Destination:	Washington, DC (KIAD)	Type of Clearance:	
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Fort Lauderdale International FLL	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	
Runway Used:	9L	IFR Approach:	Visual
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	None
Passenger Injuries:	133 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	137 None	Latitude, Longitude:	26.0725,-80.152496

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