



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Queens, New York	Accident Number:	DCA17CA181
Date & Time:	August 15, 2017, 18:15 Local	Registration:	N377DA
Aircraft:	Boeing 737 832	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	166 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On August 15, 2017, at approximately 6:15 PM EDT, American Airlines flight 290, a Boeing B757, N175AN, was stationary awaiting takeoff clearance when it was struck by Delta Air Lines flight 2503, a Boeing B737-800, N377DA, as it was taxiing at John F. Kennedy International Airport (KJFK), Queens, New York. There were no injuries to the 129 passengers and crew onboard the B757, nor to the 166 passengers and crew onboard the B737. The American Airlines B757 sustained substantial damage and the Delta Air Lines B737 sustained minor damage. Both airplanes were operating under 14 CFR Part 121 as regularly scheduled passenger flights.

According to flight crew statements, the American Airlines B757 taxied down taxiway C and turned onto taxiway FB where it stopped short of runway 22R and was awaiting takeoff clearance. The Delta B737 followed the American B757 down taxiway C and was then instructed to taxi behind the American B757 and to continue to taxiway E. The Delta captain stated he steered slightly to the right of the taxiway centerline to keep clear of the stopped American B757. He then steered back towards the centerline once he thought his left winglet had cleared the American B757's tail when he felt a bump. After stopping, emergency personnel inspected both airplanes and indicated that Delta's left winglet had contacted the American B757 right horizontal stabilizer, resulting in substantial damage to the elevator. Both aircraft taxied back to their respective gates under their own power and passengers deplaned normally.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the Delta B737 captain's failure to maintain proper clearance between his airplane and the stopped American B757.

Findings

Personnel issues

Decision making/judgment - Pilot

Factual Information

History of Flight

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

Certificate:	Airline transport	Age:	54,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:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	April 17, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 6, 2017
Flight Time:	15043 hours (Total, all aircraft), 2516 hours (Total, this make and model), 2184 hours (Pilot In Command, all aircraft)		

Co-pilot Information

Certificate:	Airline transport; Private	Age:	41,Male
Airplane Rating(s):	Single-engine land; 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 Unknown	Last FAA Medical Exam:	October 24, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 5, 2017
Flight Time:	755 hours (Total, all aircraft), 755 hours (Total, this make and model), 0 hours (Pilot In Command, all aircraft), 117 hours (Last 90 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N377DA
Model/Series:	737 832 832	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	29625
Landing Gear Type:	Retractable - Tricycle	Seats:	168
Date/Type of Last Inspection:	August 14, 2017 Continuous airworthiness	Certified Max Gross Wt.:	174200 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	57611.59 Hrs at time of accident	Engine Manufacturer:	General Electric
ELT:	C126 installed, not activated	Engine Model/Series:	CFM56-7B26
Registered Owner:	DELTA AIR LINES INC	Rated Power:	26000 Lbs thrust
Operator:	Delta Air Lines	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Queens, NY (JFK)	Type of Flight Plan Filed:	IFR
Destination:	Seattle, WA (SEA)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	JOHN F KENNEDY INTL JFK	Runway Surface Type:	
Airport Elevation:	12 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Minor
Passenger Injuries:	160 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	166 None	Latitude, Longitude:	40.647777,-73.765556

Administrative Information

Investigator In Charge (IIC): Bower, Daniel

Additional Participating Persons:

Original Publish Date: July 8, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=95831>

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](#).



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PIPELINE

Aviation Investigation Final Report

Location:	Queens, New York	Accident Number:	DCA17CA181
Date & Time:	August 15, 2017, 18:15 Local	Registration:	N175AN
Aircraft:	Boeing 757	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	129 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On August 15, 2017, at approximately 6:15 PM EDT, American Airlines flight 290, a Boeing B757, N175AN, was stationary awaiting takeoff clearance when it was struck by Delta Air Lines flight 2503, a Boeing B737-800, N377DA, as it was taxiing at John F. Kennedy International Airport (KJFK), Queens, New York. There were no injuries to the 129 passengers and crew onboard the B757, nor to the 166 passengers and crew onboard the B737. The American Airlines B757 sustained substantial damage and the Delta Air Lines B737 sustained minor damage. Both airplanes were operating under 14 CFR Part 121 as regularly scheduled passenger flights.

According to flight crew statements, the American Airlines B757 taxied down taxiway C and turned onto taxiway FB where it stopped short of runway 22R and was awaiting takeoff clearance. The Delta B737 followed the American B757 down taxiway C and was then instructed to taxi behind the American B757 and to continue to taxiway E. The Delta captain stated he steered slightly to the right of the taxiway centerline to keep clear of the stopped American B757. He then steered back towards the centerline once he thought his left winglet had cleared the American B757's tail when he felt a bump. After stopping, emergency personnel inspected both airplanes and indicated that Delta's left winglet had contacted the American B757 right horizontal stabilizer, resulting in substantial damage to the elevator. Both aircraft taxied back to their respective gates under their own power and passengers deplaned normally.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the Delta B737 captain's failure to maintain proper clearance between his airplane and the stopped American B757.

Findings

Personnel issues

Decision making/judgment - Pilot of other aircraft

Factual Information

History of Flight

Taxi-to runway	Ground collision
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Co-pilot Information

Certificate:	Airline transport	Age:	56,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:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 19, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 26, 2017
Flight Time:	4161 hours (Total, this make and model)		

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	55
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 5, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 18, 2017
Flight Time:	13255 hours (Total, all aircraft), 5696 hours (Total, this make and model), 8801 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N175AN
Model/Series:	757 223	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	32394
Landing Gear Type:	Retractable - Tricycle	Seats:	186
Date/Type of Last Inspection:	August 11, 2017 Continuous airworthiness	Certified Max Gross Wt.:	228178 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	50926 Hrs at time of accident	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	RB.211 SERIES
Registered Owner:	American Airlines Inc	Rated Power:	
Operator:	American Airlines	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Queens, NY (JFK)	Type of Flight Plan Filed:	IFR
Destination:	Dublin (DUB)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	JOHN F KENNEDY INTL JFK	Runway Surface Type:	
Airport Elevation:	12 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	8 None	Aircraft Damage:	Substantial
Passenger Injuries:	121 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	129 None	Latitude, Longitude:	40.647777,-73.765556

Administrative Information

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Additional Participating Persons:

Original Publish Date: July 8, 2020

Last Revision Date:

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