



National Transportation Safety Board Aviation Accident Final Report

Location:	Atlanta, GA	Accident Number:	DCA12CA021B
Date & Time:	12/08/2011, 1915 EST	Registration:	N303DQ
Aircraft:	BOEING 737-732	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	70 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

On December 8, 2011, Delta Airlines flight 2036, a Boeing 737-700, N303DQ, collided with Delta Airlines flight 787, a Boeing 757-300, N583NW, while N303DQ was taxiing to the gate after landing at Atlanta Hartsfield International Airport (KATL), Atlanta, Georgia. At the time of the accident, N583NW was stopped on the taxiway. There were no injuries to any of the passengers or crewmembers on either airplane. N583NW received substantial damage to its right horizontal stabilizer and elevator and N303DQ sustained minor damage to its left winglet. Night visual meteorological conditions prevailed at the time of the accident.

After landing on runway 9R, N303DQ exited onto taxiway N10 and was directed by the local controller to "make a right turn on taxiway N, snug up on a 757, your gate is occupied." The B757, N583NW, was stopped on taxiway N east of taxiway J, facing east, awaiting clearance to taxi to their gate. N303DQ stopped on taxiway N, west of taxiway J. Approximately 15 minutes later, the local controller directed N303DQ to make a right turn on taxiway J and hold short of runway 9R to taxi the flight to ramp 1 via taxiway R. The captain of N303DQ indicated that he looked out his left window and it appeared there was sufficient clearance with the N583NW, however, the flight crew felt the airplane shudder as the turn was completed and stopped the airplane ahead. Immediately, N583DQ reported to the local controller that they thought that their airplane had been hit from behind. The captain of N303DQ confirmed to the local controller that their left winglet was damaged. Airport rescue crews were dispatched and inspected both aircraft and then both airplanes taxied to their gates without further incident. The right horizontal stabilizer and elevator on N583NW were substantially damaged.

Probable Cause and Findings

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

the failure of the captain of N303DQ to maintain a safe clearance from N583NW that was stopped on the taxiway.

Findings

Personnel issues

Perception - Pilot (Cause)

Incorrect action performance - Pilot (Cause)

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline Transport	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	08/11/2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	04/15/2011
Flight Time:	11781 hours (Total, all aircraft), 7309 hours (Total, this make and model)		

Pilot Information

Certificate:	Airline Transport	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-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:	Yes
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	10/13/2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	06/24/2011
Flight Time:	2456 hours (Total, all aircraft), 2118 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N303DQ
Model/Series:	737-732	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	29688
Landing Gear Type:	Retractable - Tricycle	Seats:	149
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	CFM INTL
ELT:		Engine Model/Series:	CFM56
Registered Owner:	DELTA AIR LINES INC	Rated Power:	25900 lbs
Operator:	DELTA AIR LINES INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	DALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Key West, FL (EYW)	Type of Flight Plan Filed:	IFR
Destination:	Atlanta, GA (ATL)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class B

Airport Information

Airport:	Hartsfield - Jackson Atlanta I (ATL)	Runway Surface Type:	
Airport Elevation:	1026 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:	5 None	Aircraft Damage:	Minor
Passenger Injuries:	65 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	70 None	Latitude, Longitude:	33.631944, -84.433056 (est)

Administrative Information

Investigator In Charge (IIC):	Joseph M Sedor	Report Date:	08/23/2019
Additional Participating Persons:			
Publish Date:	08/23/2019		
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=82515		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).