		NTSB ID: LAX06LA009A		Aircraft Registration Number: N755SA	
		Occurrence Date: 10/12/2005		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Phoenix	State AZ	Zip Code 85034	Local Time 2018	Time Zone MST	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737-7H4		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
History of Flight					
<p>On October 12, 2005, at 2018 mountain standard time, a Boeing 737-7H4, N755SA, collided with the tail of Boeing 737-3H4, N624SW, while taxiing to parking at Phoenix Sky Harbor International Airport (PHX), Phoenix, Arizona. Both airplanes were owned by Southwest Airlines, Inc., (SWA) and operated as domestic flights under the provisions of 14 CFR Part 121; flight 1097 (N755SA) and flight 2080 (N624SW). Flight 1097 sustained minor damage to its left winglet, and flight 2080 sustained substantial damage to its right horizontal stabilizer. There were no injuries to the 5 flight and cabin crew, and 71 passengers aboard flight 1097. There were also no injuries to the 5 flight and cabin crew, and 56 passengers aboard flight 2080. Night visual meteorological conditions prevailed, and instrument flight rule (IFR) flight plans had been filed for both airplanes. Flight 1097 departed Burbank, California, about 1858 Pacific daylight time, destined for PHX. Flight 2080 was waiting to depart at the time was destined for Reno, Nevada.</p>					
<p>According to the captain's written statement, this was the last leg of a scheduled 4-day trip for flight 1097. After landing on runway 26, the PHX Ground Control North (GCN) controller instructed flight 1097 to taxi to spot 5, located between gate C-18 and taxiway intersection D-13, via taxiways "C" and "R." When they arrived at Spot 5, the flight crew of flight 1097 noted a company airplane (flight 2080) holding for takeoff at intersection D-13.</p>					
<p>The flight crew of flight 1097 thought they had enough clearance to pass behind flight 2080 and proceed to parking at gate C-18. The captain of flight 1097 taxied slowly until it appeared the airplane had passed flight 2080, and proceeded to intercept the J-line when the flight crew felt the airplane shudder. The captain looked out the left window towards the wing and saw that the top portion of the left winglet was missing. He continued to taxi the airplane the remaining 20 feet to the gate, parked the airplane, and deplaned the passengers.</p>					
<p>According to the flight crew of flight 2080, their airplane was stopped at D-13 with its parking brakes set, and were number 2 for takeoff on runway 25R behind a company airplane. The crew felt a noticeable impact and radioed to the tower that they might have been hit, and asked a nearby United Airlines airplane awaiting takeoff clearance to visually inspect their airplane for damage. The United Airlines crew reported that they had observed flight 1097 taxi into flight 2080's right rear horizontal stabilizer, and that the winglet from the other airplane was embedded in their stabilizer. The United Airlines crew also said that there were no fluids leaking from Flight 2080's airplane. The crew of flight 2080 requested and received a clearance from the tower to return to the gate and parked uneventfully.</p>					
<p>Flight 1097 sustained damage to the upper half of the left winglet, which remained embedded in the right rear horizontal stabilizer of flight 2080. Flight 2080 sustained structural damage to the rear spar of the right rear horizontal stabilizer and its "T" chords.</p>					
FACTUAL REPORT - AVIATION					
					Page 1

National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: LAX06LA009A

Occurrence Date: 10/12/2005

Occurrence Type: Accident

## Narrative (Continued)

## Personnel Information

The crew of flight 1097 consisted of two pilots. The captain was seated in the left seat, and the first officer was seated in the right seat. The captain possessed an airline transport pilot certificate. He was type-rated in the Boeing 737, and had accumulated 13,390 total flight hours. The first officer possessed an airline transport pilot certificate. He was type-rated in the Boeing 737, and had accumulated 11,000 total flight hours.


The crew of flight 2080 consisted of two pilots. The captain, the flying pilot for the flight to Reno, was seated in the left seat, and the first officer was seated in the right seat. The captain held an airline transport pilot certificate, with a Boeing 737 type-rating. He reported a total flight time 27,300 hours. The first officer held an airline transport pilot certificate, with a Boeing 737 type-rating. He reported a total flight time of 9,000 hours.


## Airport Information

Taxiway "R" runs north and south between runways 26 and 25R at PHX. Spot 5 is adjacent to taxiway "R", between D-13 and the east "C" gates. Spot 5 is a holding location area/spot for airplane's awaiting clearance to taxi into the east "C" gate area. Taxiway "R", Spot 5, and D-13 are all in an air traffic control non-visibility area, and as such, the Federal Aviation Administration designates it as non-movement area.

## Flight Recorders

The airplane's Digital Flight Data Recorder (DFDR) and Digital Cockpit Voice Recorder (DCVR) were removed from the airplane and shipped to the Safety Board Vehicle Recorder laboratory in Washington, D.C., for analysis. The flight data recorder and cockpit voice recorder factual reports are included in the official docket for this accident.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: LAX06LA009A				
		Occurrence Date: 10/12/2005				
		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name PHOENIX SKY HARBOR INTL		Airport ID: PHX	Airport Elevation 1135 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown: NONE						
VFR Approach/Landing: None						
<b>Aircraft Information</b>						
Aircraft Manufacturer Boeing		Model/Series 737-7H4		Serial Number 27871		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Amateur Built Acft? No		Number of Seats: 145	Certified Max Gross Wt. 154500 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: General Electric		Model/Series: CFM-56	Rated Power: 24000 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type Yes /		ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>						
Registered Aircraft Owner Southwest Airlines Co.		Street Address PO Box 3661				
		City Dallas		State TX	Zip Code 75235	
Operator of Aircraft Southwest Airlines Co.		Street Address PO Box 3661				
		City Dallas		State TX	Zip Code 75235	
Operator Does Business As:			Operator Designator Code: SWAA			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Flag Carrier/Domestic						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 121: Air Carrier						
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only						

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: LAX06LA009A
	Occurrence Date: 10/12/2005
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 57
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Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 05/2005

Medical Cert.: Class 1	Medical Cert. Status:	Date of Last Medical Exam: 09/2005
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	13390	11100	2290	11100	2400					
Pilot In Command(PIC)	9000	6800	2200	6800	2350					
Instructor										
Instruction Received										
Last 90 Days	233	233		233	156					
Last 30 Days	94	94		94	63					
Last 24 Hours	7	7		7	2					

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point Burbank	State CA	Airport Identifier BUR	Departure Time 1858	Time Zone PDT
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Destination Same as Accident/Incident Location	State	Airport Identifier PHX	
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Type of Clearance: IFR

Type of Airspace: Class B

**Weather Information**

Source of Wx Information:


 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: LAX06LA009A
	Occurrence Date: 10/12/2005
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PHX	1951	MST	1135 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Few			15000 Ft. AGL	Condition of Light: Night	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 29.89 "Hg
Temperature: 26 °C	Dew Point: -3 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 220		Wind Speed: 5	Wind Gusts:		
Visibility (RVR): Ft.	Visibility (RVV)	SM			
Precip and/or Obscuration: No Obscuration; No Precipitation					

<b>Accident Information</b>		
Aircraft Damage: Minor	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew				3	3
Passengers				71	71
- TOTAL ABOARD -				76	76
Other Ground					
- GRAND TOTAL -				76	76

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 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION	NTSB ID: LAX06LA009A	
	Occurrence Date: 10/12/2005	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

Patrick Jones

Additional Persons Participating in This Accident/Incident Investigation:

Robert C Wagner  
Federal Aviation Administration  
Scottsdale, AZ

Timothy Logan  
Southwest Airlines, Inc.  
Dallas, TX

Jeff Hefner  
Southwest Airlines Pilot's Association  
Dallas, TX