



Internal Memorandum

Date: 8/9/2024

To: Captain Brian J. Cink, Director & Chief Pilot - SLC CPO
From: Captain Jason Torgerson
Subject: DL Flight #2046 (SLC-BZN)
27JUL24 SLC-BZN
CAP: TORGERSON, JASON; **FO:** KEARNS, BENJAMIN

This statement is provided at the request of the Chief Pilot's Office.

Rotation: Day 1 of 4; Leg 3 of 3 SLC-BZN

Scheduled FDP 8:20 -- on-time ops all day.

PF=CA

PM=FO

WX: TSTMS in the region all day. Shifting winds, VFR at the airfield.

Identified threats: Weather, runway change and fatigue.

Prior to pushback, we received and reviewed the takeoff data then loaded it into the aircraft FMS for RWY16L-H12. The FO and I noted the tailwind limit of 4 knots as a potential threat. Winds used for the data were 239/03Kts. Following pushback from the gate, we started both engines. We completed the taxi check and called Ramp for taxi. Our aircraft was number three in sequence out of the ramp. The before takeoff checklist items were completed and we were stopped on TWY H, short of H-12.

Two aircraft were ahead of us leaving the ramp. The lead aircraft was holding short of Rwy16L at H-13 (full length). The aircraft ahead of us was on TWY H holding short of H13, between H12 and 13. We remained number three in sequence. Tower cleared the lead aircraft for takeoff from full length at Taxiway H-13, and reported the winds were 350 at 5kts. The lead aircraft responded to Tower that those winds were out of limits for their takeoff data and would need to hold short to calculate new numbers. Tower cancelled their takeoff clearance. The reported winds were out of limits for our aircraft's takeoff data as well. We sent a request for new data using winds 350 at 8 kts to give us a little bit of a pad. The data came back with numbers allowing us to depart RWY 16L at H-12 with a tailwind up to 9 kts.

We informed Tower that we were able to depart H-12. Tower cleared us for departure at H-12. As the aircraft turned onto the runway, we felt a bump. Upon realizing our left wingtip had come in contact with the number two aircraft waiting in sequence, we immediately stopped the aircraft. After verifying that the wingtip of our aircraft had struck the other aircraft's horizontal stabilizer, both aircraft then coordinated a return to the ramp with Tower.

After we were clear of the runway, we set the brakes and ran the after landing checklist. The FO coordinated for a gate to park. Using Atlanta Radio, I contacted the Company to inform them of the incident. The FO called for taxi and we returned to the gate. Following blocking in, the passengers deplaned. Maintenance personnel secured the logbook and pulled the CVR and FDR circuit breakers. The FO then opened the post-incident checklist in the Flight Operations Manual (FOM) and we

reviewed the checklist items before turning the aircraft over to maintenance. We departed the aircraft and debriefed with the Company later that evening.

I acknowledge release of this statement to the [Delta Flight Safety and National Transportation Safety Board \(NTSB\)](#).

Regards,

Captain Jason Torgerson
Employee [REDACTED]
(Signature on file)