



Internal Memorandum

Date: 8/1/2024

To: Captain Brian J. Cink, Director & Chief Pilot - SLC CPO
From: First Officer Benjamin Kearns
Subject: II24-076: Aircraft Damage
2046 7/27/2024 SLC-BZN 3853 N853DNB-737-932ER
CAP: TORGERSON, J.W. **FO:** KEARNS, B.J.

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

I was First Officer of Delta Air Lines Flight 2046 7/27/2024 SLC-BZN.

Preflight: Crew prepared for departure from SLC to BZN with south flow (runway 16L) as instructed in ATC departure clearance, with the Captain (CA) as the Pilot Flying (PF) and the First Officer (FO) as the Pilot Monitoring (PM).

Pushback: Uneventful pushback (tail west).

Taxi: Taxi from ramp was conducted via the south line to exit at spot 2 East. Ground control gave taxi instructions to follow "company Airbus ahead" to 16L. Taxi was completed by following the appropriate aircraft to 16L via taxiway H. Upon arrival near the departure end of runway 16L, there were two aircraft ahead of DAL2046 awaiting departure. The first aircraft was also a Delta flight (callsign unknown) stopped on H (facing east) holding short of 16L. The second aircraft, the Delta Airbus followed and later identified as DAL2677 (the other incident aircraft), was on H (facing north) and stopped between intersections H12 and H13. DAL2046 also stopped on H (facing north) just short of H12.

Takeoff: While awaiting takeoff, the first Delta flight (callsign unknown) was cleared for takeoff on 16L by Tower stating "Winds 350 at 5" (a 5-knot tailwind). The Delta flight asked Tower to repeat the winds and then stated that they were unable to takeoff due to a tailwind limitation. At that time, the crew of DAL2046 re-examined the Weight Data Record (WDR) to determine the tailwind limitation, which was observed to be 4 knots. With that restriction, DAL2046 would also be unable to depart. The CA initiated a new Takeoff Performance Request (TOPR) with an 8-knot tailwind allowance via ACARS. A new WDR was returned, printed, loaded, and verified with the FMC. With the new takeoff data, it was determined by the CA and FO that DAL2046 could now depart from 16L-H13 or 16L-H12. A request was made to Tower for DAL2046 to depart 16L via H12. Tower queried if DAL2046 had enough space to maneuver behind DAL2677 onto the runway via H12. The crew determined that it could and received takeoff clearance from tower to depart 16L-H12.

Incident: While taxiing onto 16L via H12, DAL2046 struck its upper left winglet against the tail section of DAL2677. The aircraft was brought to a stop as both incident aircraft coordinated with Tower to advise of the mishap.

Post-incident: Once it was determined that the aircraft was safe to taxi, DAL2046 coordinated a return to the ramp via taxiing on runway 16L and exiting at H8. The aircraft stopped on taxiway G to await a gate assignment and to inform dispatch and the duty pilot of the incident. Instructions were given to return to the gate before further instructions would be given. The aircraft conducted an uneventful taxi to park at gate A9, at which point the aircraft was shutdown, secured and returned to maintenance after all appropriate checklists were completed. Before leaving the flight deck, consideration was also given to FOM 2.2.4 Post-Incident/Irregularity Checklist to determine the appropriate actions had been completed and the subsequent steps to be taken.

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

Regards,

First Officer Benjamin Kearns
Employee [REDACTED]
(Signature on file)