



Internal Memorandum

Date: 8/1/2024

To: Captain Michael G. Perrin, Director & Chief Pilot
From: First Officer Brandon C. Kucera
Subject: II24-076: Aircraft Damage
DL2677 7/27/2024 SLC-DFW 3261 N361NW A-320-212
CAP: WAGNER, C.S. **FO:** KUCERA, B.C.

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

I was the First Officer of Delta Air Lines Flight 2677 7/27/2024 SLC-DFW.

We pushed back from the gate and started the engines uneventfully. After learning that we would expect 16L for departure out of SLC, we changed our takeoff performance numbers from 16R and briefed the necessary changes. We both recognized that our WDR only allowed for 4 knots of tailwind, so we discussed a possible threat to rerun our takeoff performance numbers if the winds increased from 3 knots.

We followed an A220 down taxiway H to the end of 16L. SLC tower advised everyone the winds were 360 at 5kts, which exceeded the WDR tailwind limitation of both the A220 crew in front of us, as well as our own. We set our parking brake and started rerunning our takeoff numbers. Shortly after, Tower notified everyone that the winds were now 360 at 4 kts. We immediately heard an aircraft call up saying they can take an intersection departure from H12 with the current winds. We at first thought it was the A220 in front of us but were confused given they were on H13.

The Captain recognized that it was a B737 behind us who accepted the intersection departure from H12. We both saw the nose lights and the flight deck rounding the corner of H12 and recognized that they were too close to us. Anticipating a collision, the Captain released the parking brake and rolled forward several feet. It was unfortunately too late, and the B737 struck our right-hand horizontal stabilizer within seconds.

After the impact, we set the brake, and I made a radio call to the crew of the B737, asking if they had hit us – they acknowledged that they did. The crew of the A220 notified us that both airplanes were clear of each other, so the B737 taxied down 16L and back on to H, while we made the left turn onto G. The Captain made a PA to the passengers, I called ops for a return to gate, and I messaged the dispatcher. We taxied safely back to the gate and contacted the duty pilot. No one on board reported any injuries.

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

Regards,

First Officer Brandon C. Kucera
Employee [REDACTED]
(Signature on file)