

【PIC PF】

- I had approximately 10 flight experiences at SEA.
 - Most recently, I was on duty for a SEA flight on November 6, 2024.
 - At the time of the contact, I was in the left seat and the FO was in the right seat. The PIC was the PF.
 - I felt that there were no issues with fatigue or alertness and had taken sufficient rest during the flight.
 - The weather at SEA was light snow with an RWYCC 4. The actual condition was either WET or DRY.
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- We landed on SEA's RWY16L with an RNP APP and exited via TWY Q.
 - We entered the ramp via Spot 99 from TWY Q, and received instructions from the Ramp Tower to "After Delta Taxi to S8."
 - Gate S8 was occupied, and this information was received in advance via ACARS from the company.
 - We proceeded to S8 following three aircraft ahead. Although S8 was vacant, a 737 was parked at the adjacent S9 or S9A, and clearance was uncertain, so we waited.
 - We received instructions from ATC to proceed to Spot 88 and held short of W for 3-4 minutes.
 - Then we received instructions from the Ramp "Spot 88 - B - Spot 99 - S8."
 - While heading to Spot 99 from B again, there was De Ice traffic around Cargo 7, with two aircraft lined up behind it. The second aircraft was the Delta aircraft that was contacted.
 - I(PF) shared the recognition with PM by saying "It's close," and while reducing speed, I offset to the left of the centerline.
 - I confirmed with the PM if the wingtip was visible, received a "clear" response, but later found it to be a misunderstanding.
 - I remembered passing without issues the first time and assumed it would be fine the second time as well.
 - The aircraft's position at the time of contact was approximately between S15 and S16. The Delta aircraft was stopped facing south on the Ramp Taxiway.
 - We especially I cared about the Delta aircraft before the contact.
 - The speed just before the contact was remembered to be around 2 knots.
 - After the contact, all passengers were deplaned first. Only the pilots remained on board to perform the tow-in.

【FO PM】

- It was the first experience at SEA. The FO had been on duty for American routes since last December and had experience with LAX, SFO, and YVR.
- The atmosphere within the crew was good, and there were no difficulties in communication.
- There was no impact of fatigue.
- The FO was concerned about the congestion in the SEA RAMP AREA. There were no weather impacts (no precipitation or snowfall, and visibility was more than 10 km).
- About two hours before landing at SEA, the FO received information that Spot S8 would be occupied by another departing aircraft upon arrival. Therefore, the crew shared the understanding that both counterclockwise via Spot 99 and clockwise via Spot 88 were possible, which would increase the workload and require careful confirmation of ATC instructions.
- After landing on RWY16L, the FO received instructions from the Tower Controller to "Q SPOT99 Contact Ramp," which was as expected.
- When attempting to contact the Ramp Controller, the FO confirmed an ACARS message indicating that Spot S8 and the departing aircraft were occupied but would soon push back.
- The FO remembered the instruction from the Ramp Controller as "Taxi to Spot8."
- Along the way, there were about three departing and arriving aircraft. As the FO approached S8, they saw a ground staff member giving a crossed-arms signal, so they stopped and reported to ATC.
- ATC instructed the FO to taxi to SPOT88. After waiting for two aircraft heading north on B TWY, the FO received clearance to proceed to SPOT88 via B TWY and SPOT99.
- While heading south on B TWY, the FO navigated the taxi to SPOT99 and visually confirmed the position using the SPOT99 markings, focusing on the area ahead.
- Upon re-entering the Ramp Area from SPOT99, the FO saw the Delta aircraft at parking spot 9 to the south, abeam S15 and S16. After the PF (PIC) said, "It's close," the PF said, "I'll move a bit to the left," and took action.
- The FO checked near the right wingtip from the No.2 window and, seeing that the wingtip appeared to be clear, said, "It's clear, but just barely." (Actually, this was before passing.)
- The FO felt a sound and vibration at the time of contact.
- After stopping and reporting to ATC, the FO received an engine stop signal from the ground staff of the Delta aircraft and stopped the engines.
- Subsequently, the FO reported the situation via company radio and waited for the ground staff to come to the aircraft.

【SIC OBS】

- My experience with SEA is most recent in August and September 2024, but I have had multiple experiences before that as well.
- I had just returned from a rest and was not fatigued.
- At the time, there were light snow flurries. The runway was in wet condition with no snow accumulation.
- We entered the ramp from Spot 99 and headed towards Gate S8. During this time, there was a lot of traffic within the ramp, and we had to stop several times while taxiing.
- For reasons unknown, we received taxi instructions from just before S8 to Spot 88, and then to head back to Spot 99 via B.
- After that ATC instructed us to taxi to Gate S8 again from Spot 99.
- Near the back of S16, we saw a DELTA B737 waiting for deicing on the right side, so we reduced our taxi speed while paying attention to the traffic.
- Both PF and PM were aware of the traffic, and PF confirmed with PM if it was safe to proceed as the B737 was close.
- The B737 was also recognized from the OBS seat. Although the distance was not clear, I felt that the left winglet of the B737 was close, so I tried to check the right window, and that's when the contact occurred.