

Charleston Regional Aviation Authority
Incident Report – Boeing 787/Breeze A220
Date of Occurrence: July 18, 2025
Location: RON Ramp/TWY M at CHS Airport

Summary of Incident:

On the evening of July 18, 2025, Breeze Airways requested to utilize a RON ramp position for a gas-and-go operation involving aircraft **N247BZ**, an **Airbus A220**, due to all regular gates being occupied by scheduled Breeze flights. CRAA Airport Operations approved the request and assigned Spot R1 for this operation.

Upon arrival at approximately 2130L, the aircraft proceeded to the RON ramp. Unifi personnel Neal Dennis, Jr. was present to marshal the aircraft. However, the A220 was parked nose-in on Spot R6 instead of the assigned R1. CRAA Airport Operations (Kidd) requested that the aircraft be repositioned to R1. The carrier acknowledged the request.

Subsequently, a Boeing 787 aircraft (tail number **JA986A**) taxied on Taxiway M from the Boeing ramp came into contact with the Breeze Airways aircraft. The 787's left wing struck the tail section of the A220. The aircraft stopped on Taxiway M following the contact.

CRAA Airport Operations immediately notified the CRAA Police Department and began coordinating the emergency response. CRAA, Boeing Fire Department, USAF CFR, North Charleston Fire Department, and Charleston County EMS all responded to the incident. Breeze Airways' ground services and mechanics were also on-site to assess the aircraft and secure any active leaks.

Shuttle buses were arranged and escorted onto the ramp to safely deplane passengers from the affected aircraft using mobile stairs. All passengers were safely transported to the terminal and later re-accommodated on another Breeze aircraft (**N211BZ**) at Gate A4, which completed the flight to ORF.

A hydraulic leak from the Breeze A220 was contained with absorbent material by USAF CFR. FAA clearance was obtained to move both aircraft after assessment. Boeing's tow team, led by Josh Maynard, towed the 787 back to the Boeing ramp. The Breeze aircraft was also repositioned off Taxiway M's safety area.

Taxiway M was temporarily closed, and a NOTAM was issued until the area was cleared of debris and deemed safe for operations. The taxiway was reopened after CRAA Airport Operations performed a thorough inspection.

Timeline of Key Events:

- **2130L:** Breeze A220 (N247BZ) lands and proceeds to RON ramp (parked on R6)
 - **2142L:** CRAA PD notified of incident
 - **2143L:** J. Williams-McGee notifies FAA FSDO and activates passenger transport support
 - **2146L:** R. Melvin notified and responds to scene
 - **2215L:** USAF CFR arrives at Taxiway M
 - **2216L:** Boeing Fire Department arrives at aircraft
 - **2219L:** North Charleston Fire Department and EMS arrive at Gate 12
 - **2224L:** EMS terminates response
 - **2226L:** ATC Tower contacted to show TWY M closed; NOTAM issued
 - **2230L:** Shuttle buses arrive at aircraft
 - **2249L:** Replacement stairwell in place and passenger transfer begins
 - **0015L (7-19-25):** Boeing contacted to arrange aircraft tow
 - **0136L:** Boeing 787 towed back to Boeing ramp
 - **0152L:** Breeze replacement flight departs for ORF
 - **0158L:** NOTAM canceled and Taxiway M reopened
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Personnel Involved:

CRAA Operations:

- R. Melvin, Manager of Airport Operations
- J. Williams-McGee, Airport Operations Specialist
- M. Kidd, Airport Operations Specialist

CRAA Police Department

Responding Agencies:

- USAF CFR
- Boeing Fire Department
- North Charleston Fire Department
- Charleston County EMS

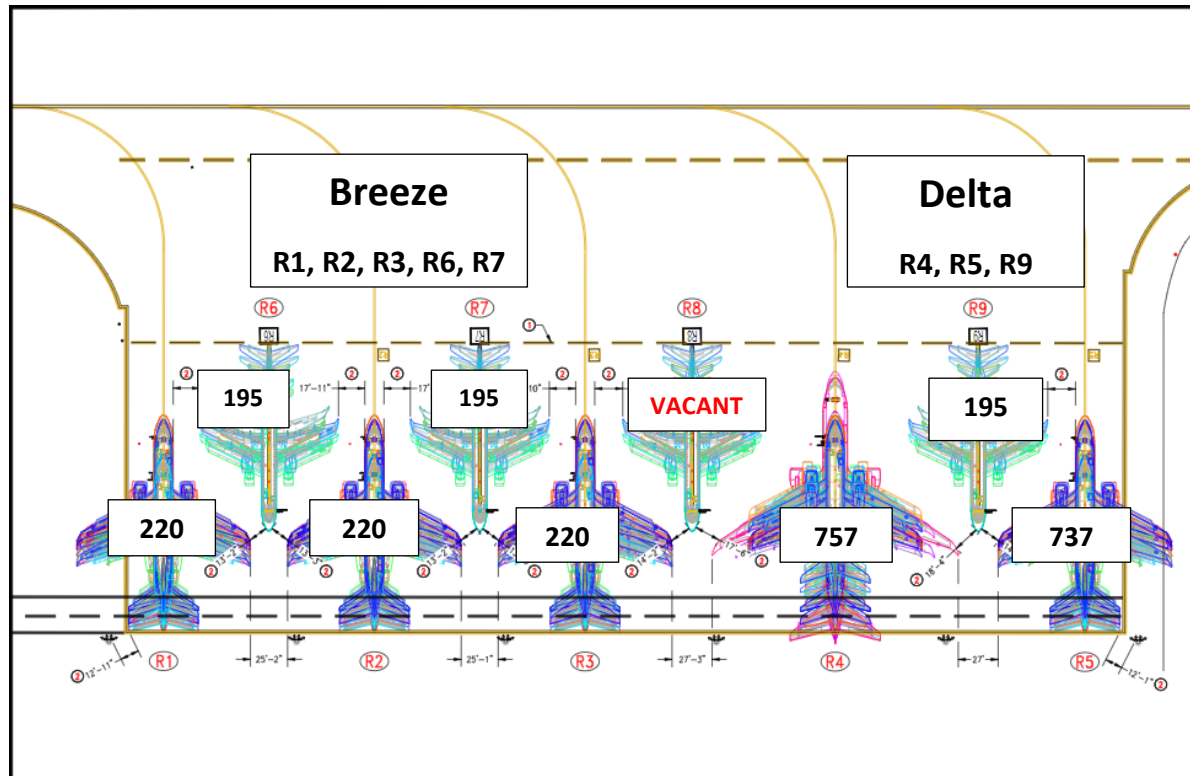
Airline/Ground Personnel:

- Neal Dennis, Jr. – Unifi Services
 - Ashley Pogonovic – GM, Unifi for Breeze Airways
 - Chris Plunkett – GM, Breeze Airways
 - I. Liebener – Unifi Services
 - Breeze Tech Ops – Mechanics on scene
 - Josh Maynard – Boeing Tow Team Lead
 - Randy Thrower – Boeing
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Photos:

Photos documenting the aircraft damage are attached to this report.

Zipper Parking RON Ramp



HARDSTAND AREA SCOPE NOTES

- REMOVE EXISTING STRIPING AS SHOWN ON DRAWING SERIES AP-3.
- INSTALL NEW STRIPING AS SHOWN ON DRAWING SERIES AP-4.

SHEET NOTES:

- EXISTING DASHED STRIPING IS IDENTIFIED AS GROUP V TAXIWAY SEPARATION.
- CLEARANCE DOES NOT MEET 30' REQUIREMENT PER STATION REQUESTED STANDARDS BUT HAS BEEN APPROVED BY CHS ENGINEERING.

GENERAL NOTES

- ELLIPTICAL GATE IDENTIFIERS ARE SHOWN FOR REFERENCE ONLY AND ARE NOT PAINTED ON THE RAMP.
- ADJACENT GATE RESTRICTIONS MAY EXIST AND HAVE NOT BEEN ANALYZED.
- POSITIONING R1-R9 CLOSE OFF THE VEHICLE SERVICE ROAD SHOWN.
- SEE DRAWING AP-3 SERIES DRAWINGS FOR STRIPING REMOVAL.
- SEE DRAWING AP-4 SERIES DRAWINGS FOR STRIPING INSTALLATION.
- SEE DRAWING AP-5 FOR STRIPING DETAILS AND SPECIFICATIONS.

LEGEND

- HIGHMAST LIGHT
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- WATER VALVE
- BOLLARD
- AIRCRAFT TIE DOWN
- JERSEY BARRIER
- POTABLE WATER CABINET
- RAMP DRAIN SQUARE
- RAMP DRAIN ROUND
- MANHOLE
- HANDHOLE
- GROUND ROD
- BATTERY CHARGER
- GUARDRAIL
- FENCE LINE
- POWER BOX

AIRCRAFT SERVICE CHART										
GATE NO.	R1	R2	R3	R4	R5	R6(1)	R7(2)	R8(3)	R9(4)	
ERJ-140	R	R	R	R	R	—	—	—	—	
ERJ-145	X	X	X	X	X	X	X	X	X	
CRJ-200	X	X	X	X	X	X	X	X	X	
CRJ-550	X	X	X	X	X	X	X	X	X	
CRJ-700	X	X	X	X	X	X	X	X	X	
CRJ-900	X	X	X	X	X	X	X	X	X	
MD80	R	R	R	R	R	—	—	—	—	
MD88	R	R	R	R	R	—	—	—	—	
MD90-30	R	R	R	R	R	—	—	—	—	
EMB-170	X	X	X	X	X	X	X	X	X	
EMB-175	X	X	X	X	X	X	X	X	X	
EMB-175EW	X	X	X	X	X	X	X	X	X	
EMB-190	X	X	X	X	X	X	X	X	X	
EMB-195	X	X	X	X	X	X	X	X	X	
B717	X	X	X	X	X	—	—	—	—	
A318	R	R	R	R	R	—	—	—	—	
A319S	X	X	X	X	X	—	—	—	—	
A320S	X	X	X	X	X	—	—	—	—	
A321S	X	X	X	X	X	—	—	—	—	
A321neo	X	X	X	X	X	—	—	—	—	
A220-100	X	X	X	X	X	—	—	—	—	
A220-300	X	X	X	X	X	—	—	—	—	
B737-300/300W	X	X	X	X	X	—	—	—	—	
B737-400	X	X	X	X	X	—	—	—	—	
B737-500	X	X	X	X	X	—	—	—	—	
B737-700/700W	X	X	X	X	X	—	—	—	—	
B737-7MAX	X	X	X	X	X	—	—	—	—	
B737-800/800W	X	X	X	X	X	—	—	—	—	
B737-8MAX	X	X	X	X	X	—	—	—	—	
B737-900/900ER	X	X	X	X	X	—	—	—	—	
B737-9MAX	X	X	X	X	X	—	—	—	—	
B737-10MAX	X	X	X	X	X	—	—	—	—	
B757-200W	—	—	—	X	—	—	—	—	—	
B757-300W	—	—	—	X	—	—	—	—	—	
B767-3ER	—	—	—	X	—	—	—	—	—	
B767-3ERW	—	—	—	X	—	—	—	—	—	
B767-400ER	—	—	—	—	—	—	—	—	—	
B787-8	—	—	—	—	—	—	—	—	—	
B787-9	—	—	—	—	—	—	—	—	—	
B787-10	—	—	—	—	—	—	—	—	—	
A330-200	—	—	—	—	—	—	—	—	—	
A330-300	—	—	—	—	—	—	—	—	—	
A330-900neo	—	—	—	—	—	—	—	—	—	
B777-200	—	—	—	—	—	—	—	—	—	
B777-200ER/LR	—	—	—	—	—	—	—	—	—	
B777-300ER	—	—	—	—	—	—	—	—	—	

SERVICE CHART LEGEND

- X EXISTING AIRCRAFT SERVICE
 - AIRCRAFT NOT SERVICED
 - X AIRCRAFT SERVICE ADDED
 - R AIRCRAFT SERVICE REMOVED
- POSITION R6 OPERATES AS A LAST-IN-FIRST-OUT WITH POSITIONS R1 AND R2.
 - POSITION R7 OPERATES AS A LAST-IN-FIRST-OUT WITH POSITIONS R2 AND R3.
 - POSITION R8 OPERATES AS A LAST-IN-FIRST-OUT WITH POSITIONS R3 AND R4.
 - POSITION R9 OPERATES AS A LAST-IN-FIRST-OUT WITH POSITIONS R4 AND R5.















