




 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: OPS10IA090A		Aircraft Registration Number:	
		Occurrence Date: 04/19/2010		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Burbank	State CA	Zip Code 91505	Local Time 1058	Time Zone PDT	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility: 0			
Aircraft Information Summary					
Aircraft Manufacturer BOEING		Model/Series 737-7H4		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators used data provided by various sources and may not have traveled in support of this investigation to prepare this aircraft incident report. ***</p> <p>On Monday, April 19, 2010 at approximately 1058 pacific daylight time, Southwest Air Lines (SWA) flight 649, a Boeing 737-700 and N4415R, a Cessna 172 were involved in a near collision on the surface at the Bob Hope Airport (BUR), Burbank, California. The B737 was landing on runway 8, and the C172 was in the departure phase of a touch and go on runway 15, when it passed airborne through the intersection in front of the B737 flight. The incident occurred during daytime visual meteorological conditions (VMC).</p> <p>The B737 was on a regularly scheduled passenger flight from Metropolitan Oakland International Airport (OAK), Oakland, California enroute to BUR and was operating under the provisions of 14 Code of Federal Air Regulation Part 121. The Southwest flight had 119 passengers and a crew of five onboard. No injuries were reported.</p> <p>The C172 was practicing take-offs and landings at BUR, and was operating under the provisions of 14 Code of Federal Regulations Part 91. The C172 had one person onboard. No injuries were reported.</p> <p>At approximately 1046, N4415R reported in to BUR air traffic control tower (ATCT) requesting touch and go approaches in the traffic pattern. The C172 completed one touch and go to runway 8 and was then instructed by ATC to enter a left downwind for runway 15 for his second approach. Approximately two minutes later, the B737 reported in to BUR ATCT on approximately an 8-mile final for an instrument landing system (ILS) approach to runway 8. The local controller (LC) issued the B737 a landing clearance to runway 8, and then subsequently issued the C172 a touch and go clearance to runway 15. Immediately following those clearances, the LC became moderately busy providing traffic advisories to other aircraft in the airspace; however, the B737 and C172 were not provided traffic advisories on each other.</p> <p>Approximately two minutes later, the C172 was airborne in the departure phase of a touch and go on runway 15 and passed through the intersection of runway 15/8 in front of the B737 landing on runway 8.</p> <p>According to the LC and the controller in charge (CIC), they did not see the situation develop between the C172 and B737, because another aircraft that had just departed distracted them, and their attention was focused on the radar display, not out the tower window. The LC and CIC first became aware of the situation when the clearance delivery/flight data controller (CD/FD) looked out of the window and saw said "hey!" when he saw the C172 airborne and climbing over the intersection, and the landing B737 flight rolling through the same intersection, perpendicular to each other. The B737 continued to his gate, and C172 completed two more approaches at BUR before departing toward Van Nuys.</p>					
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Narrative (Continued)		
<p>Burbank airport had several video cameras located on the airfield that were used by airport operations. One of those cameras captured the incident. The replay of the video indicated that approximately 10 seconds had lapsed from the time C172 passed over the runway intersection before B737 had rolled through that same intersection.</p> <p>Updated on Dec 27 2011 8:49AM</p>		
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Landing Facility/Approach Information						
Airport Name Bob Hope Airport		Airport ID: KBUR	Airport Elevation 778 Ft. MSL	Runway Used 08	Runway Length 5802	Runway Width 150
Runway Surface Type: Asphalt						
Runway Surface Condition: Dry						
Approach/Arrival Flown:						
VFR Approach/Landing:						
Aircraft Information						
Aircraft Manufacturer BOEING		Model/Series 737-7H4		Serial Number 33832		
Airworthiness Certificate(s):						
Landing Gear Type:						
Amateur Built Acft? No	Number of Seats: 140	Certified Max Gross Wt. LBS		Number of Engines: 2		
Engine Type: Turbo Fan	Engine Manufacturer: CFM INTL.	Model/Series: CFM56 SERIES		Rated Power: 2200 HP		
- Aircraft Inspection Information						
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?				
Owner/Operator Information						
Registered Aircraft Owner		Street Address 2702 LOVE FIELD DR				
		City DALLAS	State TX	Zip Code 75235-1908		
Operator of Aircraft		Street Address 2702 LOVE FIELD DR				
		City DALLAS	State TX	Zip Code 75235-1908		
Operator Does Business As:			Operator Designator Code: SWAA			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Flag Carrier/Domestic						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under:						
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only						
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First Pilot Information										
Name			City		State					
Sex:	Seat Occupied:	Occupational Pilot?		Certificate Number:						
Certificate(s):										
Airplane Rating(s):										
Rotorcraft/Glider/LTA:										
Instrument Rating(s):										
Instructor Rating(s):										
Current Biennial Flight Review?										
Medical Cert.:		Medical Cert. Status:		Date of Last Medical Exam:						
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time										
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										
Seatbelt Used?		Shoulder Harness Used?			Toxicology Performed?		Second Pilot?			
Flight Plan/Itinerary										
Type of Flight Plan Filed: Unknown										
Departure Point		State				Airport Identifier		Departure Time		Time Zone
Oakland		CA				KOAK		1008		PDT
Destination		State				Airport Identifier				
Same as Accident/Incident Location						KBUR				
Type of Clearance:										
Type of Airspace: Air Traffic Control; Class C										
Weather Information										
UAT C/S Source of Wx Information: Unknown										
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WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site																																																																														
KBUR	1053	PDT	Ft. MSL	NM	Deg. Mag.																																																																														
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day																																																																														
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: "Hg																																																																														
Temperature: 20 °C		Dew Point: 9 °C	Weather Conditions at Accident Site: Visual Conditions																																																																																
Wind Direction: 130		Wind Speed: 7		Wind Gusts:																																																																															
Visibility (RVR): Ft.		Visibility (RVV) SM																																																																																	
Precip and/or Obscuration:																																																																																			
Accident Information																																																																																			
Aircraft Damage: None		Aircraft Fire: None		Aircraft Explosion: None																																																																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">- Injury Summary Matrix</th> <th style="width: 5%;">Fatal</th> <th style="width: 5%;">Serious</th> <th style="width: 5%;">Minor</th> <th style="width: 5%;">None</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr><td>First Pilot</td><td></td><td></td><td></td><td style="text-align: center;">1</td><td style="text-align: center;">1</td></tr> <tr><td>Second Pilot</td><td></td><td></td><td></td><td style="text-align: center;">1</td><td style="text-align: center;">1</td></tr> <tr><td>Student Pilot</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Flight Instructor</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Check Pilot</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Flight Engineer</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Cabin Attendants</td><td></td><td></td><td></td><td style="text-align: center;">3</td><td style="text-align: center;">3</td></tr> <tr><td>Other Crew</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Passengers</td><td></td><td></td><td></td><td style="text-align: center;">119</td><td style="text-align: center;">119</td></tr> <tr><td>- TOTAL ABOARD -</td><td></td><td></td><td></td><td style="text-align: center;">124</td><td style="text-align: center;">124</td></tr> <tr><td>Other Ground</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>- GRAND TOTAL -</td><td></td><td></td><td></td><td style="text-align: center;">124</td><td style="text-align: center;">124</td></tr> </tbody> </table>						- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	First Pilot				1	1	Second Pilot				1	1	Student Pilot						Flight Instructor						Check Pilot						Flight Engineer						Cabin Attendants				3	3	Other Crew						Passengers				119	119	- TOTAL ABOARD -				124	124	Other Ground						- GRAND TOTAL -				124	124
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Administrative Information		
Investigator-In-Charge (IIC) Betty Koschig		
Additional Persons Participating in This Accident/Incident Investigation: Todd Luepker Federal Aviation Administration Washington, DC Leslie Jackson Federal Aviation Administration Washington, DC Seann Jordan National Air Traffic Controller Association Colorado Springs, CO		
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