

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 09/27/2007

DCA06MA064
File No. 21399 08/27/2006 Lexington, KY Aircraft Reg No. N431CA Time (Local): 06:07 EDT

Make/Model:	Bombardier, Inc. / CRJ-100	Fatal	2	Serious	1	Minor/None	0
Engine Make/Model:	General Electric / CF-34-3A1	Crew	2				
Aircraft Damage:	Destroyed	Pass	47		0		0
Number of Engines:	2						
Operating Certificate(s):	Flag Carrier/Domestic						
Name of Carrier:	COMAIR INC						
Type of Flight Operation:	Scheduled; Domestic; Passenger Only						
Reg. Flight Conducted Under:	Part 121: Air Carrier						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Night/Dark
Destination:	Atlanta, GA	Weather Info Src:	Weather Observation Facility
Airport Proximity:		Basic Weather:	Visual Conditions
Airport Name:	BLUE GRASS	Lowest Ceiling:	None
Runway Identification:	26	Visibility:	8.00 SM
Runway Length/Width (Ft):	3500 / 75	Wind Dir/Speed:	
Runway Surface:	Asphalt; Concrete	Temperature (°C):	24
Runway Surface Condition:	Dry	Precip/Obscuration:	No Obscuration; No Precipitation

Pilot-in-Command Age: 35

Flight Time (Hours)

Certificate(s)/Rating(s)
Airline Transport; Flight Instructor; Commercial; Sport Pilot; Multi-engine Land; Single-engine Land

Total All Aircraft: 4710
Last 90 Days: 158
Total Make/Model: 3082
Total Instrument Time: UnK/Nr

Instrument Ratings
Airplane

The Safety Board's full report is available at http://www.ntsb.gov/publictn/A_Accl.htm. The Aircraft Accident Report number is NTSB/AAR-07/05.

On August 27, 2006, about 0606:35 eastern daylight time, Comair flight 5191, a Bombardier CL-600-2B19, N431CA, crashed during takeoff from Blue Grass Airport, Lexington, Kentucky. The flight crew was instructed to take off from runway 22 but instead lined up the airplane on runway 26 and began the takeoff roll. The airplane ran off the end of the runway and impacted the airport perimeter fence, trees, and terrain. The captain, flight attendant, and 47 passengers were killed, and the first officer received serious injuries. The airplane was destroyed by impact forces and postcrash fire. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 and was en route to Hartsfield-Jackson Atlanta International Airport, Atlanta, Georgia. Night visual meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

DCA06MA064
File No. 21399

08/27/2006

Lexington, KY

Aircraft Reg No. N431CA

Time (Local): 06:07 EDT

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAXI

Findings

1. LIGHT CONDITION - DARK NIGHT
 2. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHTCREW
 3. (C) BECAME LOST/DISORIENTED - INATTENTIVE - FLIGHTCREW
 4. (C) WRONG TAXI ROUTE - NOT DETECTED - FLIGHTCREW
 5. (F) INSTRUCTIONS,WRITTEN/VERBAL - NOT REQUIRED - FAA(OTHER/ORGANIZATION)
 6. (F) PROCEDURE INADEQUATE - FAA(OTHER/ORGANIZATION)
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Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF

Findings

7. (C) WRONG RUNWAY - INATTENTIVE - FLIGHTCREW
 8. (C) WRONG RUNWAY - NOT DETECTED - FLIGHTCREW
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the flight crewmembers's failure to use available cues and aids to identify the airplane's location on the airport surface during taxi and their failure to cross-check and verify that the airplane was on the correct runway before takeoff. Contributing to the accident were the flight crew's nonpertinent conversation during taxi, which resulted in a loss of positional awareness, and the Federal Aviation Administration's failure to require that all runway crossings be authorized only by specific air traffic control clearances.