



Aviation Investigation Final Report

Location:	Dunnigan, California	Accident Number:	DCA24LA316
Date & Time:	September 19, 2024, 12:47 Local	Registration:	N12125
Aircraft:	Boeing 757-224	Aircraft Damage:	None
Defining Event:	Near midair/TCAS alert/loss of separation	Injuries:	2 Serious, 2 Minor, 151 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

United Airlines (UA) flight 2428 received a traffic alert and collision avoidance system (TCAS) resolution advisory (RA) while descending to flight level FL310 when enroute to San Francisco International Airport (SFO), San Francisco, California. Two passengers were seriously injured, and two cabin crewmembers sustained minor injuries as a result of the aircraft response to the TCAS alert. The flight was a regularly scheduled domestic passenger flight from Newark Liberty International Airport (EWR), Newark, New Jersey to SFO.

UA2428 was instructed by air traffic control to descend and maintain FL310 for their arrival into SFO. About 500 ft above level off at FL310, the crew received a TCAS traffic alert "traffic, traffic" for an aircraft crossing 1,500 feet below to which, the first officer, as pilot flying, reduced vertical speed on the mode control panel in response. A TCAS RA then immediately annunciated for the same traffic. The pilot flying responded by disengaging the autopilot and auto throttle and pitched the aircraft up following the pitch guidance on the primary flight display. Flight data show pitch increased by about 3° over 1 second and the aircraft descent arrested. Vertical acceleration ranged from 2.3 to 0.6 (g) over 2 seconds during the maneuver.

The seatbelt sign had been turned on in the cabin shortly prior to the TCAS annunciation, however passengers still remained in the lavatories at the time of the maneuver. Two flight attendants were in the forward galley cleaning in preparation for the initial descent announcement. These two flight attendants fell to the floor during the maneuver and sustained minor injuries. There were two passengers in the aft lavatories at the time of the maneuver. One passenger flew upwards and landed forward fracturing the L2 spinal vertebrae. The other

passenger was exiting the lavatory when he flew upwards and landed on his leg resulting in a fractured ankle.

Following the event, the aircraft landed uneventfully. Paramedics met the aircraft at the gate and transported the passengers to the hospital for treatment.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The abrupt pitch control input by the flight crew in response to a TCAS resolution advisory resulted in two serious passenger injuries.

Findings

Environmental issues	Aircraft - Effect on personnel
Environmental issues	Aircraft - Effect on equipment

Factual Information

History of Flight

Enroute-descent	Near midair/TCAS alert/loss of separation (Defining event)
Enroute-descent	Abrupt maneuver

Pilot Information

Certificate:	Airline transport	Age:	49,
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	August 19, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 16, 2024
Flight Time:	16899 hours (Total, all aircraft), 1440 hours (Total, this make and model), 5936 hours (Pilot In Command, all aircraft), 221 hours (Last 90 days, all aircraft), 64 hours (Last 30 days, all aircraft)		

Co-pilot Information

Certificate:	Airline transport; Commercial	Age:	35
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 23, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 30, 2024
Flight Time:	2646 hours (Total, all aircraft), 33 hours (Total, this make and model), 588 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N12125
Model/Series:	757-224	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	28967
Landing Gear Type:	Retractable - Tricycle	Seats:	178
Date/Type of Last Inspection:	October 6, 2024 Continuous airworthiness	Certified Max Gross Wt.:	255000 lbs
Time Since Last Inspection:		Engines:	2
Airframe Total Time:	94715 Hrs as of last inspection	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	UNITED AIRLINES INC	Rated Power:	
Operator:	UNITED AIRLINES INC	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-44°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Newark, NJ (EWR)	Type of Flight Plan Filed:	IFR
Destination:	San Fransisco , CA (SFO)	Type of Clearance:	IFR
Departure Time:	14:48 UTC	Type of Airspace:	Class A

Wreckage and Impact Information

Crew Injuries:	2 Minor, 4 None	Aircraft Damage:	None
Passenger Injuries:	2 Serious, 147 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor, 151 None	Latitude, Longitude:	38.9134,-121.961(est)

Administrative Information

Investigator In Charge (IIC):	Silva, Sathya
Additional Participating Persons:	Scott Turner; United Airlines David Keenan; FAA Nathan Williams; Boeing
Original Publish Date:	March 27, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=195189

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).