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## Ground Collision with construction equipment, Boeng 727-225, March 27, 1996

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**Micro-summary:** This Boeing 727-225 collided with construction equipment.

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**Event Date:** 1996-03-27 at 0918 CST


**Investigative Body:** National Transportation Safety Board (NTSB), USA

**Investigative Body's Web Site:** <http://www.nts.gov/>

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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
  2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
  3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.
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		NTSB ID: MIA96LA107		Aircraft Registration Number: N468FE	
		Occurrence Date: 03/27/1996		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place MEMPHIS	State TN	Zip Code 38132	Local Time 0918	Time Zone CST	
Airport Proximity: On Airport		Distance From Landing Facility: 1		Direction From Airport: 360	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 727-225		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On March 27, 1996, about 0918 central standard time, a Boeing 727-225, N468FE, registered to and operated by Federal Express Corporation, as flight 3244, collided with construction equipment during taxi from landing at Memphis International Airport, Memphis, Tennessee, while on a 14 CFR Part 121 non-scheduled domestic cargo flight. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan was filed. The aircraft received substantial damage. The airline transport-rated pilot, first officer, and second officer were not injured. The flight originated from Norfolk, Virginia, the same day, about 0825 eastern standard time.</p> <p>The flightcrew stated they received the Automatic Terminal Information Service (ATIS) from the FAA Memphis Control Tower while about 120 miles from Memphis. There were no Notice to Airmen (NOTAMS) regarding field conditions or taxiway closures. Their landing data card indicated they received ATIS information "Alpha". They approached Memphis International Airport and landed on runway 36 center. After landing they exited the runway on taxiway bravo. The FAA ground controller cleared them to taxi and hold short of runway 27 at the approach end. Their taxi speed was about 10-15 mph. The flight engineer stated that as they taxied to the ramp he heard the captain and first officer discussing the construction equipment to the right of the taxiway. At that time he got a glimpse of the equipment out of the first officer's side window as they taxied by it. The captain then steered the aircraft to the left to clear the equipment; but, the right wing struck the equipment. They stopped the aircraft and called for crash equipment and company personnel.</p> <p>Witnesses stated they observed the N468FE taxiing east on the closed taxiway "Alpha." As the aircraft approached construction equipment, positioned on the right shoulder of the taxiway, it was observed to slow down and then speed up again. The right wing of the aircraft then struck the construction equipment.</p> <p>At the time of the accident, a NOTAM issued by Memphis-Shelby County Airport Authority, for closure of taxiway "A", between taxiway "B" and the Northwest Airlink hangar, was in effect. The NOTAM was issued on March 26, 1996, and was in effect for March 27 to March 30 from 0700 to 1630 central standard time. The accident occurred on the part of the taxiway that was closed. The closed area of taxiway was not blocked off. Memphis-Shelby County Airport Authority confirmed that the NOTAM was sent on March 26, 1996, by facsimile to the FAA Memphis Tower and Federal Express.</p> <p>A review of Air Traffic Control recordings maintained at the FAA Memphis Air Traffic Control Tower indicated that ATIS information "Alpha" was recorded at 0808:41. No information concerning the closure of taxiway alpha was included in this report. ATIS information "Bravo" was recorded at 0855:27. Information concerning the closure of taxiway alpha was included in this report. At 0904:11, the flightcrew of Federal Express 3244 contacted the Memphis Approach Control and reported they had information "Alpha". The approach controller did not inform the flightcrew that ATIS information "Bravo" was the current information. From this time until the time the flight is told to contact the tower, several other aircraft report to the approach controller that they</p>					
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National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: MIA96LA107

Occurrence Date: 03/27/1996


Occurrence Type: Accident


## Narrative (Continued)

have information "Bravo".

At 0911:37, the flight was instructed to contact the tower. At 0912:04, the flight contacted the tower and was cleared by the controller to land on runway 36 center. At 0915:36, the flight was instructed to contact the ground controller at the end of the runway. At 0916:20, the ground controller told the flight to hold short of runway 27 at the approach end. The ground controller did not inform the flight that taxiway "A" was closed. At 0917:56, the flightcrew reported to the ground controller that collided with the construction equipment off to the side of taxiway "A". See ATC Transcripts.

On September 20, 1995, the Federal Aviation Administration, issued to all FAA inspectors, Flight Standards Information Bulletin 95-23, titled NOTAM's and Adequate Airport Information. This bulletin states that NOTAMs, while critical to the safety of flight, are not always reviewed by pilot's prior to flight, resulting in aircraft operation without current aeronautical information. The bulletin goes on to state that certificate holders should review their operations manuals and procedures to ensure that flight crews are obtaining all aeronautical information necessary to safely conduct their flight. FAA inspectors were directed to forward a copy of the bulletin

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: MIA96LA107			
		Occurrence Date: 03/27/1996			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
MEMPHIS INTERNATIONAL	MEM	332 Ft. MSL	36C	8400	150
Runway Surface Type: Concrete					
Runway Surface Condition: Dry					
Type Instrument Approach: ILS-complete					
VFR Approach/Landing:					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		727-225		21452	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 4	Certified Max Gross Wt.	190500 LBS	Number of Engines: 3	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	P&W	JT8D-15	15500 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	03/1996	38 Hours	41770 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
FEDERAL EXPRESS		2005 CORPORATE AVENUE			
		City	State	Zip Code	
		MEMPHIS	TN	38132	
Operator of Aircraft		Street Address			
Same as Reg'd Aircraft Owner		Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: FEDEX			Operator Designator Code: FDEA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Cargo					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Non-scheduled; Domestic; Cargo					
FACTUAL REPORT - AVIATION					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: MIA96LA107
	Occurrence Date: 03/27/1996
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 42
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 11/1995
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	3000	2164								
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours	3	3		3						

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point NORFOLK	State VA	Airport Identifier ORF	Departure Time 0825	Time Zone EST
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Destination Same as Accident/Incident Location	State	Airport Identifier MEM	
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Type of Clearance: IFR

Type of Airspace: Class D

**Weather Information**

Source of Briefing: Company

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: MIA96LA107
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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MEM	0851	CST	332 Ft. MSL	1 NM	180 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			11000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		25000 Ft. AGL		Visibility: 20 SM	Altimeter: 30.00 "Hg
Temperature: 6 °C	Dew Point: -4 °C	Wind Direction: 70		Density Altitude: 332 Ft.	
Wind Speed: 10	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
<b>- Injury Summary Matrix</b>	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer				1	1
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				3	3
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	3	3

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: MIA96LA107

Occurrence Date: 03/27/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JEFFREY L. KENNEDY

Additional Persons Participating in This Accident/Incident Investigation:

JIM WILSON  
FAA FSDO  
MEMPHIS, TN 38312

KENNETH C ENSSLIN  
FEDERAL EXPRESS CORPORATION  
MEMPHIS, TN 38312