
Collision with walkway, Airbus A320-231, October 15, 1999

Micro-summary: This Airbus A320-231 struck a walkway between concourses while being pushed back.

Event Date: 1999-10-15 at 0918 MST


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

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

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		NTSB ID: LAX00LA015		Aircraft Registration Number: N627AW	
		Occurrence Date: 10/15/1999		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place PHOENIX		State AZ	Zip Code 85034	Local Time 0918	Time Zone MST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Airbus Industrie		Model/Series A-320-231		Type of Aircraft Airplane	
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>On October 15, 1999, at 0918 hours mountain standard time, America West Flight 2433, an Airbus A320-231, N627AW, collided with a pedestrian walkway during pushback in Phoenix, Arizona. The aircraft sustained substantial damage; however, none of the 89 passengers nor the 5 crewmembers were injured. The aircraft was being operated by America West Airlines, Inc., as a scheduled domestic passenger flight under 14 CFR Part 121 when the accident occurred. The airplane was originating as a nonstop flight to Tucson, Arizona. Visual meteorological conditions prevailed at the time and an IFR flight plan was filed.</p> <p>At each gate, America West has a mark painted on the ramp called the "T." This "T" marking is the target point for each tug driver to place the nose wheel during pushback operations.</p> <p>The captain reported that he was at gate A-2 when he received a clearance from ramp control that he was to push to the "T" and to advise when ready to taxi. The captain read the clearance to the tug driver over the intercom. The tug driver read back the clearance and began the pushback about 40 seconds later. Approximately 10 feet before reaching the "T," the aircraft's right horizontal stabilizer struck the pedestrian walkway that connects concourse A to concourse N-1. The tug driver then reported to the captain that, "I may have hit something." The captain made an announcement to the cabin about the nature of the problem and then received permission from ground safety supervisors to pull back to gate A-2.</p> <p>The first officer said he noted the pushback time as 0917 but was not listening to the captain or tug driver as they pushed back.</p> <p>According to statements from America West's new terminal project manager and the ramp control tower manager, during a 0845 conference call, the ramp coordinator advised the ramp 1 supervisor and team leads that pushbacks to the "T" at gate A-2 would resume as of that morning. This procedure had been previously discontinued due to the construction of the new pedestrian walkway between concourses A and N-1 that did not allow sufficient clearance for the pushback. The ramp 1 supervisor asked the ramp coordinator in the tower, as well as the A-2 team lead, for confirmation due to her concern over clearance between the airplanes and baggage carts and construction equipment that were in the vicinity. The tower coordinator and board agent both reconfirmed that all gates on ramp 1 would push to the "T".</p> <p>On the America West ramp, there is no voice communication capability between the crew chief at the gate, the tug driver, and the wing walkers. According to statements of the involved ground personnel and nearby witnesses, the wing walkers were positioned in accordance with company procedures during the pushback. When the aircraft was about 20 to 25 feet from the walkway, the right wing walker signaled the tug driver to stop the push. The tug driver said he was focused on correctly positioning the nose wheel on the "T" and did not see the signal in time to stop the aircraft.</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD


NTSB ID: LAX00LA015


Occurrence Date: 10/15/1999

Occurrence Type: Accident

Narrative (Continued)

Safety Board investigators examined the ramp area and found that the completed walkway structure between the concourses had reduced the amount of ramp space to 94 feet 4 inches from the "T" to the walkway; the A321 airplane is 146 feet long from nose to tail. According to the company's internal report on the event, the decision to resume the pushback to the "T" originated with the ACS project manager but should have been coordinated with ground operations safety supervisor prior to any operational changes being implemented.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: LAX00LA015				
		Occurrence Date: 10/15/1999				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name PHOENIX SKY HARBOR INT'L		Airport ID: PHX	Airport Elevation 1135 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach:						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Airbus Industrie		Model/Series A-320-231		Serial Number 066		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 156	Certified Max Gross Wt. 164569 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: Int'l Aero En		Model/Series: V2500-A1	Rated Power: 24800 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 09/1999	Time Since Last Inspection 199 Hours		Airframe Total Time 32206 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?		ELT Operated?		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner WILMINGTON TRUST COMPANY TRUST		Street Address RODNEY SQUARE NORTH				
		City WILMINGTON		State DE	Zip Code 19898	
Operator of Aircraft AMERICA WEST AIRLINES, INC.		Street Address 4000 EAST SKY HARBOR BOULEVARD				
		City PHOENIX		State AZ	Zip Code 85034	
Operator Does Business As:				Operator Designator Code: AWXA		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Flag Carrier/Domestic						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 121: Air Carrier						
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: LAX00LA015
	Occurrence Date: 10/15/1999
	Occurrence Type: Accident

First Pilot Information

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

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--no waivers/lim.	Date of Last Medical Exam: 06/1999
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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	18300	4200								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	178	178								
Last 30 Days	48	48								
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR	
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Departure Point Same as Accident/Incident Location	State	Airport Identifier PHX	Departure Time 0917	Time Zone MST
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Destination TUCSON	State AZ	Airport Identifier TUC	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing:
Company


Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: LAX00LA015	
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PHX	0917	MST	1135 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL		Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 24 °C	Dew Point: 1 °C	Wind Direction: 100		Density Altitude: Ft.	
Wind Speed: 7	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					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- 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				89	89
- TOTAL ABOARD -				94	94
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	94	94

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Administrative Information

Investigator-In-Charge (IIC)

ROBERT R. CRISPIN

Additional Persons Participating in This Accident/Incident Investigation:

RONALD J ROSENHAHN
WP-CMO-PHX
PHOENIX, AZ 85008