
Maneuvering injury, Boeing 767-332, September 27, 1999

Micro-summary: While avoiding traffic, a flight attendant on this Boeing 767-332 was injured.


Event Date: 1999-09-27 at 1530 EDT


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


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

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		NTSB ID: MIA99LA272		Aircraft Registration Number: N196DN	
		Occurrence Date: 09/27/1999		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ATLANTA		State GA	Zip Code 30320	Local Time 1530	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 32		Direction From Airport: 45	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 767-332		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 September 27, 1999, about 1530 eastern daylight time, a Boeing 767-332, N196DN, registered to and operated by Delta Air Lines Inc., as DAL147, had a flight attendant sustain an injury while on a Title 14 CFR Part 121 scheduled international passenger flight from Vienna, Austria, to Atlanta, Georgia. Visual meteorological conditions prevailed in the area at the time, and an instrument flight rules flight plan was filed. The airline transport-rated pilot, first officer, reserve pilot, 8 flight attendants, and 199 passengers were not injured, but 1 flight attendant received a serious injury. The flight originated from Vienna, the same day, about 1115.</p> <p>The flightcrew stated that as they made the descent into the Atlanta area, they were on the Macey arrival with a clearance to cross Logan at 12,000 feet, and had asked air traffic control (ATC) for, and had received approval to deviate to avoid numerous cloud buildups. The aircraft was heading 227 degrees, and the flight was being sequenced for runway 08, when the north arrivals controller told them that they would be switched to the south runway, and to contact the approach controller on 127.9. When the crew contacted the approach controller, they informed the controller that they were leveling at 12,000 feet, and the controller told them to turn to 180 degrees as soon as able. The approach controller told them shortly thereafter that traffic was at 11,000 feet. The crew noted the traffic on the TCAS, and that the traffic was climbing out of 11,000 feet and rapidly approaching their altitude. The captain, the pilot flying, had begun the turn to a heading of 180 degrees requested by the controller, when they received a traffic advisory from the TCAS system, followed by the dot on the TCAS screen changing color to yellow. While in the turn, the captain disconnected the autopilot to make a quicker turn to get away from the traffic, and as the autopilot disconnected, the airplane pitched up and climbed about 200 feet. A flight attendant in the aft end of the airplane sustained a serious injury during the maneuver. The flight crew never received a resolution advisory from the TCAS, and never saw the traffic since they were in the clouds at the time. The seat belt sign had been on for some time previously, and the no smoking light had been cycled due to weather.</p> <p>A review of the FAA transcript of communications revealed that at 1902:31 the Atlanta Approach Terminal Arrival - H (TARH) controller stated to DAL147 that the northbound traffic would be leveling at 11,000 feet. At 1902:37 DAL147 responded saying that they had the traffic, and the TAR-H controller then instructed DAL147 to maintain visual separation. This instruction from TARH was given to DAL147 while the flight was in the clouds. At 1902:43 DAL147 said "okay he's *(fourteen) he's on icas showing (garbled) turn right turn right." At 1903:12 DAL147 said to TARH, "...i thought you said he was at eleven." At 1903:18 TARH replied saying, "...I thought they had stopped him at eleven."</p> <p>The FAA transcript of communications also revealed that at 1901:46 the traffic, a Continental Airlines flight (COA66), was climbing in the clouds, and had been cleared to 14,000 feet by Atlanta Departure Control (DRN).</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: MIA99LA272			
		Occurrence Date: 09/27/1999			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 767-332		Serial Number 28453	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 206	Certified Max Gross Wt.	407000 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: P&W	Model/Series: PW4060	Rated Power: 60000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 09/1999	Time Since Last Inspection 9755 Hours	Airframe Total Time 9737 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner DELTA AIRLINES INC.		Street Address 1020 DELTA BLVD.			
		City ATLANTA	State GA	Zip Code 30320	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: DELTA AIRLINES			Operator Designator Code: DALA		
- 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; International; Passenger Only					
FACTUAL REPORT - AVIATION					Page 2

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: MIA99LA272
	Occurrence Date: 09/27/1999
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 58
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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

Airplane Rating(s): Multi-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: 08/1999
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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	19000	4561								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	202	202								
Last 30 Days										
Last 24 Hours										

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

Type of Flight Plan Filed: IFR

Departure Point VIENNA/AUSTRIA	State OF	Airport Identifier VIE	Departure Time 1115	Time Zone GMT
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Destination ATLANTA	State GA	Airport Identifier ATL	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing:
Company

Method of Briefing:

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ATL	1600	EDT	1026 Ft. MSL	32 NM	225 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		6500 Ft. AGL		Visibility: 10 SM	Altimeter: 30.00 "Hg
Temperature: 25 °C	Dew Point: 21 °C	Wind Direction: 140		Density Altitude: 2300 Ft.	
Wind Speed: 3	Gusts:	Weather Conditions at Accident Site: Instrument 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: None	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		1		8	9
Other Crew				1	1
Passengers				190	190
- TOTAL ABOARD -		1		201	202
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	0	201	202

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: MIA99LA272

Occurrence Date: 09/27/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JOHN W. LOVELL

Additional Persons Participating in This Accident/Incident Investigation:

DENNIS LAZAR
FAA FSDO
ATLANTA, GA