
Near-miss, McDonnell Douglas MD-82 and Piper Seneca near Anchorage, July 11, 2000

Micro-summary: This McDonnell Douglas MD-82 airplane had an inoperative TCAS and a near-miss with a Piper Seneca.

Event Date: 2000-07-11 at 1138 ADT


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

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

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		NTSB ID: ANC00IA088		Aircraft Registration Number: N935AS	
		Occurrence Date: 07/11/2000		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ANCHORAGE		State AK	Zip Code 99502	Local Time 1138	Time Zone ADT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 15		Direction From Airport: 360	
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series MD-82		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 July 11, 2000, about 1138 Alaska daylight time, the crew of N935AS, a McDonnell Douglas MD-82 airplane, reported a near midair collision, about 15 miles north of the Ted Stevens International Airport, Anchorage, Alaska. The flight was being conducted under Title 14, CFR Part 121, as a scheduled domestic passenger flight, operated by Alaska Airlines as Flight 131. There were no injuries to the two pilots, three flight attendants, or the 102 passengers aboard. Visual meteorological conditions prevailed at the Ted Stevens International Airport, and an instrument flight plan had been filed. The flight originated about 0900 Pacific daylight time from the Seattle-Tacoma International Airport, Seattle, Washington.</p> <p>During a telephone conversation with the National Transportation Safety Board investigator-in-charge on July 17, the captain of the MD-82 stated that during approach to the Ted Stevens International Airport, approach control was providing radar vectors in order to intercept the localizer for runway 14. He said that during the initial part of the approach, while descending through 4,000 feet msl, instrument meteorological conditions (IMC) prevailed. The captain stated that approach control cleared him to descend to 3,000 feet msl, on a heading of 160 degrees, and reported that there was traffic about 1 mile to the southwest, with an indicated altitude of 2,500 feet msl. The captain said that as he started to level the airplane at 3,000 feet msl, and as the airplane descended below the clouds, he immediately saw a twin-engine airplane climbing from 2,500 feet toward his airplane. He said that he had very little time to react before the twin-engine airplane passed to the left and below of his airplane, about 500 feet horizontally, and 200 feet vertically. At the time of the incident both airplanes were operating in Class E airspace.</p> <p>The captain added that his airplane's traffic alert and collision avoidance system (TCAS) was inoperative at the time of the incident. Subsequently, no collision avoidance alert was provided to the crew of the MD-82.</p> <p>A review of approach control records revealed that the twin engine Piper Seneca, N39522, was not in contact with approach control, nor was it required to be.</p> <p>During a telephone conversation with the National Transportation Safety Board investigator-in-charge on July 14, the designated FAA pilot examiner aboard the second airplane involved in the near midair collision incident, reported that he was conducting a multi-engine check ride at the time of the incident. He said that cloud conditions in the area were scattered, with higher clouds to the north of his location. He added that he was able to use a large open area that was clear of clouds. He said that just after completing one of the required maneuvers, about 3,000 msl, and about one-half mile away from the cloud bank, an Alaska Airline MD-82 suddenly appeared from out of the clouds on the right side of his airplane. He added that the MD-82 was about 800 feet above his airplane as it passed from the right to the left.</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD


NTSB ID: ANC001A088


Occurrence Date: 07/11/2000

Occurrence Type: Incident

Narrative (Continued)

A review of air-ground radio communications tapes maintained by the FAA at the Anchorage TRACON revealed that the controller advised the MD-82 pilot that there was conflicting traffic, about one mile southwest of his location, headed in a northwesterly direction, and that the altitude was indicating 2,500 feet. About 20 seconds later the pilot of the MD-82 reported to the controller, in part: "...ha, that was pretty close on that traffic."

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC001A088				
		Occurrence Date: 07/11/2000				
		Occurrence Type: Incident				
Landing Facility/Approach Information						
Airport Name ANCHORAGE INTL		Airport ID: ANC	Airport Elevation 152 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach: ILS-localizer Only						
VFR Approach/Landing:						
Aircraft Information						
Aircraft Manufacturer McDonnell Douglas		Model/Series MD-82		Serial Number 49236		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 148	Certified Max Gross Wt. 149500 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: P&W		Model/Series: JT8D-214A	Rated Power: 20000 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Unknown		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? No		ELT Operated? No		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner ALASKA AIR GROUP, INC.		Street Address P.O.BOX 68900 / CODE: SEA 0Z				
		City SEATTLE		State WA	Zip Code 98168	
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: ALASKA AIRLINES				Operator Designator Code: ASAA		
- 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						
FACTUAL REPORT - AVIATION						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ANC001A088
	Occurrence Date: 07/11/2000
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 54
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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; 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? 11/1999
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 01/2000
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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	18459	5548		13838		2500	500			
Pilot In Command(PIC)	9465	5548		7777						
Instructor										
Last 90 Days	134	134		134						
Last 30 Days	16	16		16						
Last 24 Hours	10	10		10						

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

Departure Point SEATTLE	State WA	Airport Identifier SEA	Departure Time 0900	Time Zone ADT
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Destination Same as Accident/Incident Location	State	Airport Identifier ANC	
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Type of Clearance: IFR; Traffic Advisory

Type of Airspace: Class E

Weather Information

Source of Briefing: Company; National Weather Service

Method of Briefing: Aircraft Radio

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation Ft. MSL	WOF Distance From Accident Site NM	Direction From Accident Site Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			3000 Ft. AGL		Condition of Light: Day
Lowest Ceiling: Unknown			Ft. AGL		Visibility: SM
Temperature: °C		Dew Point: °C		Wind Direction:	Density Altitude: Ft.
Wind Speed:		Gusts:		Weather Conditions at Accident Site: Visual Conditions	
Visibility (RVR): Ft.		Visibility (RVV) SM		Intensity of Precipitation:	
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information

Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None
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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				102	102
- TOTAL ABOARD -				107	107
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	107	107

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ANC00IA088

Occurrence Date: 07/11/2000

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

CLINTON O. JOHNSON

Additional Persons Participating in This Accident/Incident Investigation:

AUSTIN E COLLER
Air Safety Investigator
Federal Aviation Administration
4510 West International Airport Road
Anchorage, AK 99502