



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	LAS VEGAS, NV	<b>Accident Number:</b>	LAX99LA087
<b>Date &amp; Time:</b>	02/01/1999, 0710 PST	<b>Registration:</b>	N640AW
<b>Aircraft:</b>	Airbus Industrie A-320-232	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 134 None

**Flight Conducted Under:** Part 121: Air Carrier - Scheduled

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On February 1, 1999, about 0710 hours Pacific standard time, a passenger sustained a fractured hip on America West Airlines Flight 5 while en route between Tampa, Florida, and Las Vegas, Nevada. The accident occurred while the aircraft was in cruise flight at flight level 310, approximately 1.5 hours after departure from Tampa. The aircraft, an Airbus A320-232, N640AW, was not damaged. The captain, first officer, 3 cabin attendants and the remaining 129 passengers were not injured. The operation was conducted under 14 CFR Part 121 of the Federal Aviation Regulations as a scheduled domestic passenger flight, which originated in Tampa at 0640 eastern standard time as a non-stop flight to Las Vegas. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed.

According to the statements of the three cabin attendants and the flight crew, the aircraft had been in light to moderate turbulence for most of the flight. The seat belt sign was illuminated and several public address system announcements had been made for the passengers to remain seated with their seat belts fastened. The flight and cabin crewmembers reported that at the time of the incident the turbulence had abated and the ride was smooth; however, the seat belt sign remained illuminated. A 70-year-old male passenger in seat 23C got up and began walking toward the aft lavatory. One cabin attendant told the passenger to return to his seat unless it was an absolute necessity to visit the lavatory. The passenger, who has two artificial legs, declined to follow the cabin attendant's instruction and continued to the aft galley area where he fell, fracturing his hip. The crew obtained medical advice by radio from Med Link, and, after consultation with a physician, the aircraft continued to its destination.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/24/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14000 hours (Total, all aircraft), 1300 hours (Total, this make and model), 90 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Airbus Industrie	<b>Registration:</b>	N640AW
<b>Model/Series:</b>	A-320-232 A320-232	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	448
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	156
<b>Date/Type of Last Inspection:</b>	12/24/1998, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	169000 lbs
<b>Time Since Last Inspection:</b>	480 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	18554 Hours	<b>Engine Manufacturer:</b>	Int'l Aero En
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	V2527
<b>Registered Owner:</b>	ACG ACQUISITION, LLC	<b>Rated Power:</b>	24800 lbs
<b>Operator:</b>	AMERICA WEST AIRLINES, INC.	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	AWXA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	80 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	TAMPA, FL (TPA)	Type of Flight Plan Filed:	IFR
Destination:	(LAS)	Type of Clearance:	IFR
Departure Time:	0640 EST	Type of Airspace:	Class A

## Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 129 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 134 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFF RICH
Additional Participating Persons:	HOWARD VAUGHN; LAS VEGAS, NV
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .