



# National Transportation Safety Board Aviation Incident Final Report

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<b>Location:</b>	SALINA, KS	<b>Incident Number:</b>	CHI99IA100B
<b>Date &amp; Time:</b>	03/02/1999, 1040 CST	<b>Registration:</b>	N106CK
<b>Aircraft:</b>	Lockheed L-1011-385-1-15	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

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

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## Analysis

A Federal Express DC-10-10F sustained no damage during a near mid-air collision with an American International Airways Lockheed L-1011-385-1-15, 30 miles west of Salina, Kansas. The aircraft came within an estimated 1/2 mile horizontal and 0 feet vertical separation of each other. The FAA issued a Final Operational Error/Deviation Report. The report indicated that an ATC controller '...dropped the data block on FDX3207 [DC-10] without transferring communications...' to another controller. The report also indicated that another ATC controller, '...issued CKS303 [L-1011] a frequency change to 125.67 instead of the correct frequency of 127.65. CKS303 acknowledged the wrong frequency correctly by reading back 125.67.' ATC recognized that both airplanes were NORDO but were unable to reestablish radio communications, although several means were tried. The CKS303 First Officer reported he saw the DC-10 at their 8 o'clock position at 1/2 mile and same altitude. He reported he turned to the right 30 degrees. The FDX3207 pilots reported they did not see the L-1011 but felt its wake turbulence. Current FAA regulations do not require any aircraft used exclusively for cargo operations to be equipped with any version of TCAS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The ARTCC personnel failed to maintain radio communications with both airplanes and failed to maintain IFR separation standards. Factors relating to the incident were the FAA does not require cargo airplanes to be equipped with TCAS and neither airplane was equipped with TCAS.

## Findings

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Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation: CRUISE

### Findings

1. (C) RADIO COMMUNICATIONS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)
2. (C) IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)
3. (F) COMM/NAV EQUIPMENT - NOT INSTALLED
4. (F) INSUFFICIENT STANDARDS/REQUIREMENTS,AIRCRAFT - FAA(ORGANIZATION)

## Factual Information

See the narrative for CHI99IA100A.

### Pilot Information

<b>Certificate:</b>		<b>Age:</b>		, Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>		Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>		
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>		Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>		
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>		
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>				

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Lockheed	<b>Registration:</b>	N106CK
<b>Model/Series:</b>	L-1011-385-1-15 L-1011-385	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	293C-1211
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	0
<b>Date/Type of Last Inspection:</b>	Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	476000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	3 Turbo Jet
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	RB211-524
<b>Registered Owner:</b>	AMERICAN INTERNATIONAL AIRWAYS	<b>Rated Power:</b>	50000 lbs
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Supplemental
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	CKS

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLN, 1272 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	0953 CST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	9° C / 2° C
Precipitation and Obscuration:			
Departure Point:	LOS ANGELES, CA (LAX)	Type of Flight Plan Filed:	IFR
Destination:	INDIANAPOLIS, IN (IND)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class A

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JIM SILLIMAN	Report Date:	11/30/2000
Additional Participating Persons:	PAUL INFANTI; LONGMONT, CO RICHARD MILLS; YPSILANTI, MI MIKE WALES; MEMPHIS, TN		
Publish Date:			
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> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).