



# National Transportation Safety Board Aviation Incident Data Summary

<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>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## 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 NORDDO 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

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

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)

## Pilot Information

Certificate:	Age:
Airplane Rating(s):	Instrument Rating(s):
Other Aircraft Rating(s):	Instructor Rating(s): None
Flight Time:	

## Aircraft and Owner/Operator Information

Aircraft Make:	Lockheed	Registration:	N106CK
Model/Series:	L-1011-385-1-15 L-1011-385	Engines:	3 Turbo Jet
Operator:		Engine Manufacturer:	Rolls-Royce
Operating Certificate(s) Held:	Supplemental	Engine Model/Series:	RB211-524
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLN, 1272 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	17 knots / , 360°
Temperature:	9°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	LOS ANGELES, CA (LAX)	Destination:	INDIANAPOLIS, IN (IND)

## Airport Information

Airport:	Runway Surface Type:
Runway Used: 0	Runway Surface Condition:
Runway Length/Width:	

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): JIM SILLIMAN Adopted Date: 11/30/2000

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.