



National Transportation Safety Board Aviation Incident Final Report

Location:	JUNEAU, AK	Incident Number:	ANC941A075A
Date & Time:	07/01/1994, 1900 AKD	Registration:	N769AS
Aircraft:	BOEING 737-400	Aircraft Damage:	None
Defining Event:		Injuries:	61 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

APPROACHING THE AIRPORT, THE FLIGHTCREW OF THE B-737, N769AS, MADE INITIAL CONTACT WITH THE LOCAL CONTROLLER, AND WAS ADVISED OF A LEFT DOWNWIND FOR RUNWAY 26. AT ABOUT 5 MI SW OF THE ARPT, THE FLIGHTCREW WAS ADVISED OF PATTERN TRAFFIC THAT INCLUDED THE DEPARTING C-185, N1470Q, STARTING A LEFT DOWNWIND. THE PILOT OF THE C-185 WAS ALSO ADVISED OF THE B-737 ENTERING DOWNWIND, TO WHICH THE PILOT REPLIED '...ROGER HAVE TRAFFIC IN SIGHT WILL STAY LOW.' THE PILOT WAS NOT INSTRUCTED TO ADJUST HIS FLIGHTPATH TO REMAIN CLEAR OF THE B-737. THE FLIGHTCREW OF THE B-737 SUBSEQUENTLY REPORTED A 'NEAR MISS' TO THE TOWER. THE B-737 FLIGHTCREW AND THE C-185 PILOT ESTIMATED THEIR SEPARATION AS LESS THAN 50 FT, AT APRX 800 FT AGL. THE PILOT OF THE B-737 TOOK 'MAX NOSE UP...' EVASIVE ACTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE FAILURE OF THE LOCAL CONTROLLER TO EXERCISE HIS RESPONSIBILITY TO HAVE EACH AIRCRAFT ADJUST ITS FLIGHTPATH TO REMAIN CLEAR OF THE OTHER, AND THE FAILURE OF THE THE PILOT OF THE CESSNA 185 TO MAINTAIN ADEQUATE VISUAL SEPARATION FROM THE BOEING 737.

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) TRAFFIC ADVISORY - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
2. (C) VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

On July 1, 1994, at 1659 Alaska daylight time, a Boeing 737-400, N769AS, operating as Alaska Airlines flight 77, was involved in a near-midair-collision (NMAC) with a float equipped Cessna 185 airplane, N1470Q, within the Juneau, Alaska, class D airspace (airport traffic area and control zone). Alaska flight 77 was operating under 14 CFR 121, as a scheduled domestic air carrier arriving from Gustavus, Alaska, and N1470Q was operating under 14 CFR Part 91 as a personal flight to Ketchikan from Juneau. Both aircraft were on a VFR flight plan in visual meteorological conditions and were in contact with the Juneau Air Traffic Control Tower. The Boeing was reportedly in an approach turn to final and the Cessna was on a downwind departure. Alaska flight 77 reportedly had five crewmembers and fifty-six passengers on board. The Cessna had a private pilot and a passenger on board. There were no reported injuries and no reported aircraft damage.

Both pilots reported a "near miss" condition had occurred and estimated the distance to be 30 to 50 foot separation, at approximately 800 foot (agl). The captain of the Boeing reported that he took evasive action by employing "max nose up and full power." The private pilot reported that the Boeing passed in front of him at a distance of 50 feet and did not take evasive action.

Refer to the Operations Group and Air Traffic Group Chairmans' Factual Reports attached.

Pilot Information

Certificate:	Airline Transport	Age:	45, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	07/14/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15763 hours (Total, all aircraft), 5738 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 136 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N769AS
Model/Series:	737-400 737-400	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	0
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	131900 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	GE
ELT:		Engine Model/Series:	CFM56-3B-2
Registered Owner:	ALASKA AIRLINES	Rated Power:	
Operator:	ALASKA AIRLINES, INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	ALASKA AIRLINES	Operator Designator Code:	ASAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JNU, 10 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1845 ADT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Thin Broken / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C / 7° C
Precipitation and Obscuration:			
Departure Point:	GUSTAVUS, AK (GST)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	1840 ADT	Type of Airspace:	Class D

Airport Information

Airport:	JUNEAU INTL	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	56 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	61 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DOUGLAS R HERLIHY	Report Date:	10/31/1995
Additional Participating Persons:	JAMES E MCCOY; JUNEAU, AK THOMAS ROGERS; SEATTLE, WA DAVID OLSON; SEATTLE, WA DAVID HUNSACKER; RENTON, WA		
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 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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