



# National Transportation Safety Board Aviation Incident Data Summary

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<b>Location:</b>	JUNEAU, AK	<b>Incident Number:</b>	ANC94IA075A
<b>Date &amp; Time:</b>	07/01/1994, 1900 AKD	<b>Registration:</b>	N769AS
<b>Aircraft:</b>	BOEING 737-400	<b>Injuries:</b>	61 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

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## 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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Multi-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N769AS
<b>Model/Series:</b>	737-400 737-400	<b>Engines:</b>	2 Turbo Fan
<b>Operator:</b>	ALASKA AIRLINES, INC	<b>Engine Manufacturer:</b>	GE
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	CFM56-3B-2
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JNU, 10 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 8000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 330°
<b>Temperature:</b>	19° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	GUSTAVUS, AK (GST)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	JUNEAU INTL	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	5 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	56 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): DOUGLAS R HERLIHY      Adopted Date: 10/31/1995

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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