



National Transportation Safety Board Aviation Accident Data Summary

Location:	LOS ANGELES, CA	Accident Number:	DCA91MA018B
Date & Time:	02/01/1991, 1807 PST	Registration:	N683AV
Aircraft:	FAIRCHILD SA-227-AC	Injuries:	12 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

SKW5569, N683AV, HAD BEEN CLEARED TO RWY 24L, AT INTERSECTION 45, TO POSITION AND HOLD. THE LOCAL CONTROLLER, BECAUSE OF HER PREOCCUPATION WITH ANOTHER AIRPLANE, FORGOT SHE HAD PLACED SKW5569 ON THE RUNWAY AND SUBSEQUENTLY CLEARED USA1493, N388US, FOR LANDING. AFTER THE COLLISION, THE TWO AIRPLANES SLID OFF THE RUNWAY INTO AN UNOCCUPIED FIRE STATION. THE TOWER OPERATING PROCEDURES DID NOT REQUIRE FLIGHT PROGRESS STRIPS TO BE PROCESSED THROUGH THE LOCAL GROUND CONTROL POSITION. BECAUSE THIS STRIP WAS NOT PRESENT, THE LOCAL CONTROLLER MISIDENTIFIED AN AIRPLANE AND ISSUED A LANDING CLEARANCE. THE TECHNICAL APPRAISAL PROGRAM FOR AIR TRAFFIC CONTROLLERS IS NOT BEING FULLY UTILIZED BECAUSE OF A LACK OF UNDERSTANDING BY SUPERVISORS AND THE UNAVAILABILITY OF APPRAISAL HISTORIES.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE LOS ANGELES AIR TRAFFIC FACILITY MANAGEMENT TO IMPLEMENT PROCEDURES THAT PROVIDED REDUNDANCY COMPARABLE TO THE REQUIREMENTS CONTAINED IN THE NATIONAL OPERATIONAL POSITION STANDARDS AND THE FAILURE OF THE FAA AIR TRAFFIC SERVICE TO PROVIDE ADEQUATE POLICY DIRECTION AND OVERSIGHT TO ITS AIR TRAFFIC CONTROL FACILITY MANAGERS. THESE FAILURES CREATED AN ENVIRONMENT IN THE LOS ANGELES AIR TRAFFIC CONTROL TOWER THAT ULTIMATELY LED TO THE FAILURE OF THE LOCAL CONTROLLER 2 (LC2) TO MAINTAIN AN AWARENESS OF THE TRAFFIC SITUATION, CULMINATING IN THE INAPPROPRIATE CLEARANCES AND THE SUBSEQUENT COLLISION OF THE USAIR AND SKYWEST AIRCRAFT. CONTRIBUTING TO THE CAUSE OF THE ACCIDENT WAS THE FAILURE OF THE FAA TO PROVIDE EFFECTIVE QUALITY ASSURANCE OF THE ATC SYSTEM. (NTSB REPORT AAR-91/08)

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING

Findings

1. (C) SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
2. (F) INADEQUATE SUBSTANTIATION PROCESS - FAA(ORGANIZATION)
3. (C) ATC CLEARANCE - IMPROPER - ATC PERSONNEL(LCL/GND/CLNC)
4. OBJECT - AIRCRAFT MOVING ON GROUND

Pilot Information

Certificate:	Airline Transport	Age:	32
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	8808 hours (Total, all aircraft), 2107 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N683AV
Model/Series:	SA-227-AC SA-227-AC	Engines:	2 Turbo Prop
Operator:	SKYWEST AIRLINES, INC.	Engine Manufacturer:	GARRETT
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	TPE-331
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	LAX, 126 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 260°
Temperature:	14°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	PALMDALE, CA (PMD)

Airport Information

Airport:	LOS ANGELES INTERNATIONAL (LAX)	Runway Surface Type:	Concrete
Runway Used:	24L	Runway Surface Condition:	Dry
Runway Length/Width:	10285 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	10 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Robert MacIntosh Adopted Date: 08/05/1993

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.