



National Transportation Safety Board Aviation Incident Data Summary

Location:	JUNEAU, AK	Incident Number:	ANC00IA010
Date & Time:	11/02/1999, 0640 AST	Registration:	N792AS
Aircraft:	Boeing 737-400	Injuries:	58 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

The scheduled passenger flight was inbound for landing during the period of dawn. A cargo airplane was also inbound, preceding the passenger flight. The airport air traffic control tower (ATCT) was closed. An automated flight service station (AFSS) was in operation. AFSS personnel cannot see the runway. An airport maintenance crew was conducting snow removal training on the runway in a plow equipped truck. The passenger flight crew contacted the AFSS at the VOR (25.2 miles away), and advised they were inbound for landing. At that time, the plow was off the runway, waiting for the cargo airplane to arrive. The crew of the passenger airplane was not advised of any airfield maintenance activity. After the cargo airplane landed, the plow driver informed the AFSS of his intentions, and drove onto the runway to continue training. AFSS personnel advised the driver of the plow that the passenger airplane was about 10 minutes behind the cargo airplane. Without any further communication, the passenger flight touched down on the runway while the plow was driving along the right edge of the runway, facing away from the arriving jet. The passenger jet swerved to the left during the roll out to miss the plow truck. The right wing tip of the jet passed about 32 feet from the plow truck. The verbal report of men and equipment on the runway, given by the plow driver to the AFSS is a local NOTAM only. The local NOTAM was not transmitted to the arriving passenger flight. When the ATCT is closed, there are no mandatory reporting points for arriving airplanes. There are only recommended traffic advisories for position reporting of arriving traffic. The recommended traffic advisories are contained in the company flight operations manual.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The failure of the flight crew to provide a recommended landing traffic advisory, and the failure of flight service station personnel to provide a flight advisory to the arriving airplane concerning men and equipment operating on the runway. Factors in the incident were operations at an airport when the control tower was closed, and the failure of the snow plow driver to verify the eminent arrival of the airplane.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: LANDING - ROLL

Findings

1. AIRPORT EQUIPMENT, SNOW REMOVAL - OTHER
2. (F) CONTROL TOWER - CLOSED
3. (C) TRAFFIC ADVISORY - NOT PERFORMED - FLIGHTCREW

- 4. (C) FLIGHT ADVISORIES - NOT ISSUED - ATC PERSONNEL(FSS)
- 5. (F) AIR/GROUND COMMUNICATIONS - NOT VERIFIED - DRIVER OF VEHICLE

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	14793 hours (Total, all aircraft), 857 hours (Total, this make and model), 5700 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N792AS
Model/Series:	737-400 737-400	Engines:	2 Turbo Fan
Operator:	ALASKA AIRLINES	Engine Manufacturer:	Cfm
Operating Certificate(s) Held:	Flag carrier (121); Supplemental	Engine Model/Series:	CFM-56-3C-1
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	PAJ, 19 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 3800 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	2°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SITKA, AK (PASI)	Destination:	(PAJN)

Airport Information

Airport:	JUNEAU INTERNATIONAL (PAJN)	Runway Surface Type:	Asphalt
Runway Used:	8	Runway Surface Condition:	Dry
Runway Length/Width:	4900 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	53 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): SCOTT ERICKSON Adopted Date: 05/17/2001

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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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.