



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	HOUSTON, TX	<b>Incident Number:</b>	FTW891A064A
<b>Date &amp; Time:</b>	03/01/1989, 1037 CST	<b>Registration:</b>	N820NY
<b>Aircraft:</b>	MCDONNELL DOUGLAS DC-9-82	<b>Injuries:</b>	123 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Analysis

TWA FLT 806 (DC-9) WAS NW OF ARPT (FOR ILS RWY 9 APCH) AS CONTINENTAL FLT 122 (DC-9) WAS SW OF ARPT FOR SAME APCH. BOTH WERE IN IMC, BEING VCTR'D BY FINAL TRACON CTLR (WORKING 2 SECTORS & CTLG 23 ACFT). AS FLT 122 WAS APCHG LOCALIZER (LOC) & HDG 060 DEG AT 3000' MSL, FLT 806 WAS ABT 8 MI NW OF FLT 122 & WAS CLRD TO INTERCEPT LOC. CTLR TMTD TO FLT 122 'FOUR FM THE MARKER, MAINT 2000 UNTIL ESTABLISHED ON THE LOC, CLRD ILS RWY 9 APCH, AND ARE YOU GOING THRU THE LOC TOO?' FLT 122 REPLIED 'YES SIR, YOU NEVER TOLD US TO INTERCEPT.' CTLR THEN TOLD FLT 122 'MAINT 3500 & TURN LEFT 360,' MEANING TO TURN TO A HDG OF 360 DEG. FLT 122 THOUGHT CTLR WANTED A 360 DEG CIRCLING TURN & BGN A RGT TURN. WHILE CIRCLING, FLT 122 ASKED FOR A HDG TO ROLL OUT ON. CTLR SAID TO FLY HDG 230. CTLR THEN REALIZED THE 2 ACFT WERE CONVERGING. HE TOLD FLT 122 TO DCND TO 2000' & TMTD FOR 'CONTINENTAL 806' TO MAINT 3500'. SINCE CTLR USED WRONG COMPANY DESIGNATOR, TWA FLT 806 DID NOT RESPOND. RADAR SHOWED THE 2 ACFT PASSED AT ABT 3100' WITH .079 MI SEPN.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: FAILURE OF THE TRACON FINAL APPROACH CONTROLLER TO ASSURE RADAR SEPARATION BETWEEN THE AIRCRAFT. FACTORS RELATED TO THE ACCIDENT WERE: INADEQUATE SUPERVISION BY THE ATC SUPERVISOR, EXCESSIVE WORKLOAD FOR THE CONTROLLER, UNCLEAR INSTRUCTIONS BY THE CONTROLLER, AND A MISUNDERSTANDING OF THE ATC CLEARANCE BY THE FLIGHT CREW OF CONTINENTAL FLIGHT 122.

## Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

1. (F) SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
2. (F) EXCESSIVE WORKLOAD (TASK OVERLOAD) - ATC PERSONNEL(DEP/APCH)
3. (F) INFORMATION UNCLEAR - ATC PERSONNEL(DEP/APCH)
4. (F) ATC CLEARANCE - NOT UNDERSTOOD - PILOT IN COMMAND
5. (C) RADAR SEPARATION - NOT MAINTAINED - ATC PERSONNEL(DEP/APCH)

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	10000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MCDONNELL DOUGLAS	<b>Registration:</b>	N820NY
<b>Model/Series:</b>	DC-9-82 DC-9-82	<b>Engines:</b>	2 Turbo Fan
<b>Operator:</b>	CONTINENTAL AIRLINES	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	JT8D-217A
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	IAH, 98 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 1600 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 30°
<b>Temperature:</b>	12° C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SAN ANTONIO, TX (SAT)	<b>Destination:</b>	HOUSTON, TX (IAH)

## Airport Information

<b>Airport:</b>	HOUSTON INTERCONTINENTAL (IAH)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	9	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	9999 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	6 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	117 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): RAY O WALL

Adopted Date: 06/30/1992

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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