



National Transportation Safety Board Aviation Incident Data Summary

Location:	NEWARK, NJ	Incident Number:	MIA88IA055B
Date & Time:	11/01/1987, 1712 EST	Registration:	N577PE
Aircraft:	BOEING 727-243	Injuries:	142 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

AT 1710:53 EST, THE LCL TWR CTLR (LC) AT THE NEWARK INTL ARPT CLRD CONTINENTAL FLT 321 (DC-9-82, N806NY) FOR TAKEOFF ON RWY 22L; 11 SEC LATER, CONTINENTAL FLT 688 (BOEING 727, N577PE) RPRTD 'LEFT DOWNWIND FOR RWY 29.' LC TOLD FLT 688 TO 'MAINTAIN 1500 AS YOU CROSS OVER THE FIELD.' RWY 22L (9300' LONG) WAS LOCATED SOUTH OF RWY 29; THUS, THE LEFT DOWNWIND FOR RWY 29 WAS NR THE DEP END OF RWY 22L. AT 1712:12, LC TOLD FLT 321 THAT FLT 688 WAS PASSING 'OVERHEAD & BEHIND YOU AT 1800' . . .' AT ABOUT THAT TIME, THE CREW OF FLT 321 NOTED THEY WERE CLBG THRU 1000' WHEN THEY SAW FLT 688 PASSING DIRECTLY OVERHEAD. THE CAPT OF FLT 688 SAW FLT 321 TAKING OFF & ESTD THE SEPN REMAINED IN EXCESS OF 1000', BUT THE CAPT OF FLT 321 WAS CONCERNED ABOUT THE CLOSE PROXIMITY & CALLED THE TWR AFTER LNDG. RADAR DATA SHOWED THE PLANES PASSED WITH APRX 400' VERTICAL & 1000' LATERAL SEPN, APRX 1/4 MI SOUTH OF THE ARPT. BOTH FLTS WERE OPERG ON IFR FLT PLANS. LC DID NOT ADZ EITHER FLT CREW OF THEIR TRAFFIC UNTIL 1712:12, MOMENTS BFR THEIR FLT PATHS CROSSED. THE ARPT HAD HVY TRAFFIC.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
2. (C) VISUAL SEPARATION - IMPROPER USE OF - ATC PERSONNEL(LCL/GND/CLNC)
3. (C) TRAFFIC ADVISORY - DELAYED - ATC PERSONNEL(LCL/GND/CLNC)

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	8800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N577PE
Model/Series:	727-243 727-243	Engines:	3 Turbo Fan
Operator:	CONTINENTAL AIRLINES INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	JT8D
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EWK, 18 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 170°
Temperature:	14° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SYRACUSE, NY (SYR)	Destination:	

Airport Information

Airport:	NEWARK INTL (EWR)	Runway Surface Type:	Asphalt
Runway Used:	29	Runway Surface Condition:	Dry
Runway Length/Width:	6800 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	None
Passenger Injuries:	135 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ANDREW A ALSTON Adopted Date: 09/12/1988

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.