



# National Transportation Safety Board Aviation Incident Final Report

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<b>Location:</b>	ATLANTIC OCEAN, AO	<b>Incident Number:</b>	MIA84IA054A
<b>Date &amp; Time:</b>	01/01/1984, 1554 EST	<b>Registration:</b>	N82NA
<b>Aircraft:</b>	MCDONNELL DOUGLAS DC-10-30	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 329 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Non-scheduled		

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## Analysis

ACFT NEARLY COLLIDED WITH PAA N656PA AT FL370 ABOUT 200 MI EAST OF MIAMI WHEN ACFT PASSED ABOUT 300 FT FROM EACH OTHER IN A NONRADAR ENVIRONMENT. BOTH ACFT WERE AT THEIR ASSIGNED FLIGHT LEVEL & WERE OPERATING ON ROUTES APPROVED & ISSUED BY MIAMI ARTCC. THE D72 CONTROLLER(CTLR) FAILED TO COORDINATE THE ALT OF N656PA WITH THE D81 CTLR, FAILED TO NOTE CONFLICT WHEN HE APPROVED FL370 FOR N82NA, & PLACED FLT PROGRESS STRIP FOR N82NA IN WRONG BAY AT SECTOR 72 POSITION. ADDITIONALLY, D81 & R81 CTLRS FAILED TO DETECT CONFLICT BETWEEN THE TWO ACFT. THE R72 CTLR DID NOT CAREFULLY READ THE STRIP WHEN HE FOUND IT. THE BOARD ALSO FOUND THE QUALITY ASSURANCE EFFORTS AT THE MIAMI ARTCC TO BE DEFICIENT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)
2. (C) CREW/GROUP COORDINATION - INADEQUATE - ATC PERSONNEL(ARTCC)

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Occurrence #2: ABRUPT MANEUVER  
Phase of Operation: CRUISE - NORMAL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/25/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MCDONNELL DOUGLAS	<b>Registration:</b>	N82NA
<b>Model/Series:</b>	DC-10-30 DC-10-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	46713
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	345
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	555000 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	3 Turbo Fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CF6
<b>Registered Owner:</b>	PAN AMERICAN WORLD AIRWAYS INC	<b>Rated Power:</b>	6 hp
<b>Operator:</b>	PAN AMERICAN WORLD AIRWAYS INC	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYNN, 12 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	1600 EST	Direction from Accident Site:	281 °
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22 °C / 12 °C
Precipitation and Obscuration:			
Departure Point:	NEW YORK, NY (JFK)	Type of Flight Plan Filed:	IFR
Destination:	ST. MAARTEN, OF (PJM)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	13 None	Aircraft Damage:	None
Passenger Injuries:	1 Minor, 316 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 329 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WILLIAM M O'ROURKE	Report Date:	
Additional Participating Persons:			
Publish Date:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).