



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	ATLANTIC OCEAN, AO	<b>Incident Number:</b>	MIA84IA054B
<b>Date &amp; Time:</b>	01/01/1984, 1554 EST	<b>Registration:</b>	N656PA
<b>Aircraft:</b>	BOEING 747-121	<b>Injuries:</b>	166 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Analysis

ACFT NEARLY COLLIDED WITH PAA N82NA 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

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: CRUISE - NORMAL

### Findings

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N656PA
<b>Model/Series:</b>	747-121 747-121	<b>Engines:</b>	4 Turbo Jet
<b>Operator:</b>	PAN AMERICAN WORLD AIRWAYS INC	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	JT9D
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MYNN, 12 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 30°
<b>Temperature:</b>	22° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LONDON, ENGLAND, OF (EGLN)	<b>Destination:</b>	MIAMI, FL (MIA)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	15 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	151 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	WILLIAM M O'ROURKE	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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.