



National Transportation Safety Board Aviation Incident Data Summary

Location:	Miami, FL	Incident Number:	MIA02IA047
Date & Time:	01/01/2002, 1057 EST	Registration:	9Y-THQ
Aircraft:	McDonnell Douglas MD-83	Injuries:	125 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

The captain stated the first officer was flying the airplane for the approach and landing. He and the first officer performed a briefing for the localizer 30 approach to Miami International Airport, prior to beginning descent. During landing on runway 30, the airplane floated for a while before touchdown, after the first officer flared for landing. After a few seconds, he, the captain, took control of the airplane during the landing roll. It appeared the airplane would over run the runway and collide with an approach light structure. The captain steered the airplane to the left side of the runway and brought it to a complete stop with the nose wheel in a sandy area. He shutdown the engines and deplaned the passengers. The airplane was then towed to the gate. Readout of the digital flight data recorder showed the decent from cruise flight to 10, 000 feet appeared normal and at 10,000 feet the airplane maintained 250 knots airspeed. During descent from 10,000 feet the airspeed began to increase, reaching over 300 knots as the airplane descended through 5,000 feet. An airspeed of over 300 knots was maintained until within 4 miles of the runway and an altitude of 1,500 feet. The airplane crossed over the runway threshold at over 100 feet, as measured by the radio altimeter, and over 200 knots airspeed, at least Vref + 70 knots. The touchdown speed was approximately 150 knots. Full wing spoilers or speed brakes were deployed from 4.5 to 2.5 miles remaining to the runway or between 1,700 and 800 feet altitude. Wing slat extension began at an altitude of 1,200 feet and 290 knot airspeed. Wing flap extension began at 900 feet and 280 knot airspeed. The landing gear was extended at 1.5 miles from the runway at an altitude of 400 feet. The ground spoilers were not deployed after landing. The airplane appears to have touched down over 5,000 feet past the runway threshold. The airplane came to rest about 90 degrees left of runway heading.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The failure of the first officer to fly a stabilized approach at the correct airspeed and his failure to execute a missed approach resulting in touchdown about 5,000 feet past the runway threshold at an excessive airspeed and over run of the runway prior to stopping. Contributing to the incident was the failure of the captain to properly supervise the first officer and take corrective action.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PLANNED APPROACH - IMPROPER - COPILOT/SECOND PILOT
2. (C) AIRSPEED - EXCESSIVE - COPILOT/SECOND PILOT
3. (C) GO-AROUND - NOT PERFORMED - COPILOT/SECOND PILOT

4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
 5. RUN ON LANDING - INADVERTENT - FLIGHTCREW

Pilot Information

Certificate:	Airline Transport	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	12636 hours (Total, all aircraft), 2022 hours (Total, this make and model), 1514 hours (Pilot In Command, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3778 hours (Total, all aircraft), 323 hours (Total, this make and model), 2013 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	McDonnell Douglas	Registration:	9Y-THQ
Model/Series:	MD-83	Engines:	2 Turbo Fan
Operator:	BWIA West Indies Airways, LTD.	Engine Manufacturer:	Pratt & Whitney
Operating Certificate(s) Held:	Foreign Air Carrier (129)	Engine Model/Series:	JT8D-219
Flight Conducted Under:	Part 129: Foreign		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMIA, 11 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 360°
Temperature:	21° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Bridgetown (TBPB)	Destination:	Miami, FL (KMIA)

Airport Information

Airport:	Miami International (MIA)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	9355 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Minor
Passenger Injuries:	119 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	25.799722, -80.295000		

Administrative Information

Investigator In Charge (IIC):	Jeffrey L Kennedy	Adopted Date:	11/04/2002
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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