



Aviation Investigation Final Report

Location:	CHICAGO, Illinois	Incident Number:	CHI87IA135
Date & Time:	May 29, 1987, 19:58 Local	Registration:	N224AA
Aircraft:	MCDONNELL DOUGLAS DC-9-82	Aircraft Damage:	None
Defining Event:		Injuries:	83 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

AMERICAN FLT 637 WAS ON DEPARTURE FROM CHICAGO-O'HARE INTL ARPT (ORD), CLIMBING THRU 7300' MSL, WHEN IT PASSED AMERICAN FLT 393 WITH APRX 500' VERTICAL SEPN & 1/4 MI HORIZONTAL SEPN. THIS OCCURRED AFTER AN AIR TRAFFIC ASSISTANT, WHO WAS WORKING THE CLNC DELIVERY PSN AT ORD, HAD ISSUED THE SAME TRANSPONDER CODE TO FLT 637 & UNITED FLT 441. SUBSEQUENTLY, A TRAINEE CONTROLLER (CTLR), WHO WAS WORKING AT THE WEST DEPARTURE RADAR CONTROL POSITION, MISTOOK FLT 441'S TARGET AS THAT OF FLT 637 & ISSUED CLIMB INSTRUCTIONS TO FLT 637. THE INSTRUCTOR DID NOT RECOGNIZE THE ERROR IN TIME TO CORRECT THE CTLR'S ACTION.

Probable Cause and Findings

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: CLIMB

Findings

1. (C) ATC CLEARANCE - IMPROPER - ATC PERSONNEL(LCL/GND/CLNC)

2. (C) IDENTIFICATION OF AIRCRAFT ON RADAR - IMPROPER - ATC PERSONNEL(DEP/APCH)
3. (F) SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	N224AA
Model/Series:	DC-9-82 DC-9-82	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	172
Date/Type of Last Inspection:	Continuous airworthiness	Certified Max Gross Wt.:	149500 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D
Registered Owner:	AMERICAN AIRLINES	Rated Power:	20850 Lbs thrust
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	AALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	19:58 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	LAS VEGAS , NV (LAS)	Type of Clearance:	IFR
Departure Time:	19:55 Local	Type of Airspace:	Class B

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	78 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	83 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Dinwiddie, Carl

Additional Participating Persons:

Original Publish Date: July 10, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13667>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).