



Aviation Investigation Final Report

Location:	DFW AIRPORT, Texas	Accident Number:	FTW86LA132
Date & Time:	August 9, 1986, 15:00 Local	Registration:	XAMXG
Aircraft:	BOEING 727-200	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 94 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

THE AIRCRAFT WAS IN SMOOTH AIR AND IN STRAIGHT AND LEVEL FLIGHT. THE 'FASTEN SEAT BELT' SIGN WAS ILLUMINATED. A MALE PASSENGER WENT TO THE FORWARD LAVATORY AND FELL, INJURING HIS HEAD AND BACK. THE FLOOR WAS DRY AND THERE WAS NO LOOSE OR TORN CARPET OT OTHER LOOSE OBJECTS WHICH COULD HAVE CAUSED HIM TO SLIP OR STUMBLE. THE REASON FOR HIS FALL WHILE IN THE LAVATORY IS UNDETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Airline transport; Foreign	Age:	33, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	January 4, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	XAMXG
Model/Series:	727-200 727-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	191000 lbs
Time Since Last Inspection:		Engines:	3 Turbo jet
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	JT8D
Registered Owner:		Rated Power:	
Operator:	MEXICANA AIRLINES	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DFW ,603 ft msl	Distance from Accident Site:	100 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	35°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ACAPULCO	Type of Flight Plan Filed:	IFR
Destination:	DFW AIRPORT , TX (DFW)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	8 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 86 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 94 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Johnson, J

Additional Participating Persons: FRANK BREEDEN; , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22060>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).