



Aviation Investigation Final Report

Location:	PHOENIX, Arizona	Accident Number:	LAX90LA116
Date & Time:	March 13, 1990, 22:15 Local	Registration:	N271AF
Aircraft:	BOEING 727-227	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Fatal, 41 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

A BOEING 727-227 STRUCK A PEDESTRIAN DURING THE TAKEOFF GROUND RUN ON RUNWAY 26L. THE CAPTAIN INDICATED THAT THE PEDESTRIAN WAS ON THE RUNWAY CENTERLINE DURING THE TAKEOFF GROUND RUN. THE AIRCRAFT HAD ACCELERATED TO ABOUT 105 KNOTS INDICATED AIRSPEED WHEN THE PEDESTRIAN WAS IDENTIFIED. THE CAPTAIN IMMEDIATELY VEERED THE AIRCRAFT TO THE RIGHT TO AVOID THE COLLISION AND ABORTED THE TAKEOFF. THE AIRCRAFT CREW FELT AN IMPACT. THE AIRCRAFT THEN TAXIED TO THE RAMP. POST FLIGHT EXAMINATION OF THE AIRCRAFT REVEALED THE PEDESTRIAN WAS STRUCK BY THE LEFT MAIN LANDING GEAR SYSTEM. ACCORDING TO THE AIRPORT AUTHORITY, THE PEDESTRIAN, A 40 YEAR OLD MALE, WAS A MENTAL PATIENT AT A NEARBY HOSPITAL. THE AIRPORT AUTHORITY ALSO INDICATED THAT THE PEDESTRIAN WAS NOT AUTHORIZED ACCESS TO THE RUNWAY. AN INVESTIGATION OF THE BREACH OF AIRPORT SECURITY DID NOT REVEAL HOW THE PEDESTRIAN GAINED ACCESS TO THE RUNWAY ENVIRONMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE UNAUTHORIZED INTRUSION ONTO THE RUNWAY ENVIRONMENT BY A PEDESTRIAN.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) MANEUVER - INITIATED - PILOT IN COMMAND
5. (C) OBJECT - OTHER PERSON

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		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:	12720 hours (Total, all aircraft), 9600 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N271AF
Model/Series:	727-227 727-227	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	22003
Landing Gear Type:	Retractable - Tricycle	Seats:	144
Date/Type of Last Inspection:	March 11, 1990 Continuous airworthiness	Certified Max Gross Wt.:	191000 lbs
Time Since Last Inspection:	10 Hrs	Engines:	3 Turbo jet
Airframe Total Time:	16173 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT8D-17
Registered Owner:	NCNB TEXAS NATIONAL BANK	Rated Power:	16000 Lbs thrust
Operator:	ALASKA AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	ASAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	PHX ,1132 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	22:46 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 6100 ft AGL	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11°C / 11°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	PHOENIX (PHX)	Type of Flight Plan Filed:	IFR
Destination:	TUCSON (TUS)	Type of Clearance:	IFR
Departure Time:	22:15 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	PHOENIX SKY PHX	Runway Surface Type:	
Airport Elevation:	1132 ft msl	Runway Surface Condition:	
Runway Used:	26L	IFR Approach:	None
Runway Length/Width:	10300 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Minor
Passenger Injuries:	35 None	Aircraft Fire:	None
Ground Injuries:	1 Fatal	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 41 None	Latitude, Longitude:	33.43048,-112.010505(est)

Administrative Information

Investigator In Charge (IIC): Wilcox, Thomas

Additional Participating Persons:

Original Publish Date: September 28, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=26753>

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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](#).