



Aviation Investigation Final Report

Location:	JAMAICA, New York	Incident Number:	NYC871A106
Date & Time:	March 10, 1987, 19:14 Local	Registration:	N802EA
Aircraft:	BOEING 727-225A	Aircraft Damage:	Minor
Defining Event:		Injuries:	127 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

AS EA32 TAXIED FROM A STOPPED POSITION ON TAXIWAY NA BETWEEN THE OUTER AND INNER TO THE EASTERN RAMP, A U.S. POSTAL TRACTOR WITH AN EMPTY BOX TRAVELING NE FAILED TO YIELD TO THE AIRCRAFT AND THEY COLLIDED ON THE SERVICE ROAD AND TAXIWAY NA.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	55, 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):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14320 hours (Total, all aircraft), 70 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N802EA
Model/Series:	727-225A 727-225A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	QA668
Landing Gear Type:	Retractable - Tricycle	Seats:	195
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	169000 lbs
Time Since Last Inspection:		Engines:	3 Turbo fan
Airframe Total Time:	19862 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT8D-9
Registered Owner:	CONNECTICUT NATIONAL BANK	Rated Power:	14500 Lbs thrust
Operator:	EASTERN AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TAMPA , FL (TPA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	JOHN F. KENNEDY INT'L JFK	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Minor
Passenger Injuries:	120 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	127 None	Latitude, Longitude:	40.649013,-73.790504(est)

Administrative Information

Investigator In Charge (IIC):	Twinejr., Chauncey
Additional Participating Persons:	JOHN J MOORE; BRUCE HAZELTINE; VALLEY STREAM , NY VINCENT E CIMINO;
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=30527

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](#).