



# Aviation Investigation Final Report

<b>Location:</b>	ATLANTIC OCEAN, Atlantic Ocean	<b>Incident Number:</b>	NYC891A063
<b>Date &amp; Time:</b>	December 30, 1988, 17:03 Local	<b>Registration:</b>	N153AA
<b>Aircraft:</b>	McDonnell Douglas DC-10	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	13 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

AMERICAN FLT 1180 (MCDONNELL-DOUGLAS DC-10) WAS NORTHBOUND OVR THE ATLANTIC OCEAN AT FLT LVL 350 AS A BRITISH ROYAL AIR FORCE VICKERS VC10 WAS CRUISING EAST AT THE SAME ALT (NON-STANDARD ALT FOR THE VC10'S DRCTN OF FLT). THEY WERE IN A NON-RADAR AIRSPACE UNDER CTL OF NEW YORK ARTCC, USING NON-DIRECT RADIO COMM THRU ARINC. BOTH WERE IN VMC, ALTHOUGH OPERG UNDER IFR RULES. THE 2 ACFT CONVERGED AS THEY CROSSED OVR ELWOD INTXN. THE VC10 PASSED IN FRONT OF FLT 1180, FM LEFT TO RGT, WITH LESS THAN REQUIRED IFR SEPN. NEITHER FLT CREW SAW THE OTR ACFT UNTIL FLT 1180 FLEW THRU THE WAKE FM THE VC10. THE CREW OF FLT 1180 THEN SAW THE VC10 FLYING AWAY AT THE SAME ALT WHICH THEY ESTD WAS LESS THAN 1 MI AWAY. THE STRIP FOR THE VC10 WAS MARKED WITH A RED UNDERLINE & AN ARROW TO DEPICT ITS DRCTN OF FLT & NON-STANDARD ALT. THE CTLR SAID SHE WAS AWARE OF THE VC10, BUT DIDN'T SEE THE STRIP FOR FLT 1180 IN THE BAY FOR ELWOD INTXN. WHEN THE CTLR ASSUMED HER DUTY PSN, THE PREVIOUS CTLR TOLD HER THE VC10 WAS CLEAR (HAD NO CONFLICTING TRAFFIC) THRU STOCK, ELWOD & DEENO INTXNS.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) CREW/GROUP BRIEFING - INADEQUATE - ATC PERSONNEL(ARTCC)
2. (C) IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 15, 1988
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	McDonnell Douglas	<b>Registration:</b>	N153AA
<b>Model/Series:</b>	DC-10 DC-10	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	46708
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	345
<b>Date/Type of Last Inspection:</b>	Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	455000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	3 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CF6
<b>Registered Owner:</b>	AMERICAN AIRLINES	<b>Rated Power:</b>	41000 Lbs thrust
<b>Operator:</b>	AMERICAN AIRLINES	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	AALA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SAN JUAN , PR (SJU)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	NEW YORK , NY (JFK)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	13 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	13 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:**

**Original Publish Date:** April 19, 1990

**Last Revision Date:**

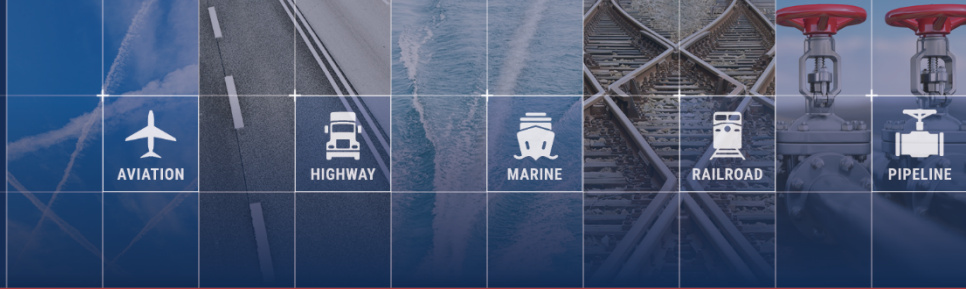
**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=36305>

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](#).



# Aviation Investigation Final Report

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<b>Date &amp; Time:</b>	December 30, 1988, 17:03 Local	<b>Registration:</b>	UNK
<b>Aircraft:</b>	VICKERS VC10	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Public aircraft		

## Analysis

AMERICAN FLT 1180 (MCDONNELL-DOUGLAS DC-10) WAS NORTHBOUND OVR THE ATLANTIC OCEAN AT FLT LVL 350 AS A BRITISH ROYAL AIR FORCE VICKERS VC10 WAS CRUISING EAST AT THE SAME ALT (NON-STANDARD ALT FOR THE VC10'S DRCTN OF FLT). THEY WERE IN A NON-RADAR AIRSPACE UNDER CTL OF NEW YORK ARTCC, USING NON-DIRECT RADIO COMM THRU ARINC. BOTH WERE IN VMC, ALTHOUGH OPERG UNDER IFR RULES. THE 2 ACFT CONVERGED AS THEY CROSSED OVR ELWOD INTXN. THE VC10 PASSED IN FRONT OF FLT 1180, FM LEFT TO RGT, WITH LESS THAN REQUIRED IFR SEPN. NEITHER FLT CREW SAW THE OTR ACFT UNTIL FLT 1180 FLEW THRU THE WAKE FM THE VC10. THE CREW OF FLT 1180 THEN SAW THE VC10 FLYING AWAY AT THE SAME ALT WHICH THEY ESTD WAS LESS THAN 1 MI AWAY. THE STRIP FOR THE VC10 WAS MARKED WITH A RED UNDERLINE & AN ARROW TO DEPICT ITS DRCTN OF FLT & NON-STANDARD ALT. THE CTLR SAID SHE WAS AWARE OF THE VC10, BUT DIDN'T SEE THE STRIP FOR FLT 1180 IN THE BAY FOR ELWOD INTXN. WHEN THE CTLR ASSUMED HER DUTY PSN, THE PREVIOUS CTLR TOLD HER THE VC10 WAS CLEAR (HAD NO CONFLICTING TRAFFIC) THRU STOCK, ELWOD & DEENO INTXNS.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) CREW/GROUP BRIEFING - INADEQUATE - ATC PERSONNEL(ARTCC)
2. (C) IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Foreign; Military	<b>Age:</b>	U
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	VICKERS	<b>Registration:</b>	UNK
<b>Model/Series:</b>	VC10 VC10	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	17
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	295000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	4 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	ROLLS-ROYCE
<b>ELT:</b>		<b>Engine Model/Series:</b>	MK 550
<b>Registered Owner:</b>		<b>Rated Power:</b>	21800 Lbs thrust
<b>Operator:</b>	ROYAL AIR FORCE	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	



## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BELIZE , OF (MZBZ)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	BERMUDA , OF (TXKF)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	4 None	<b>Aircraft Damage:</b>	None
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<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:**

**Original Publish Date:** April 19, 1990

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**Investigation Class:** [Class](#)

**Note:**

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