



Aviation Investigation Final Report

Location:	NEWARK, New Jersey	Incident Number:	NYC931A064
Date & Time:	February 11, 1993, 20:21 Local	Registration:	N79771
Aircraft:	BOEING 727-200	Aircraft Damage:	None
Defining Event:		Injuries:	67 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

THE CREW OF N79771 WAS CLEARED TO TAXI TO RUNWAY 4L ON THE OUTER TAXIWAY. WHILE TAXIING, THE CAPTAIN BECAME DISORIENTED AND THOUGHT HE WAS ON THE INNER TAXIWAY. HE TOLD THE FIRST OFFICER ABOUT HIS CONCERNS. THE FIRST OFFICER'S ATTENTION HAD BEEN DEVOTED TO COCKPIT DUTIES, BUT HE ALSO THOUGHT THEY WERE TAXIING ON THE INNER. THE AIRPLANE WAS ACTUALLY ON THE OUTER. THE CAPTAIN DECIDED TO TURN LEFT AT TAXIWAY 'G' TO RETURN TO THE OUTER. WHEN THE TURN WAS MADE AT 'G,' THE AIRPLANE WAS ON A SHORT TAXIWAY LEADING TO RUNWAY 4L. A B-737 WAS ON THE TAKEOFF ROLL ON RUNWAY 4L, AND THE PILOT OF THAT AIRPLANE SAID HE OBSERVED N79771 ON THE RUNWAY. SEVERAL TOWER CONTROLLERS STATED THAT N79771 WAS ON RUNWAY 4L AND MADE A TURN OFF THE RUNWAY. THE PILOT OF N79771 SAID HE SAW THE RUNWAY EDGE LIGHTS, AND THAT HE WAS ABLE TO TURN THE AIRPLANE BEFORE ENTERING THE ACTIVE RUNWAY. N79771 WAS NOT EQUIPPED WITH A NOSE WHEEL TAXI LIGHT. THE PILOT SAID THIS MADE IT DIFFICULT FOR HIM TO DETERMINE HIS POSITION. THE CREW OF N79771 MADE NO RADIO CALLS TO GROUND CONTROL ABOUT THEIR CONFUSION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE PILOT'S DISORIENTATION WHILE TAXIING, RESULTING IN A RUNWAY INCURSION. FACTORS CONTRIBUTING TO THE INCIDENT WERE: THE FAILURE OF THE FLIGHT CREW TO COMMUNICATE WITH THE ATC GROUND CONTROLLER TO VERIFY THEIR POSITION; THE INADEQUATE CREW COORDINATION; AND THE DARK NIGHT LIGHT CONDITIONS.

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. (C) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
4. (F) COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	40, 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:	September 14, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N79771
Model/Series:	727-200 727-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	January 2, 2000 Continuous airworthiness	Certified Max Gross Wt.:	173000 lbs
Time Since Last Inspection:		Engines:	3 Turbo jet
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	JT8D
Registered Owner:	UNITED STATES TRUST CO	Rated Power:	15500 Lbs thrust
Operator:	CONTINENTAL AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	COLA

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:	Unknown	Visibility	8 miles
Lowest Ceiling:	Broken / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, NJ (EWR)	Type of Flight Plan Filed:	IFR
Destination:	BUFFALO , NY (BUF)	Type of Clearance:	IFR
Departure Time:	20:10 Local	Type of Airspace:	

Airport Information

Airport:	NEWARK INTERNATIONAL EWR	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft msl	Runway Surface Condition:	Wet
Runway Used:	4	IFR Approach:	
Runway Length/Width:	8200 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	None
Passenger Injuries:	60 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	67 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	JOHN BASH; TETERBORO , NJ
Original Publish Date:	December 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37243

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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](#).